

**CITY OF SHELBYVILLE
ADA TRANSITION PLAN**



**ADOPTED BY THE BOARD OF PUBLIC WORKS AND SAFETY
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INTRODUCTION

This transition plan reflects The City of Shelbyville's intent to meet and exceed the minimum requirements established under the ADA and its implementation regulations.

The City of Shelbyville prepared this self-evaluation and plan in accordance with Title II of the Americans with Disabilities Act of 1990, as amended (ADA) and its implementing regulations. The purpose of this self-evaluation is to examine The City of Shelbyville's current facilities, policies and practices to identify and correct those items that create artificial access barriers for persons with disabilities. This transition plan outlines the recommended procedures for implementing and scheduling remedial work needed to comply with the ADA.

This plan details the methods and procedures The City of Shelbyville will use to monitor its activities and facilities for compliance with the ADA. The City of Shelbyville will use this plan to determine under the ADA what changes it needs to make to its programs and/or the design and construction of its facilities to ensure persons with disabilities are not excluded from programs, services and activities because the programs or facilities are inaccessible.

The City of Shelbyville will periodically review and update its self-evaluation inventory and transition plan. The ADA Coordinators will coordinate ADA reviews of The City of Shelbyville's core program areas, districts and buildings periodically. If it is determined that items need to be added or removed from The City of Shelbyville's self-evaluation inventory of buildings and related elements or public rights of way, The City of Shelbyville will update this transition plan as needed within the discretion of the ADA Coordinators. In 2023 the City of Shelbyville conducted a self-evaluation inventory and now finds it appropriate to update this transition plan.

PURPOSE

The purpose of this plan shall be to:

1. Comply with the administrative requirements of the ADA and Section 504 of the Rehabilitation Act of 1973; and
2. Serve as an informational document for any persons interested in The City of Shelbyville's ADA compliance efforts.

ADA COMPLIANCE RESPONSIBILITIES

A. Mayor

The Mayor's office is the executive branch of city government. The Mayor is the chief executive for The City of Shelbyville. The Mayor appoints department heads and designates ADA coordinators. In 2011 the Mayor designated the City Attorney and the City Engineer as ADA coordinators.

B. City Attorney

The City Attorney manages the legal affairs of the city. The City Attorney's responsibilities include giving legal advice to the officers and agencies of the city, investigating the legality of city actions and validity of public complaints, drafting proposed legislation or other legal papers for the city and its agencies, and promptly commencing all proceedings necessary or advisable for the protection or enforcement of the rights of the city or the public.

C. City Engineer

The City Engineer plans and manages city capital improvement projects, including roads, storm and sanitary sewers, and other public works infrastructure. The City Engineer's responsibilities include monitoring construction activities within the city, reviewing plans for private development projects to ensure compliance with city design standards, serving on the City Plan Commission, maintaining and updating city technical standards, and providing engineering support to various city departments and boards.

The ADA Coordinators are responsible for the oversight and coordination of The City of Shelbyville's compliance with the ADA and Section 504 and all related statutes, regulations, and directives. General responsibilities of the ADA Coordinators include:

1. Implementing The City of Shelbyville's ADA Transition Plan
2. Developing processes and procedures for the investigation of complaints filed under the ADA
3. Preparing required reports
4. Participating in the design, development, and dissemination of ADA information to the public
5. Periodically updating The City of Shelbyville's self-evaluation and transition plan.

ADA IMPLEMENTATION TEAM

The City of Shelbyville's ADA Implementation Team consists of members based on their authority and ability to solicit, collect, and report on current activities within their respective departments, boards, and program areas. The team members also possess the authority to implement changes, if needed, to ensure The City of Shelbyville's compliance with the ADA nondiscrimination laws.

The implementation team has a four-part mission, which includes the following:

1. To use an interdisciplinary team approach to ensure compliance with ADA and related nondiscrimination laws in the implementation of The City of Shelbyville's programs and activities
2. To remove programmatic and architectural barriers from The City of Shelbyville's programs and activities in accordance with the above-listed nondiscrimination laws
3. To ensure meaningful access to The City of Shelbyville's services and programs to minorities and low-income persons
4. To develop, continually review and update the effective ADA transition and implementation plans for The City of Shelbyville.

A. Implementation Team Responsibilities

The ADA Implementation Team shall:

- Foster awareness of The City of Shelbyville's responsibilities under the ADA;
- Assist with conducting ADA evaluations of city program areas;
- Develop and maintain city procedures for the collection of data of participants in, and beneficiaries of city programs;
- Participate in the development, revision and implementation of the self-evaluations and transition plan;

- Complete a department risk assessment for the respective departments that identifies and prioritizes risk areas and the need to formulate mitigation strategies; and
- Prepare a periodic report of accomplishments within the department and state goals for the near and distant future. The report shall be submitted to the ADA Coordinators as needed.

B. Implementation Team Members

Name	Department / Program Area	Phone	Email
Jennifer Meltzer	Law	317-398-6624	jmeltzer@cityofshelbyvillein.com
John Kuntz	Engineering	317-392-5102	john.kuntz@cityofshelbyvillein.com
Jennifer Meltzer	Redevelopment	317-398-6624	jmeltzer@cityofshelbyvillein.com
Jody Branum	Human Resources	317-398-6624	jbranum@cityofshelbyvillein.com
Adam Rude	Plan Commission	317-392-5102	arude@cityofshelbyvillein.com
Chris Hext	Building Commission	317-392-5102	chext@cityofshelbyvillein.com
Doug Hunt	Street Department	317-392-5169	dhunt@cityofshelbyvillein.com
Trisha Tacket	Parks & Recreation	317-392-5128	ttacket@cityofshelbyvillein.com
Brian Tacket	Fire	317-392-5119	btacket@cityofshelbyvillein.com
Mark Weidner	Police	317-392-5106	mweidner@cityofshelbyvillein.com

Warren Good	Airport	317-392-1284	warrengood@yahoo.com
Kevin Kredit	WWTP	317-392-5131	kkredit@cityofshelbyvillein.com
Derrick Byers	MS4	317-392-5102	dbyers@cityofshelbyvillein.com
Keith Barrett	Animal Shelter	317-392-5127	kbarrett@cityofshelbyvillein.com

C. ADA Community Advisory Committee

Effective 2012, The City of Shelbyville shall form a city-wide ADA Community Advisory Committee composed of the ADA Coordinators, as well as key city staff, individuals with disabilities, disability advocates and those who provide services to persons with disabilities.

1. Membership

Membership shall be and is representative of different disability groups including: groups representing physical, sensory, developmental and cognitive disabilities. The ADA Coordinators shall be responsible for soliciting members throughout the city. Membership shall also include key city staff.

2. Purpose

It shall be the mission of the ADA Community Advisory Committee to:

- Provide public input to The City of Shelbyville to help ensure The City of Shelbyville's compliance with the ADA;
- Increase awareness of the challenges faced by persons with disabilities; and
- Brainstorm and discuss possible solutions to problems of accessibility in the community.

3. Responsibilities

The ADA Community Advisory Committee shall assist The City of Shelbyville by providing input regarding the development and implementation of The City of Shelbyville's transition plan. Furthermore, the ADA Community Advisory Committee shall provide information to The City of Shelbyville regarding specific concerns of the disability community regarding the roadways and facilities that are within The City of Shelbyville's jurisdiction.

4. Meetings

This shall be an on-going group that shall hold meetings periodically. The ADA Coordinators shall schedule all meetings and keep the minutes or notes.

STANDARDS & METHODOLOGY FOR EVALUATIONS

A. Overview

1. Applicable Reference Codes, Standards and Guidance

a) Public Rights of Way

- City of Shelbyville Construction Standards
- City of Shelbyville Unified Development Ordinance
- ADA Public Right-Of-Ways Guidelines (PROWAG)
- Indiana Code
- INDOT Design Manual
- INDOT Standard Specifications (Most Recent Version)

b) Buildings and Related Site Elements

- Indiana Building Code (Most Recent Version)
- ADA Accessibility Guidelines (ADAAG)

c) Communications (includes public involvement)

- Indiana's Section 508 Web Accessibility Coding Solutions and Requirements
- Section 508 of the Rehabilitation Act of 1973 as amended by 1998 the Work Force Investment Act (section 1194.22 and its subsequent amendments) as minimum requirements for web accessibility
- INDOT Public Involvement Procedures Manual (2009)

2. Self-Evaluation

The City of Shelbyville's completed self-evaluation shall include an analysis of all its programs and services, including communications, employment and its facilities.

The City of Shelbyville plans to complete its ADA self-evaluation in four phases:

- Phase I: Infrastructure Standards & Programs Evaluations

In 2011, the Mayor appointed the City Attorney and City Engineer as ADA Coordinators. The ADA Coordinators immediately initiated the process of creating the city's ADA transition plan and bringing the city into compliance with ADA regulations. The ADA Coordinators created a grievance procedure and public notice form and began the process of giving public notice. Additionally, the ADA Coordinators drafted Ordinance #11-2681 to add Chapter 100 in Title IX of the City Code in order to incorporate ADA compliance and standards into the City Code. This ordinance was adopted by the Shelbyville Common Council on December 5, 2011.

The City of Shelbyville drafted a Unified Development Ordinance in 2011. The ADA Coordinators worked with the Plan Commission to incorporate provisions for ADA compliance within the standards set forth in the Ordinance. Compliance with ADAAG and PROWAG standards is set forth in this Ordinance. The Unified Development Ordinance was adopted by the Shelbyville Common Council on January 18, 2012. Since 2012, the Shelbyville Plan Commission and the City of Shelbyville Common Council have periodically updated the Unified Development Ordinance.

In August 2011, the City Engineer presented the revised Shelbyville Construction Standards to the Board of Public Works and Safety for approval. The Construction Standards included revisions to the ADA curb ramp standards to bring them into compliance with current ADA standards. The Board of Public Works and Safety approved the revised standards on August 9, 2011. In October 2011, the City Engineer's Office began a further revision of the Shelbyville Construction Standards that will include explicitly requiring compliance with ADAAG and PROWAG Standards for all site and right-of-way construction. This revision was approved by the Board of Public Works and Safety on January 14, 2014. The standards have since been updated on February 11, 2020 and again on May 11, 2021.

In January 2012 the City Street, Planning and Engineering Departments began revising the process for obtaining Right-of-Way

Permits for work within City right-of-way. This updated process increases city oversight and inspection for all construction work within the right-of-way. An updated Right-of-Way Ordinance was adopted by the Shelbyville Common Council on May 7, 2012 incorporating these changes. This ordinance has paid dividends as the city has required utility companies to bring several street corners into ADA compliance with enforcement of the new ordinance and increased coordination between city departments.

In September 2012, the City Street and Engineering Departments began establishing an annual street maintenance program with resurfacing, sidewalk, curb & gutter, and ADA curb ramp elements included. Bringing pedestrian crossings into ADA compliance has been included in all street maintenance programs in which road surface elevation changes $\frac{3}{4}$ " or greater are involved since this time. Between the years 2019 – 2022 the City of Shelbyville has replaced 377 ramps as part of their street projects. They are scheduled to replace another 159 ramps in 2023.

- Phase II: Right-Of-Way Evaluations

In March 2012, the Engineering Department began planning the process for conducting ADA evaluations for facilities within city right-of-way. Right-of-way facilities were divided into three categories: intersections, driveways, and sidewalk / path route segments.

Field evaluations of right-of-way facilities began in May 2012 and were completed in September 2012. The results of these evaluations are shown in Appendix G. In 2022 the City of Shelbyville completed a renovation of the Downtown Square making the entire square ADA compliant and pedestrian friendly. In 2023, the City of Shelbyville plans to reevaluate all the curb ramps and update this data. The City of Shelbyville will continue to update curb ramps. Priority is being given to intersections, followed by driveways, and then sidewalk / path route segments.

- Phase III: Building and Facility Evaluations

The City of Shelbyville owns and operates a number of buildings and facilities to provide city services. City-owned facilities include City Hall, 3 Fire Stations, Parks Department Building, Street Department Building

& Garages, Wastewater Treatment Plant, Airport, Intelliplex Conference Center, Accel-IN Building, and 7 Parks with various buildings and structures. The City of Shelbyville and Shelby County jointly own and operate the Animal Shelter and the Jail / Police Station Building. Each of these facilities will be evaluated for compliance with ADAAG and PROWAG standards.

- Phase IV: Program and Activity Evaluations

The City of Shelbyville administers a number of programs and activities to provide city services and to carry out its statutory duties. Public meetings, the city website, and press releases are included in administrative functions. Most departments are involved in various educational or outreach programs. The Parks Department administers many sports and recreation activities and programs. Each of these programs and activities will be evaluated for ADA compliance. Barriers to accessibility will have been identified and removed.

B. Field Evaluations

1. Inventory Methodology

The purpose of the field evaluation of The City of Shelbyville's facilities is to create a baseline of existing pedestrian facilities within the city.

2. Summary of Areas to Be Surveyed and Priorities

a) Right-of-Way Facilities

Level 1 (High Priority)

- All roadway intersections

Level 2 (Intermediate Priority)

- All driveways and alley entrances

Level 3 (Low Priority)

- Sidewalk and multi-use path route segments

b) Buildings and Site Facilities

Level 1 – High public use facilities (High Priority)

- Parks and Recreation buildings and facilities
- City Hall
- Airport
- Intelliplex Conference Center
- Accel-IN Building

Level 2 - Medium public use facilities (Intermediate Priority)

- Police Station / Jail
- Animal Shelter
- Fire Station 1

Level 3 – Low public use facilities (Low Priority)

- Street Department Building & Garages
- Fire Stations 2 & 3
- Wastewater Treatment Plant

3. Survey

A completed field survey shall consist of an onsite visit to each location using a detailed survey questionnaire to capture the measurements of specific elements to evaluate ADA compliance in accordance with the applicable design standards.

Currently, the surveys are manually completed and the information temporarily maintained in project file folders. The City and County are in the process of developing tools and data layers that will allow personnel to enter ADA survey data directly into the City/County GIS System.

The surveys and the GIS map will document barriers identified during the field surveys. As the City remedies the ADA deficiencies identified during the self-evaluation, the GIS map will be updated. Additionally, the City's ADA Coordinators will periodically update The City of Shelbyville's transition plan to include information showing the City's compliance efforts.

During the field evaluations, City personnel evaluated each facility under the requirements of the 2010 ADA standards. Where the 2010 ADA standards were silent, they used the Proposed Accessibility Guidelines for pedestrian facilities in the Public Right of Way (PROWAG). The City of Shelbyville plans to use the same standard of review for the remainder of its field evaluations unless the standards or law changes.

4. ADA Data Collection Items

The ADA field evaluation teams will collect and analyze data from the following elements to determine if these elements are in compliance with the applicable ADAAG and PROWAG standards:

a) Right-of-Way Facilities

Intersections

- Curb Ramps
 - Whether curb ramps are present at any of the corners within the intersection
 - Whether truncated domes are present
 - If truncated domes are present, the dome location, size, type and color
 - Slopes (Running, Cross, Side, Transition)
 - Whether or not the surface is slip resistant
 - Width
- Crosswalks
 - Whether crosswalks are present at any or all crossings
 - If present, the width, type, islands and access for persons with disabilities

- Obstacles
 - Whether there are abrupt changes in sidewalk level of greater than $\frac{1}{2}$ inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. Evaluators recorded information regarding any obstacles near a corner (e.g. utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstands.)
- Sidewalk Connectivity
 - Whether a sidewalk leading to and from the curb is present
 - If present, the paved sidewalk width at the intersection
- Pedestrian Signals
 - Whether visual and accessible pedestrian signals are present
 - If present, the type, size, height and location of the actuator buttons
 - The location parameters
 - Whether the pedestrian push button is parallel to the crosswalk alignment
 - Connecting Sidewalks / Paths
- Islands
 - If present, whether there are curb ramps and push buttons

Driveways and Alley Entrances

- Whether curb ramps are present at either side of the driveway / entrance. If curb ramps are not present, whether they are required for the sidewalk / path to comply with the applicable ADA standards.
- Whether the width and cross slope of the traveled way through the driveway / entrance complies with the applicable ADA standards.

Sidewalk and Multi-Use Path Route Segments

- Trip hazards (abrupt change in sidewalk elevation $> \frac{1}{2}$ inch, etc.)
- Physical barriers blocking routes
- Continuity

- Width
- Maximum 2% cross slope
- Profile slopes compliant with applicable ADA standards. Also, whether long uphill grades have flat landing / rest areas that comply with the applicable ADA standards
- Slip resistance

b) Buildings and Site Facilities

- Whether the route of travel (exterior path that a person with a disability must take to access the good and services) is accessible
- Whether the parking and drop off areas are accessible
- Whether the interior of the building is accessible (restrooms, public areas, etc.)

5. Self Evaluation Database

Paper records filled out by field personnel shall be kept on file in City Hall. Data will be transferred to the GIS database once the process is established for field personnel to enter data into the GIS system.

6. Field Evaluator Duties

The basic duties:

- Travel to the assigned project area
- Visually inspect, measure and record observations using a level, a tape measure, and standard data collection forms
- Report to the ADA Coordinator(s) at regular intervals or when the assigned locations were completed, input collected data into the GIS database, return completed data forms and obtain new assignments
- Exercise sound discretion and judgment consistent with the ADA and City policies when encountering unusual circumstances

SUMMARY OF CITY SELF-EVALUATION FINDINGS

In 2011, the City of Shelbyville began to assess its core program areas and assist the ADA Coordinators and City Department Heads in reporting their respective department compliance efforts.

As part of the assessment process, all core department and program areas will collaborate with the ADA Coordinators to determine whether the department/program area is in compliance with the ADA and to ascertain instances where the ADA Coordinators may provide training and technical assistance to help the department/program area achieve its goals and maintain compliance. Furthermore, the ADA Coordinators periodically review the data collection procedures for each department/program area to ensure compliance with the ADA.

The most recent summary of the City's findings appears below. Field evaluations are currently in progress and this summary of findings will be updated as more data becomes available. The Plan and Schedule for Improvements are outlined in the subsequent section of this plan.

A. ADA Coordinators

The ADA Coordinators are City Attorney Jenny Meltzer and City Engineer John Kuntz. The ADA Coordinators offices are located at 44 W. Washington Street, Shelbyville IN 46176.

B. Assurances

The City's ADA assurances are included in its Title VI Assurances. Under its Title VI Assurances, The City of Shelbyville guarantees that it will comply with Title VI of the Civil Rights Act of 1964 and all related laws such that no person in the United States shall on the grounds of race, color, sex, age, national origin, disability, or income status be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which The City of Shelbyville receives federal financial assistance from the United States Department of Transportation (DOT) including the FHWA. Additionally, The City's contracts and agreements with subrecipients include a statement of written assurance by the subrecipient

that it will comply with the law and not discriminate based on disability in any of its programs, services, activities, or benefits extended to participants.

C. Public Notice of Nondiscrimination

In 2011, The City of Shelbyville approved its Notice of Nondiscrimination under the ADA. It is the City's policy to update its notice of nondiscrimination if there is a change in the City Attorney or ADA Coordinators. The City's notice of nondiscrimination is posted on the City website at www.cityofshelbyvillein.com. A copy of the Notice of Nondiscrimination is located in Appendix B.

Furthermore, the City maintains a copy of its notice of nondiscrimination at City Hall and in the Employee Handbook and distributes copies to all new hires and to anyone who requests a copy. The City is constantly exploring new and varied ways to disseminate its notice of nondiscrimination.

D. Grievance Procedure

The City of Shelbyville adopted and implemented a revised grievance procedure in 2011. The grievance procedures are available online and in print. The City's grievance procedure includes due process protections for the complainant and the respondent and provides for prompt and equitable resolution of complaints. A copy of the grievance procedure is located in the Appendix C.

E. Employee Relations/Personnel

The Personnel Department is responsible for recruiting a diverse pool of qualified candidates to fill vacancies at the City of Shelbyville. The City also provides ongoing staff training to ensure that all staff understands the City's policy of nondiscrimination based on disability. Additionally, during the application, interviewing, hiring and employment process the City provides reasonable accommodation to applicants and employees with disabilities. The City's practice of non-discrimination is stated in the City of Shelbyville Employee Handbook which is distributed to all new hires.

F. Public Involvement

1. Policies and Procedures

The City of Shelbyville's policies and procedures for providing reasonable accommodations for persons with disabilities were incorporated by ordinance (Ordinance #11-2681, adopted 12/5/2011) in Chapter 100 in Title IX of the City Code. To accommodate individuals with hearing, speech, vision or mobility impairments, the City's requirements include:

- (1) Holding public meetings and hearings in places accessible to individuals in wheelchairs;
- (2) Upon advance request, assisting people with physical disabilities who wish to participate and give testimony in public meetings and hearings. Such assistance shall include: the use of sign language interpreters, listening assistance mechanisms, a telecommunications device for the deaf, recording devices, or providing documents in an alternative (e.g. large print, tape recordings, Braille or electronic formats, or individuals to explain the content of visual displays); and
- (3) Providing a contact person's telephone number in all meeting and hearing notices and advertisements for individuals to contact regarding any requests for assistance or reasonable accommodation.
- (4) Through the use of technology, allow people to attend and participate in public meetings and hearings virtually.

2. ADA Community Advisory Committee

The City of Shelbyville created a Livable Communities Coalition an ADA community advisory group in 2015 comprised of local disability and elderly advocates, elderly and disabled citizens and City officials. The Coalition meets monthly to provide input from the public regarding the accessibility of its programs and facilities, act as a sounding board for proposed projects, and provide feedback on the City's transition plan.

3. Website

Information and resources concerning the City's ADA compliance are posted on the City website. The website includes a link to this Transition Plan, the grievance procedure, relevant laws, the City's nondiscrimination statement, and ADA-compliant City Construction Standards. In addition,

information regarding the Livable Communities Coalition and their work. ADAAG and PROWAG standards will also be posted on the website. The City's website is www.cityofshelbyvillein.com.

G. Effective Communication and/Auxiliary Aids

The City of Shelbyville will make every available effort to provide reasonable accommodations for individuals in need of auxiliary aids in order to ensure effective communication. Requests for auxiliary communications aids should be made by contacting the City Attorney at least 48 hours in advance of the meeting or event in which the auxiliary communications aid will be required. The City Attorney may be contacted at:

Jenny Meltzer
City Attorney
44 W. Washington Street
Shelbyville, IN 46176
317-398-6624
jmeltzer@cityofshelbyvillein.com

H. Buildings, Facilities, & Related Site Elements

1. Overview

The City of Shelbyville has various buildings and site facilities with public access through which it provides essential city services:

- City Hall
- Wastewater Treatment Plant
- Street Department
- Police Station & Jail
- Fire Stations 1, 2, & 3
- Parks Department Facilities:
 - Parks Dept. & McNeeley Civic Center
 - Porter Center
 - Meridian Aquatic Center
- Animal Shelter
- Public Square
- Accel IN Building
- Intelliplex Conference Center
- Airport
- Sunset Park
- Sunrise Park
- Kennedy Park

-Morrison Park

- Clearwick Park

-Blue River Memorial Park

The City does not consider its storage buildings, pump stations, or maintenance buildings as public access facilities.

It is the City's practice to bring its facilities into compliance when we renovate buildings or hire a person with a disability who requires reasonable accommodation.

Building & Site Facility assessments are currently planned for 2023. Facility assessments will be conducted by the Engineering Department, Parks Department, and Building Commission.

2. Policies and Procedures

Building and site facility assessment data will be stored in project folders and subsequently incorporated into the GIS map. The City uses the International Building Code and ADAAG Standards to evaluate its buildings and site facilities. The Building Commission reviews the City's building and site facility assessment criteria periodically to ensure compliance with the current ADA requirements.

Once the building and site facility assessment is complete, facilities that need improvements to become ADA compliant will be added to the City's Capital Improvement Plan. The Capital Improvement Plan is currently a work in process, but will include a plan for improvements for right-of-way facilities as well as building and site facilities. The Capital Improvement Plan will place a high priority on facilities with the greatest need for improvement to become ADA compliant.

3. Funding

All city-owned buildings and site facilities are 100% locally funded, with the exception of the Airport. The Airport receives federal funding from the FAA.

I. Accessibility of Pedestrian Rights-of Way-Facilities (PROW)

Pedestrian Right-of-Way Facilities are currently under evaluation as of June 2023. All curb ramps within city limits will be measured and evaluated in the field, and the field data will be analyzed to determine the extent of ADA compliance. Field personnel will continue to evaluate intersection signals & crosswalks, driveway & alley entrances, and sidewalk & path segments. Sidewalk connectivity will also be evaluated. As funding and resources permit, these items will be evaluated for ADA compliance and input into the county GIS system. Data from the curb ramp field evaluations done in 2012 is included in this plan in Appendix G.

PLAN AND SCHEDULE FOR IMPROVEMENTS

Upon careful ongoing review of the ADA self-evaluation findings outlined above, as evaluations progress, The City of Shelbyville proposes to make the following changes to its practices to improve the accessibility of its programs and facilities to persons with disabilities. The City of Shelbyville will continue to review and evaluate its practices and facilities to identify other methods, means and resources for improving overall accessibility to ensure compliance with the ADA.

A. Notice of Nondiscrimination

In 2012, the ADA Coordinators published The City of Shelbyville's notice of nondiscrimination in the following media outlets:

Internet – City of Shelbyville Website

Radio – WSVX (96.5 FM, 1520 AM)

Newspaper – The Shelbyville News

Utility Bill Inserts

Local Public Bulletin Boards, especially in places with significant traffic of citizens with disabilities

The City of Shelbyville will make the notice of nondiscrimination available in alternative formats upon request.

The ADA Coordinators shall ensure that Notice remains on the City Website.

B. Public Rights of Way

1. Curb Ramps & Crossings

The City of Shelbyville shall implement a curb ramp schedule to provide for the installation of accessible curb ramps along its public rights of way. This schedule will be incorporated into the Capital Improvements Plan and Annual Overlay Programs.

Priority for the implementation of improvements may be determined based on the same priority system used in conducting the inventory as well as the schedule of related city capital improvement projects. Furthermore, the City will continue to use the data collected during the inventory of curb ramps and

intersection crossings to commit available resources to the reconstruction of existing curb ramps and crossings not currently in compliance with the ADA.

The City will continue to determine actual ADA improvements by the condition of the facility at the time of the project. The absence of the facility from the inventory will not prohibit ADA work from being completed.

Additionally, a person with a disability or his or her representative may make a complaint or request concerning the accessibility features of City public rights of way (e.g. curb ramps). If the City receives a valid and meritorious request or complaint from a person about a substandard access ramp, then the City may, at its discretion, move that ramp up in priority on the improvement schedule or document if it is structurally impracticable to make the curb ramp fully compliant with the ADA. If structurally impracticable to achieve full compliance, the City will make ADA improvements to the maximum extent possible.

2. Sidewalks & Paths

The City of Shelbyville currently has an annual sidewalk replacement program. Property owners can voluntarily sign up to be included in the program. Additionally, the City proactively responds to complaints of sidewalk obstacles or tripping hazards. When a hazardous or non-compliant section of sidewalk is reported, the City adds these sections to the list of sidewalks to be replaced and reconstructs these sections as soon as resources permit.

In May 2012, the Mayor and City Department Heads began the process of developing an expanded sidewalk program in order to accelerate the reduction of trip & fall hazards and to expand efforts to bring the sidewalk & path network into ADA compliance. This expanded program involved revising the City sidewalk ordinances, developing a funding strategy, and integrating sidewalk & path improvements with planned capital improvement projects. Prioritization of sidewalk segments to be improved will be developed from the ADA field evaluation of sidewalks & obstacles as described previously in the "Standards and Methodology" section of this transition plan. Complaints and reports of hazardous and non-compliant conditions will also be included in the prioritization of sidewalk improvements.

The City Street and Engineering Departments are currently studying ways to even further expand the efforts to bring sidewalk segments into ADA compliance. In July 2012, the City scheduled a contractor to perform a low-cost trip hazard removal demonstration. With this new construction

technique, many trip hazards and non-compliant segments of sidewalk could potentially be brought into compliance for a significantly lower cost. If such techniques continue to prove successful, the City would have additional resources freed up to increase the scope of annual trip-hazard removal and compliance efforts.

C. Buildings and Related Site Facility Elements

The City of Shelbyville Building Commission will continue to conduct building assessments. Based on the Capital Improvements Plan and data collected, the City will make physical modifications as necessary to ensure that parking, entrances, pedestrian access routes, customer service areas, public telephones, restrooms and drinking fountains are accessible.

D. Employment

The City of Shelbyville will continue to monitor its employment policies and practices annually through ADA assessments and implement changes as necessary to comply with the ADA.

E. Public Outreach

Effective 2012, The City of Shelbyville began collecting data to monitor its ADA compliance activities and to initiate public outreach for ADA-related activities. Furthermore, the City will make its transition plan available to the public online and in alternative formats upon request. Additionally, the City formed and holds monthly meetings with its ADA community advisory committee, Livable Communities Coalition.

On November 29, 2012, the City ADA Coordinators met with representatives from the Shelbyville Central School District in order to gather input on the accessibility of students with disabilities within City right-of-ways and measures that could be taken in the future to make right-of-ways accessible in the area of school facilities. Notes from this meeting are incorporated into this transition plan in Appendix E. The city will schedule another meeting with school officials in 2023.

On November 30, 2012, the City ADA Coordinators met with Shelby Senior Services to gather input on the accessibility of senior citizens with disabilities within City right-of-ways. Notes from this meeting are incorporated into this transition plan in Appendix E. Additionally, Shelby Senior Services provided data collected from senior citizen volunteers who performed a previous

empirical evaluation of accessibility within City right-of-ways. This information is also incorporated into this transition plan in Appendix F. The city will schedule another meeting with Shelby Senior Services in 2023.

On December 3, 2012, the City of Shelbyville held a public hearing at its regular Board of Public Works and Safety Meeting to receive input on the accessibility of public right-of-ways for disabled citizens. Notices and minutes of this meeting are incorporated into this transition plan in Appendix D. The city will hold another public meeting about the updated ADA plan in 2023.

F. Communications

The City of Shelbyville will continue to make improvements to the website as part of the regular website development and maintenance cycle. Furthermore, The City will make information on the website that is not in an accessible format available upon request within a reasonable time in an alternative format accessible to the requesting party or by an alternative means that allows the individual to use the data or information.

TRAINING

The City of Shelbyville's goal is to have a sufficient number of trained persons with technical knowledge and expertise performing field evaluations and monitoring new construction and alteration inspections to collect complete and accurate information. Therefore, the City plans to seek assistance from the FHWA, INDOT, advocacy groups and educational institutions to identify needed training opportunities and to develop a curriculum for a regular and comprehensive training program to include modules, which may include the following:

- Title II ADA overview
- Inventory collection
- Technical training regarding the PROWAG, curb ramps, Accessible Pedestrian Signals (APS) and intersection geometrics
- Accessible communication including documents and website development and public meetings
- Pedestrian design and planning
- Maintenance (e.g. snow and ice removal and maintenance agreements)
- Policies and procedures (e.g. public involvement, employment contracting and licensing, and complaint procedures)

MONITORING AND STATUS REPORTING

A. Introduction

The City of Shelbyville will review and update its transition plan periodically as resources permit, and include an update of the status of its ongoing self-evaluation. If the City determines that it should add or remove items from the self-evaluation inventory, the City will update or correct the transition plan as needed and in accordance with the ADA. The ADA Coordinators will monitor the City's active public facilities and major program areas through periodic reviews to ensure satisfactory progress in accordance with this transition plan.

B. Field Inspections and Monitoring

In accordance with the City of Shelbyville Construction Standards, The City shall inspect all curb ramps and sidewalks using the following recommended procedures:

1. Visually inspecting the site and dimensions
2. Using a tape measure to obtain dimensions
3. Recording all measurements on the appropriate inspection form and verifying that the project meets or exceeds the ADA standards

C. Tracking and Status Reporting

The ADA Coordinators shall oversee the development, maintenance and updating of the tracking and reporting data in project files and on the Shelby County GIS System with the assistance of the interdisciplinary team members as needed.

APPENDIX A

LIST OF ACRONYMS & GLOSSARY OF TERMS

APPENDIX A

A. List of Acronyms

ADAAG: Americans with Disabilities Act Accessibility Guidelines

ADA: Americans with Disabilities Act

FHWA: Federal Highway Administration

PROWAG: Proposed Accessibility Guidelines for pedestrian Facilities in the Public Right of Way

TRS: Telecommunications Relay Service

TDD: Telecommunications Device for the Deaf

TTY: Teletypewriter

B. Glossary of Terms

ADA Transition Plan: The City of Shelbyville's infrastructure and program plan that identifies accessibility needs, and identifies the process to integrate accessibility improvements, and ensures all city facilities, services, programs and activities are accessible to all individuals.

Accessible: A facility that provides access to people with disabilities using the design requirements of the 2010 Standards. (PROWAG R106.5)

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats. (PROWAG R105.5)

Alteration: A change to a facility in the public right of way that affects or could affect access, circulation or use of the facility. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act of 1990, as amended sets design guidelines for accessibility to public facilities, including sidewalks and trails by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): The ADAAG contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the ADA.

Blended Curb or Transition: A curb ramp shallower than 1:20 (5%), where the sidewalk is blended into or is flush with the street.

Building: Any structure used or intended for supporting or sheltering any use or occupancy. (PROWAG R106.5)

Circulation Path: An exterior or interior way of passage provided for pedestrian travel including, walks, hallways, courtyards, elevators, platform lifts, ramps, stairways and landings.

Cross Slope: The slope that is perpendicular to the direction of accessible pedestrian travel. (PROWAG R105.5)

Crosswalk: The part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway or, in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline.

Curb Line: A line at the face of the curb that marks the transition from the roadway to a sidewalk or planting strip between the sidewalk and the gutter or roadway.

Curb Ramp: A short ramp cutting through a curb or built up to it. (PROWAG R106.5)

Detectable Warning: A surface feature built in or applied to walking surfaces or other elements to advise of an upcoming change from a pedestrian to a vehicular way. (PROWAG R405.5)

Element: An architectural or mechanical component of a facility, space, site or public right of way.

Entrance: Any access point to a building or facility used for entering. Includes entry door or gate and hardware. (PROWAG R106.5)

Facility: All or any portion of structures, improvements, elements and pedestrian or vehicular routes located on a site or a public right-of-way.

Flush Transition: See Blended Transition

Grade Break: The meeting line of two adjacent surfaces of different slope (grade).

Island: Curbed or painted area outside the vehicular path that is provided to separate and direct traffic movement, which also may serve as a refuge for pedestrians.

Marked Crosswalk: Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Parallel Curb Ramp: A system of two sloped ramps that run parallel to the curb line from a common lower landing that is approximately level with the street.

Pedestrian Access Route: A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility. (PROWAG R105.5)

Perpendicular Curb Ramp: A curb ramp with a main slope running perpendicular to the curb line and with one or more flared side slopes.

Projects: Any construction or maintenance project that disturbs the pavement by at least $\frac{3}{4}$ of an inch.

Public Right of Way: Land or property owned by a public entity and usually acquired for or devoted to transportation or pedestrian purposes.

Public Use: Interior or exterior, rooms, space or elements that are made available to the public.

Ramp: A walking surface that has a running slope steeper than 5%.

Right of Way: Denotes land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Running Slope: The slope that is parallel to the direction of travel expressed as a ratio of rise to run in the public right of way. This is usually called grade and is expressed as a percentage.

Section 504: Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination in any program or activity receiving federal financial assistance.

Sidewalk: That portion of a public right of way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

Street Furniture: Elements in the public right-of-way intended for use by pedestrians.

Technically Infeasible: An alteration that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load bearing member that is an essential part of the structural frame or because other existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full strict compliance with the minimum requirements of the 2010 ADA Standards.

Vibrotactile: A vibrating surface, located on the accessible pedestrian signal button that communicates information through touch. (PROWAG R105.5)

APPENDIX B

NOTICE OF NONDISCRIMINATION

NOTICE UNDER THE AMERICAN'S WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Shelbyville will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities.

Employment: the City of Shelbyville does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Commission under Title I of the ADA.

Effective Communication: The City of Shelbyville will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City of Shelbyville's programs, services and activities, including qualified sign language interpreters, documents in Braille and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.

Modifications to Policies and Procedures: The City of Shelbyville will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services and activities. For example, individuals with service animals are welcomed in City of Shelbyville offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures to participate in a program, service or activity of the City of Shelbyville, should contact the office of Jenny Meltzer, City Attorney as soon as possible, but no later than 48 hours before the scheduled event. Jenny can be reached at 44 W. Washington Street Shelbyville, IN 46176 by mail, jmeltzer@cityofshelbyvillein.com by email or by phone at 317-398-6624.

The ADA does not require the City of Shelbyville to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service or activity of the City of Shelbyville is not accessible to persons with disabilities should be directed to the city attorney, Jenny Meltzer.

The City of Shelbyville will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

APPENDIX C

CITY OF SHELBYVILLE GRIEVANCE PROCEDURE

**CITY OF SHELBYVILLE
GRIEVANCE PROCEDURE UNDER
THE AMERICANS WITH DISABILITIES ACT**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (“ADA”). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs or benefits by the City of Shelbyville. The City’s Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

**Jenny Meltzer
City Attorney
44 W. Washington Street
Shelbyville, IN 46176**

Within 15 calendar days after receipt of the complaint, Jenny Meltzer or her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Jenny Meltzer or her designee will respond in writing and where appropriate, in a format accessible to the complainant, such as large print, Braille or audio tape. The response will explain the position of the City of Shelbyville and offer options for substantive resolution of the complaint.

If the response by Jenny Meltzer or her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Mayor or his designee.

Within 15 calendar days after receipt of the appeal, the Mayor or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Mayor or his designee will respond in writing and where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Jenny Meltzer or her designee, appeals to the Mayor or his designee, and responses from these two offices will be retained by the City of Shelbyville for at least three years.

APPENDIX D

PUBLIC HEARING NOTICES & MINUTES

PUBLIC HEARING NOTICE

The City of Shelbyville is currently in the process of updating their ADA Transition Plan in order to address accessibility issues for persons with disabilities and to comply with the Americans with Disabilities Act (ADA). The City of Shelbyville will hold a public hearing at its regular Board of Public Works and Safety Meeting on Tuesday July 18, 2023 at 8:30 am at City Hall, 44 West Washington Street, in the Council Chambers, to invite public input on removing barriers to accessibility for persons with disabilities. Interested parties will have an opportunity to express their views on the issues and needs of persons with disabilities who use City facilities, including, but not limited to, sidewalks, curb ramps, parks, City offices, etc. Persons with disabilities or non-English speaking persons who wish to attend the public hearing and need assistance should contact Jenny Meltzer, 44 West Washington St, 398-6624, jmeltzer@cityofshelbyvillein.com not later than July 14th. Every effort will be made to make reasonable accommodations for these persons.

The Transition Plan is currently available for review prior to the public hearing at the office of the City Engineer located at City Hall, 44 West Washington Street between the hours of 8:00 am and 4:00 pm. Interested citizens are invited to provide comments regarding these issues either at the public hearing or by prior written statement. Written comments should be submitted to City Attorney Jenny Meltzer no later than July 14th in order to ensure placement of such comments in the official record of the public hearing proceedings. For additional information concerning the Transition Plan, and to submit written comments, please contact Jenny Meltzer, the City Attorney at 398-6684 between 8:00 am and 4:00 pm or write to Jenny Meltzer, City Hall 44 West Washington St. Shelbyville, IN 46176, or email at jmeltzer@cityofshelbyvillein.com.

NOTICE UNDER THE AMERICAN'S WITH DISABILITIES ACT

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Employment: the City of Shelbyville does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Commission under Title I of the ADA.

Effective Communication: The City of Shelbyville will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City of Shelbyville's programs, services and activities, including qualified sign language interpreters, documents in Braille and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.

Modifications to Policies and Procedures: The City of Shelbyville will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services and activities. For example, individuals with service animals are welcomed in City of Shelbyville offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures to participate in a program, service or activity of the City of Shelbyville, should contact the office of Jenny Meltzer, City Attorney as soon as possible, but no later than 48 hours before the scheduled event. Jenny can be reached at 44 W. Washington Street Shelbyville, IN 46176 by mail, jmeltzer@cityofshelbyvillein.com by email or by phone at 317-398-6624.

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Complaints that a program, service or activity of the City of Shelbyville is not accessible to persons with disabilities should be directed to the city attorney, Jenny Meltzer.

The City of Shelbyville will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

APPENDIX E

**NOTES FROM MEETINGS WITH COMMUNITY
ADVOCACY GROUPS**

NOTES FROM MEETING BETWEEN CITY OF SHELBYVILLE AND SHELBYVILLE CENTRAL SCHOOL DISTRICT 11-29-2012

ATTENDEES

Dr. David Adams – Shelbyville Central Schools

Earsel Smith – Shelbyville Central Schools

Rodger Keller – City of Shelbyville

Trent Meltzer – City of Shelbyville

MEETING NOTES

The City of Shelbyville met with the Shelbyville Central School District to receive input on the primary concerns of the School District for students with disabilities traveling in City right-of-ways. The following concerns were discussed:

-Lack of sidewalk connectivity is the largest problem. Simply having sidewalks and appropriate pedestrian crossings will go a long way to providing access to students with and without disabilities. Sidewalks at the following locations would provide the greatest benefit for students:

- South side of McKay Road along High School and Middle School

- Connections to the Clearview and Berwick Subdivisions

- St. Joseph Street from Miller Avenue to Miller Street

- Connecting isolated segments on Miller Street, especially the east side of Miller Street across from the High School.

- Sidewalks at Knightstown Road and Morris Avenue to connect Coulston Elementary School with the rest of the City.

- Connecting the discontinuous segments of sidewalk along Amos Road along with a connection to Loper Elementary School.

- Providing sidewalk continuity along the main thoroughfares in town would make it possible for students to move through town without being forced into the travel lanes of these roads.

-Curbs provide a physical separation barrier between travel lanes and sidewalks when the horizontal clearance between these is minimal.

-Crosswalks with the appropriate signage and markings would be beneficial to connect the schools with nearby neighborhoods as well as parks and playgrounds. Many students go from school to nearby parks, playgrounds, and community centers. Crossings on McKay Road would boost connectivity between the Middle School and High School with the Clearview and Berwick Subdivisions. Rodger Keller stated that he would coordinate with the Street Department to see if some crosswalks can be added or enhanced with signs and paint that may be in stock at the Street Department.

-The School District's highest priority for sidewalks is providing connectivity along McKay Road and connecting the High School and Middle School with the City's sidewalk network. Students traveling to the Elementary Schools are typically bussed or dropped off. Students in Middle and High School that are not old enough to drive are more likely to walk or use their wheelchairs, so these connections are important to provide adequate facilities to this group of users.

NOTES FROM MEETING BETWEEN CITY OF SHELBYVILLE AND SHELBY SENIOR SERVICES 11-30-2012

ATTENDEES

Dianna Pandak – Shelby Senior Services

Mary Billings – Shelby Senior Services / Shelby Go

Margie Hubbell – Shelby Senior Services

Rodger Keller – City of Shelbyville

Trent Meltzer – City of Shelbyville

MEETING NOTES

The City of Shelbyville met with Shelby Senior Services to receive input on the primary concerns of senior citizens with disabilities traveling in City right-of-ways and potential solutions that the City could implement to increase accessibility. The following concerns were discussed:

-Of the eight donut counties around Indianapolis, Shelby County has the highest percentage of Senior Citizens in its population. Additionally, Shelby County's Senior Citizen population is expected to have the highest growth rate by far of all donut counties over the next 10 years. Based on this data, providing adequate facilities for Shelbyville's Senior Citizens are essential.

-Shelby Senior Services and the Central Indiana Council on Aging have goals to make Shelbyville an Elder-Friendly Community. An Elder-Friendly Community enables its Senior Citizens to have the greatest possible degree of independence. Some of the goals of having an Elder-Friendly Community are the same goals that the City is working towards to create a pedestrian and bicycle-friendly community, such as sidewalk connectivity, bicycle routes, improving the Downtown Area, etc. Several City Departments are currently working create a Complete Streets Policy for the City. By working toward a Complete Streets Policy & Elder-Friendly Community, senior citizens (especially those with disabilities) will be able to navigate to various destinations independently.

-Shelbyville has several areas which are defined as a Naturally Occurring Retirement Community. This is an area with a high concentration of Senior Citizens coupled with their most popular nearby destinations. In Shelbyville, these include:

-Major Manor is a retirement home situated several blocks from the North and East end of the Downtown Area. Many residents of Major Manor travel between this location and destinations Downtown.

-Pearson Place is a retirement home situated one block away from the South End of the Downtown Area. Residents of Pearson Place travel frequently between their home, Mickey's T-Mart, and Blue River Pharmacy, which are only one block away.

-The entire Downtown Area is linked to both of these Naturally Occurring Retirement Communities. Many frequent destinations for Senior Citizens are Downtown, including the Public Square, Library, City Hall, Post Office, Major Hospital, Strand Theatre, Mickey's T-Mart, Blue River Pharmacy, and CVS.

-Lack of sidewalk connectivity is a major problem. It's difficult or impossible for seniors and citizens in wheelchairs or scooters to get around where there are no sidewalks. Simply having sidewalks where there are currently none would providing greater access to citizens with disabilities.

-The condition of sidewalks is a major issue, especially older sidewalks in historic areas of town (where high percentages of Senior Citizens live) that have decayed, settled, or heaved.

-Lack of connectivity and the condition of sidewalks in the Naturally Occurring Retirement Communities are a high priority to increase the accessibility of Senior Citizens.

-Sidewalk connectivity needs to be provided between the Senior Services Building and Noble Street.

-Sidewalks are greatly needed on Culbertson Road.

-A certain location in town has a dialysis patient in a wheelchair who depends on Shelby Go for transportation to the hospital every other day for dialysis. In Winter, this could potentially be a life-threatening situation if this area is impassable. Rodger Keller agreed to coordinate with the Street Department and Atwood Concrete to correct the situation. (Note: Rodger Keller met with the Street Department immediately after this meeting. Jennifer Jones, Street Commissioner, agreed to have Atwood add this location to his sidewalk list and replace within the next 2 weeks).

-A location in the County has a similar situation. Since this location is in the County, Rodger Keller would forward this information on the Sam Booth at the County. Sam Booth is the ADA Coordinator for Shelby County.

-Shelby Senior Services, along with the Central Indiana Council on Aging, has enlisted the assistance of Senior Citizen Volunteers to assess the condition and connectivity of sidewalks in Shelbyville. An inventory was collected and filed at Senior Services. Rodger Keller asked to borrow this inventory to copy and incorporate in the City's ADA Transition Plan. Senior Services agreed. This creates an opportunity for the City and Senior Services to partner and combine resources to implement the ADA Transition Plan.

-Bus Shelters would be very helpful for Shelby Go passengers. Shelby Go is a bus / van route that serves Senior Citizens and enables those who cannot drive to move around the area. Shelters would especially be helpful at Intelliplex, Downtown, and the Naturally Occurring Retirement Communities. Possible opportunities for grants and partnerships with Major Hospital were discussed.

-Shelby Go could use assistance from City personnel with analyzing routes, such as the area around Mickey's T-Mart, etc.

APPENDIX F

**EVALUATION DATA PROVIDED BY SHELBY
SENIOR SERVICES**



Lifelong Living Communities
 Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		
2. unobstructed view of path ahead: clear of bushes or overhanging trees		
3. accommodate persons who use walkers, motorized scooters or wheelchairs		
4. accommodate at least two pedestrians walking abreast (4' unobstructed)		
5. offer resting places and shade at regular intervals		

INTERSECTIONS

1. noticeable signage in advance of major intersections		
2. crossing lanes are clearly marked and have lighting or reflective markings for night		
3. pose unobstructed view of oncoming traffic		
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait		
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see		

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		
3. street names are displayed in large print , and are lighted or use reflective lettering when daylight wanes		

OTHER

1. public buildings have well lit entrances and exits		
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.		
3. bus stops well marked, offer shelter, and lit at night		
4. street parking is diagonal versus parallel		
5. surface parking lots have traffic direction arrows		
6. parking lots with walkways between rows of cars		
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)		



Lifelong Living Communities

Creating vibrant Neighborhoods for Active Aging

INTRODUCTION

This guide is intended for local government leaders – mayors, zoning officials, commissioners – and other government staff involved in planning community structure. It offers rationale and information for designing neighborhoods, communities, and cities to support “active aging” - built environments for regular physical activity and opportunities for older adults to be active participants in community life.

RATIONALE – the growing population of older adults.

- An active aging population will require less in the way of care and services and is more likely to contribute time and capital to the benefit of the community
- Regular physical activity can improve the health and vitality of an aging population
- The most important desire of older adults is to remain independent, and physical activity is a key driver of elder independence
- A focus on active aging provides an effective lens through which a local government can assess its ability to respond to the needs of its older residents *and, as a result, benefit people of all ages.*
- Promoting communities as “elder-friendly” is a plus in attracting new business and the aging workforce. (Elder-friendly communities are lifelong living communities)

This guide is a useful resource to help local governments plan for the aging population, particularly in the areas of zoning, transportation modalities, and promoting physical activity.



Lifelong Living Communities Creating vibrant Neighborhoods for Active Aging

WHAT LOCAL GOVERNMENTS SHOULD KNOW ABOUT OLDER ADULTS

There is an upcoming demographic shift, away from youth and towards an aging population. The future will bring more adults over the age of 65 than under age 15, a first for Indiana and our country. Twenty percent of the population will be 65 and over.

A. The majority of older adults want to remain in their existing home or community

A central Indiana study by CICOA found that almost 90% of adults over the age of 65 want to stay in their home and community as they age, often referred to as “aging-in-place.”

The vast majority of older adults are homeowners.

A significantly smaller number of older adults will choose to move to some type of age restricted facility that caters to their lifestyle, needs, and abilities. Thus, the bulk of the responsibility for supporting and promoting active aging will fall on local social institutions and governments.

B. Older adults are a heterogeneous population with diverse, changing needs and abilities.

The term “older adults” may encompass everyone over the age of 50 (the age people are eligible for some senior benefits), over the age of 62, or over the age of 65 (the age at which one is eligible for full retirement benefits), depending on who is using the term.

However, age is proving less useful as an indicator of older adults’ status. When planning for the upcoming demographic shift, local governments should consider the full spectrum of health, ability, and independence that characterizes older adults—from the majority who will remain healthy, active, and engaged in community life for extended periods of time to frail elders who may be homebound and more dependent on social services and health care.

C. Older adults can experience a range of physical and psychological changes that may affect their lifestyle choices and daily decisions.

The natural aging process brings about physical and emotional changes. Most are gradual, but may be intensified due to illnesses or accidents.

- Reduced muscular abilities and diminished endurance



Lifelong Living Communities

Creating *vibrant* Neighborhoods for Active Aging

- Impairment of vision (sensitivity to glare, diminished depth perception, color perception)
- Hearing loss, starting with high frequencies
- Loss of balance and stability
- Difficulty navigating and orienting oneself
- Impaired judgment, reaction time, and ability to quickly interpret changes in the environment
- Delayed reactions, particularly in quickly changing situations
- Increased fears related to personal safety (e.g., fear of falling, crime, etc.)

In streetscape or building design, attention to small details regarding the changing needs and abilities of older adults can have a significant impact on their daily lives.



Lifelong Living Communities Creating *vibrant* Neighborhoods for Active Aging

ELDER-FRIENDLY INFRASTRUCTURE

Governments that are serious about building elder-friendly communities must involve older adults in the planning and decision making that goes into infrastructure, and in determining zoning codes. This helps to insure that:

- public environments facilitate the independence and livability of older adults by being sensitive to their physical needs and limitations
- the physical environment allows the elderly to navigate safely throughout the community using multiple transportation methods that others enjoy such as walking, driving, biking, or public transit.

Considerations:

- Older adults are more likely to suffer serious consequences or fatalities from falling or traffic crashes than other pedestrians. Older people generally need frequent resting places and prefer more sheltered environments.
- Because older people tend to move more slowly than other pedestrians, they require more time to cross streets than other sidewalk users. One survey revealed that the most common complaint among older pedestrians was not having sufficient time to cross intersections before signal changes.
- Reduced manual dexterity, grip force, and coordination experienced by some older people can affect the ability to operate common mechanisms such as door handles, phones, drinking fountains, pedestrian-actuated traffic signals, and parking meters.
- Reduced visual acuity of older people can make it difficult for them to read signs or to detect curbs.
- Older people are more dependent on high contrast between sign backgrounds and lettering, and are also more susceptible to glare.
- Reduction in pupil size with age makes night travel more difficult. Contrast-resolution losses can cause difficulty seeing small changes in level, causing trips and falls on irregular surfaces.
- Reductions in peripheral vision capabilities, under-estimating traffic speeds, and a diminishing ability to process multiple sources of information, make it difficult for older adults to use wide, complex intersections.

- adapted from U.S. Department of Transportation, Federal Highway Administration 2008



Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		
2. unobstructed view of path ahead: clear of bushes or overhanging trees		
3. accommodate persons who use walkers, motorized scooters or wheelchairs		
4. accommodate at least two pedestrians walking abreast (4' unobstructed)		
5. offer resting places and shade at regular intervals		

INTERSECTIONS

1. noticeable signage in advance of major intersections		
2. crossing lanes are clearly marked and have lighting or reflective markings for night		
3. pose unobstructed view of oncoming traffic		
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait		
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see		

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		
3. street names are displayed in large print , and are lighted or use reflective lettering when daylight wanes		

OTHER

1. public buildings have well lit entrances and exits		
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.		
3. bus stops well marked, offer shelter, and lit at night		
4. street parking is diagonal versus parallel		
5. surface parking lots have traffic direction arrows		
6. parking lots with walkways between rows of cars		
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)		

Lifelong Living Communities
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DESIGN BASICS

The website references listed at the end of this publication contain detailed specifications for every aspect of street and sidewalk design for older adults. The following are selected highlights from those publications.

Sidewalks

- A minimum width of 1.5 m (5 ft) for a sidewalk or walkway to allow two people to pass comfortably or to walk side-by-side, recommended by Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE)
- Wider sidewalks installed near schools, at transit stops, in downtown areas, or anywhere high concentrations of pedestrians exist.
- Continuous sidewalks, along both sides of a street
- Sidewalks should be fully accessible to all pedestrians, including those who use canes, walkers, or wheelchairs
- Buffer zone of 1.2 to 1.8 m (4 to 6 ft) be provided to separate pedestrians from the street.



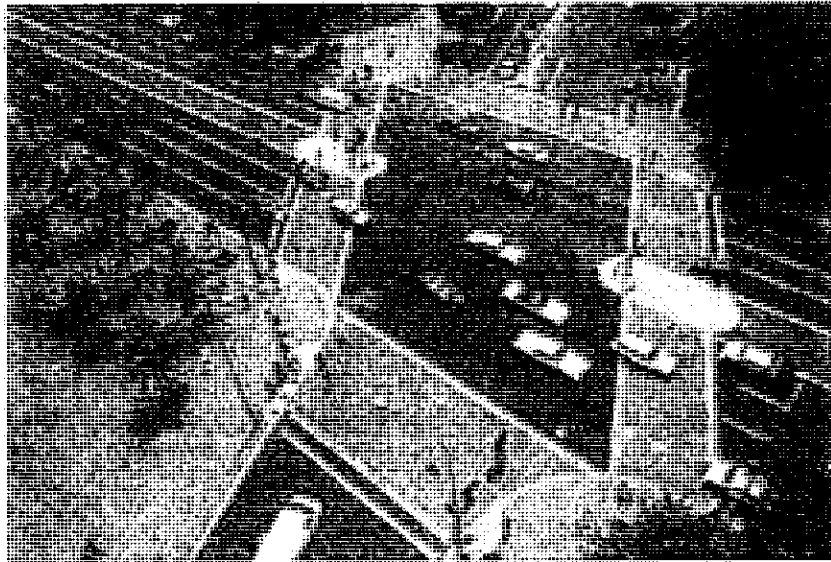
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Intersections

Driving near and through intersections is one of the most complex challenges that drivers face regardless of age. Intersection crashes account for more than 45 percent of all reported crashes, and 21 percent of fatalities.

- Post black-on-white signs "TRAFFIC MUST YIELD TO PEDESTRIANS" is recommended where a clear potential for moving vehicles comes into conflict with pedestrians using the crosswalk.
- Base pedestrian control-signal timing on **walking speed** of 0.85 m/s (2.8 ft/s) for older adults to accommodate the shorter stride, slower gaits, and exaggerated "start-up" time before leaving the curb



Signage

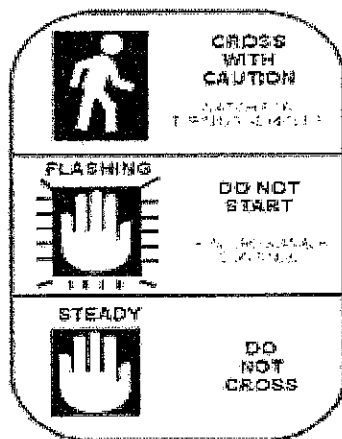
- Use letter height of 150 mm (6 in) on post-mounted street-name signs on roads where the posted speed limit exceeds 40 km/h (25 mi/h) to accommodate the reduction in visual acuity
- Use overhead-mounted street-name signs with mixed-case letters at **major** intersections to supplement to post-mounted street-name signs.

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- Use letter heights of 200-mm (8-in) uppercase letters and 150-mm (6-in) lowercase letters at intersections with approach speeds of 56 km/h (35 mi/h) or less.
- Use letter height on street-name signs of 250-mm (10-in) uppercase and 200-mm (8-in) lowercase at intersections with approach speeds **greater** than 56 km/h (35 mi/h).

A sign recommended for intersections.

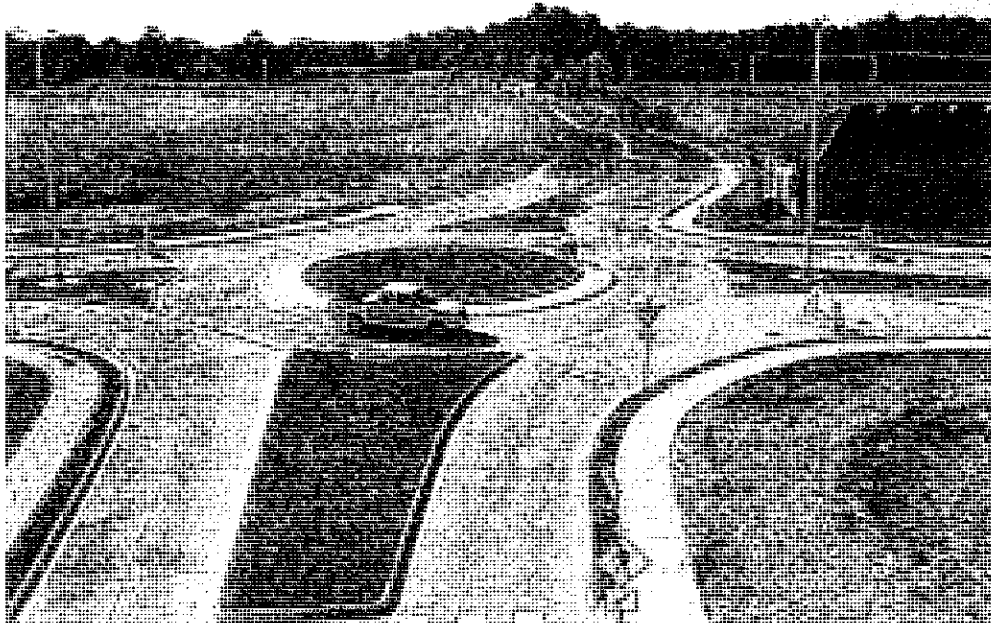


Overhead sign, large letters



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Intersection and sidewalk designs





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Lifelong Living Communities is about making homes VISIT-ABLE

CICOA's Lifelong Living Communities is encouraging state and local officials to consider zoning ordinances that require new homes to be built visit-able by anyone.

For any home to be visit-able it requires only three things. They are not expensive during the construction phase, but can be expensive when modifying or renovating a home. So, why not do it upfront?

1. At least one ZERO-STEP entrance
2. All main floor interior doors - including bathrooms - with 32 inches of clear passage space
3. At least a half bath, preferably a full bath, on the main floor

In other words, *getting in and out of the house and being able to use the bathroom* - the essentials for visiting and for surviving in one's home with a temporary or long-term disability are the keys for Visit-ability.



Lifelong Living Communities Creating vibrant Neighborhoods for Active Aging

Lifelong Living Communities and ACCESSIBILITY

Before talking about accessibility, there needs to be some clarification between the American Disabilities Act (ADA) requirements, Universal Design concepts, and the field of Assistive Technology. They are often misquoted, misplaced, and misunderstood when discussions about accessibility occur.

Here are simple definitions and a few examples to help differentiate them.

ADA: Is a federal law that mandates certain public buildings and interior fixtures be accessible to people with disabilities. For example, offset controls are mandated by the ADA for bathtubs, showers and other fixtures. This simply involves taking the same control and moving it over so it is easier to reach - not a difficult thing to think about or do.

Universal Design: This is a focus on usage by all people not only people with certain disabilities. A door knob, for instance, is not usable by some people. Lever handles, however, are usable by all. The shape makes it universally usable. However, it does not have to be the shape of something; it could be size.

An example of size, and where Universal Design and the ADA overlap, is the handicap toilet stall required by the ADA. This is a nice example of where just making something larger makes it usable by more people. People take baby carriages and luggage into the enlarged stall with them. It may not be safe to leave the baby in the room alone. So, it's really useful to have a larger, universally usable stall.

Assistive Technology: This is personal use devices. Those things focus on the individual: things that compensate or help one function with a disability. The wearing of eyeglasses because of limited sight is assistive technology. Another example is a wheelchair. It is technology that helps specific individuals. It is not a general consumer product.

Accessible homes

- Allow enough floor space to accommodate a stationary wheelchair and also enough room for a smooth U-turn: at least 1965 mm (78 inches) by 1525 mm (60 inches).
- Include tables or counters that are a variety of heights to accommodate standing, seating, and a range of different tasks.
- Provide shelves and a medicine cabinet that can be reached by persons seated in a wheel chair.
- Ensure entry doors to rooms are at least 815 mm (32 inches) wide.



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- Mount bathroom sinks no higher than 865 mm (34 inches) from the floor.
- Install grab bars in the shower and beside the toilet. (When building bathrooms walls should be reinforced so grab bars can be installed anytime without major expense).
- Avoid shag carpets, uneven brick floors, and other floor surfaces that could pose slipping and tripping hazards.



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ACTIONS / RECOMMENDATIONS

Whereas the population of central Indiana is aging and seniors want to remain active in their home and community, CICOA's Lifelong Living Communities initiative urges central Indiana governmental entities

1. to adopt ordinances, or ideally, mandates that all infrastructure be built using the elder-friendly checklist provided with this handbook
2. by public resolution to encourage the use of the elder-friendly checklist for the infrastructure of residential neighborhoods
3. by proclamation to encourage new homes constructed according to the guidelines in this handbook for visit-ability.
4. proclaim their governed area to be committed to become an elder-friendly community



Lifelong Living Communities

Creating *vibrant* Neighborhoods for Active Aging

References and links for Elder Friendly Guidelines

PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System:
Sponsored by U.S. Department of Transportation, Federal Highway Administration
<http://www.walkinginfo.org/pedsafe/>

Sidewalk Design Guidelines for People with Mobility Challenges
Characteristics of Pedestrians - Older Adults: U.S. Department of Transportation,
Federal Highway Administration
<http://www.fhwa.dot.gov/environment/sidewalks/chap4a.htm>

Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians:
Turner-Fairbanks Highway Research Center, U.S. Department of Transportation,
Federal Highway Administration
<http://www.tfhrc.gov/humanfac/01105/cover.htm>

An international effort to make *all* new homes Visit-able.
<http://www.concretechange.org/>

Universal Design - Building for Accessibility
<http://architecture.about.com/cs/buildyourhouse/a/universaldesign.htm>

Assistive Technology
<http://www.resna.org/content/index.php?pid=153>

Independent living-Quality of life

Assisting both the people who need in-home services and the people who care for them, CICOA's professional, experienced staff understands the specific needs and challenges of its clients. We provide a variety of services to help older adults and persons of any age with disabilities live comfortably and independently at home and serve as a referral source to a nationwide network of services.

FUNDING & CONTRIBUTIONS

The majority of CICOA's revenue is from federal and state sources — primarily in contracts with the State of Indiana. The CICOA Foundation supplements these public funds by soliciting and accepting charitable donations in support of CICOA's services. Contributions may be made to:

CICOA Foundation, Inc.
4755 Kingsway Drive, Suite 200
Indianapolis, IN 46205-1560
Phone (317) 254-5465

CICOA Aging & In-Home Solutions is central Indiana's single point of access to services for people in Boone, Hamilton, Hancock, Hendricks, Johnson, Marion, Morgan and Shelby counties. Incorporated in 1974, it is a not-for-profit organization governed by a board of directors, and funded through federal, state and local, public and private funds and the support of the CICOA Foundation.

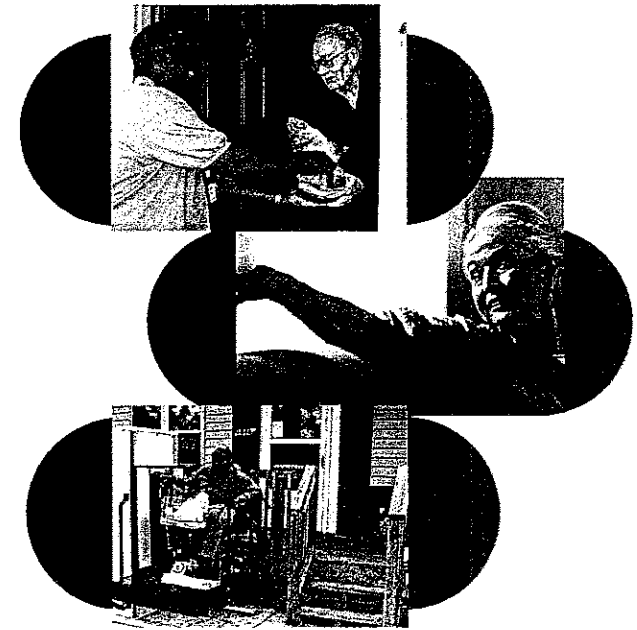
CICOA is one of a network of 16 Area Agencies on Aging in Indiana and 650 nationally.



Information and Assistance

Office Hours: M-F 8 am to 5 pm

4755 Kingsway Drive, Suite 200
Indianapolis, IN 46205
(317) 254-5465
Toll-free 800-432-2422
www.cicoa.org



CICOA helps build communities that enable older persons and those of any age with a disability to live with the greatest possible independence, dignity and quality of life.



INFORMATION AND ASSISTANCE

Hundreds of calls each week are answered by our information and assistance staff. With access to a comprehensive network of resources, they respond to all requests for CICOA client services and connect callers to community resources that can provide additional assistance.

(317) 254-3660 • (800) 432-2422

CARE MANAGEMENT

CICOA's Care Managers assess personal care needs during home visits and coordinate the needed services into a care plan. Families and other caregivers often participate in this planning. Care Managers provide continuous support. They monitor the needs of their clients and adjust the care plan as the needs change. CICOA purchases services from over 100 local providers on behalf of clients.

NUTRITION

CICOA's Nutrition program delivers daily meals to thousands of seniors in their homes and at neighborhood meal sites throughout central Indiana. All meals served are nutritionally sound and must meet at least 1/3 of daily nutritional requirements.

ELDER SOLUTIONS

Many family members have the responsibility of providing care and assistance for a spouse, relative friend or grandchild. It can be a rewarding – but overwhelming – task. CICOA's Elder Solutions program helps family caregivers find resources, information and assistance, respite support and other types of services to help take care of their loved ones and take care of themselves.

NURSING HOME PRE-ADMISSION SCREENING

CICOA provides pre-admission screening for anyone seeking entrance into a nursing facility. The staff determines the appropriateness of nursing home care so that unnecessary institutionalization can be avoided.

COMMUNITY PLANNING, ADVOCACY & EDUCATION

CICOA's professional staff provides creative community leadership in planning for the needs of our fast-growing older population. They help engage communities in advocating and taking action to prepare for our aging population and to make our communities more elder-friendly. Staff members speak to groups on a variety of topics of interest to older adults, people with disabilities and those who care for them.

Growing Smarter, Living Healthier

A Guide to Smart Growth and Active Aging



AGING
Initiative

*Protecting the Health
of Older Americans*



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Introduction

Age-friendly communities use Smart Growth principles (**development that improves the community, environment, economy, and public health**) to become healthier places to grow old in — and better places for people of all ages.

This guidebook is intended for older adults who are interested in how our communities work and how we might help them become more ‘age-friendly.’ Many of us have longed for the kind of age-friendly neighborhood that has different types of homes for people at different stages of life; walking paths and public transit to make it easy to get around without a car; and parks, shops, services, and homes that are closer together. Older adults are finding that by designing new neighborhoods differently — as well as redeveloping existing neighborhoods and roadways — we can make places that are healthier for ourselves, our neighbors, and the environment. Rather than let aging limit our options, we can actually become *more* independent by reducing our dependence on the auto, increasing our travel choices, and improving our quality of life right when we’ve started to have time to enjoy it. We can enrich our own remaining decades, as well as hand off a more sustainable community to future generations. That is, if we decide to do something about it.





In this guide, we address the basic principles of neighborhood and town design. But it is also intended to help you understand *why* community design matters, and *how* becoming involved in your community's decisions about growth can make it a better place in which to grow old. You'll find suggestions for ideas to try, and links to resources to learn more about *how* to remake your neighborhoods to be easier to get around, whether you live in a city, suburb, or small town. We'll also give you a few ideas for *getting involved* and staying engaged, providing more housing options and gathering places, eating healthier, and making it easier to carry out your daily activities. After all, our age group spans decades, and some of us are very active, while others have limited mobility.

Active Aging concepts (*activities that increase endurance, strength, flexibility, balance, and the principles of injury prevention*) can also be built into community design and development to encourage walking, biking, and active use of parks, so that people of all ages get exercise in the course of daily life.

The first chapter, *Staying Active, Connected, and Engaged*, outlines why our choices of where and how to live can have an impact on our health and well-being. The next three chapters — *Development and Housing*, *Transportation and Mobility*, and *Staying Healthy* — outline strategies and include project examples that address these key issues. Within each chapter, the *What You Can Do* section provides some ideas for what you can work on with your friends

and neighbors. The *Conclusion: Next Steps* chapter summarizes additional follow-up ideas. In the *Resources* chapter, you'll find links to more detailed strategies, websites, and information about each of the ideas discussed in the guide. We included a community self-assessment checklist for you to identify what your community is already doing, and where you might want to focus your energy — so get together, and get moving!

1 Staying Active, Connected, and Engaged

Where and how we choose to live can affect our health and well-being

Where and how we choose to live makes a difference. It matters even more as we get older. The neighborhood and housing we select can help keep us active, connected, and engaged — or make these critical needs difficult to achieve.

- **Staying active** — walking, wheeling, and getting moderate regular exercise — helps with both our physical and mental well-being. The way our neighborhoods are designed and built can make carrying out our daily activities an easy task or a chore. Does our neighborhood have sidewalks and public transportation, or do we need to get in a car to run errands?
- **Staying connected** with friends, family, and community is critical to remaining healthy, vital, and active, and is easier if our neighborhood is designed to support interactions. Staying active socially is good for us and good for the community. Connecting with friends and family and sharing our time, wisdom, and experience helps us maintain a sense of purpose, gets us out of the house, and keeps us engaged, focused, and learning.
- **Staying engaged** also benefits the community at large. Many nonprofits, boards, and commissions would be unable to function without the time and dedication of older volunteers. Places of worship depend on older members' wisdom and labor. Businesses know that mature workers are among their most productive, with strong work ethics, flexible schedules, can-do attitudes, and decades of experience.



What we need from home and community changes over time.

Traditional downtown neighborhoods (pre-1950s) and rural small towns have a range of housing types that fit the needs of individuals, couples, friends, and families throughout each stage of life. As we age, we may choose to stay near friends and family in the same home (*aging in place*) or neighborhood (*aging in community*) or choose to move to a smaller, easier-to-maintain home or new community. That choice directly influences how we get around, how we stay connected, and how we get help when we need it. We may also discover that we want to be involved in how our communities grow and redevelop.

Age-friendly communities have gathering places that are within walking distance of homes, or a short bike ride, drive, or shuttle trip away. These critical neighborhood ‘meet-ups’ can include parks, libraries, community centers, places of worship, gyms, Internet cafes, ice cream stores, or neighborhood diners. Small neighborhood parks, town squares, and plazas are great places to sit and read, catch up on e-mail, talk with friends, or watch kids play. Larger parks and greenways can offer walking trails, bike paths, and sports fields.

Having grocery stores, restaurants, and cafés within walking distance — along with sidewalks to walk on — is the best predictor of how much older adults will walk, according to a recent Seattle study led by Abby King. Fordie Ross, 93, goes on a three- to four-mile walk nearly every day around his Beacon Hill neighborhood, where every street has sidewalks. “Safe? Oh, yes. I’ve never had any safety problems,” he said. Seattle’s Comprehensive Plan identifies 25 urban villages to be built in areas that had old warehouses and empty lots. Residents of retirement communities in the redeveloped Northgate neighborhood will find them safer to walk. A new, 141-unit senior residence will be connected by pathways to retail shops and the transit center.

New growth and public services are directed into urban villages that include apartments, condominiums, or townhouses along with commercial uses, small parks, and schools.

New development must be designed to accommodate pedestrians and include wider sidewalks, outdoor seating, dining, and public plazas to encourage activity.

As we age in place, whether in the same house or the same community, these gathering places become even more important. Getting to these meeting places provides some of the physical activity that keeps us healthy. Being there in the company of friends provides the critical social interactions that keep us connected and engaged. Being part of a community also triggers an informal network of

folks who might keep an eye out for each other. As a recent study of low-income Hispanic seniors found, traditional neighborhoods with ‘eyes on the street’ (*porches, stoops, windows, and buildings along sidewalks just above street level*) showed improved physical functioning for older residents over a three-year period; they also showed more social support and reduced psychological distress.

Long-time residents of Manoa, a traditional Honolulu neighborhood near the University of Hawaii (UH), were excited when a new senior housing project was added to a community park. They could continue getting the benefits of living in a great neighborhood while enjoying the advantages of new housing that meets their changing needs. It is on a bus line, a short ride to the UH campus and downtown — just \$30 for an annual senior pass — and a short walk to their neighborhood shopping center, plate lunch stand, churches, coffeehouse, and sports fields. Because it is next to the elementary school, residents can stay involved with intergenerational activities and help maintain the adjacent community garden with their friends and neighbors.

Staying connected can become more difficult over time.

Families and friends can move away, or we may downsize or move to another community. Many older adults find that maintaining a large house becomes a burden, physically and economically, especially with rising energy prices. Others choose to move for climate, economic, health, or quality of life reasons, or to be closer to a family member. Those who want to stay in the same house may find that their community lacks the accessible gathering places, or the non-driving ways to get there, which might be found in a traditional neighborhood. Those who want to move to a smaller home might find

their choices lacking if they live in a more conventional neighborhood developed in the last 60 years. If they are fortunate enough to live in a more age-friendly neighborhood, it is likely there will be other options.

Staying engaged and learning.

Staying engaged is easier for people who live in an age-friendly community. In addition to the interactions that are just ‘part of daily life,’ more organized opportunities are available. Communities are co-locating senior centers and housing near schools, libraries, or daycare centers, and finding that developers of senior housing and medical facilities want to locate nearby as well.

In Burlington, VT, the McClure MultiGenerational Center houses the Champlain Senior Center, which provides meals, educational, health, social, and recreational programs for those 50 and older. Across the shared hallway is Burlington Children’s Space, which runs early child care and preschool programs. This intergenerational shared space helps connect older adults with children both informally and in more structured tutoring, classes, and storytelling.

Colleges like Tompkins-Cortland Community College, in rural Dryden, NY, have established satellite campuses to make courses more accessible. Their downtown Ithaca campus is in an old department store on the Ithaca Commons, an active pedestrian mall in a historic downtown. A nearby elementary school on the town square was redeveloped into residential condos, with lower floors occupied by tenants like Moosewood (a well-known restaurant) and the Ithaca Guitar Works, offering lessons on all kinds of instruments.

Universities, senior centers, and school districts are establishing learning initiatives that older adults can access in their neighborhoods and churches, like

the Osher Lifelong Learning Institute at the University of Virginia in Charlottesville, VA. Participation in learning activities in our neighborhoods provides double the benefits. Researchers have long known that physical activity keeps both our bodies and brains in shape, and that mental exercise helps keep our brains younger.

Participating in community activities doesn't just benefit us. It can be a rewarding op-

portunity to give back, to share our hard-won wisdom, to pass on our skills and experience. Older adults are a tremendous resource, and we often have the time — and patience — to spare. When the elementary school is next to our homes, when the places where we pass time are next to the playing fields, when the lifelong learning center is across the street from the library or co-located across the hall from a day-care center, it is much easier, more

convenient, and more likely that we will spend some time mentoring, coaching, cheering, teaching, or just plain interacting with the community. Foster grandparent programs, pairing seniors with elementary and preschool students, have long been effective at making these intergenerational connections — but there is no organized substitute for just being around and available informally for the young people in our communities.

What You Can Do:

Use this guide to make connections

Follow up on something that matters to you. As you read the following sections, think about whether the issues raised would apply to your own neighborhood, your housing situation, the streets or parks you use, and the growth and development issues your community faces. Look at both short-term and long-range plans for how and where you will live, the choices you prefer, and whether they are available — or whether it's time to roll up your sleeves and initiate or join a group working to make your community more age-friendly.

Look around you and talk with others about what you have discovered. This guide is intended to spark your interest; the *Next Steps* and *Resources* chapters will lead you to more detailed information, programs, organizations, and guidebooks for the strategies you want to work on. You're not alone. Efforts like AARP's *Mobility Agenda*, The Project for Public Space's *Citizen's Guide to Better Streets* and *Placemaking Guidebook*, and others are listed for you to reference.

2

Development and Housing

Healthy neighborhoods offer diverse housing choices, gathering places, and ways to connect

Healthy neighborhoods offer plenty of housing choices, for us, our friends, and our relatives, so we don't have to leave behind the people and places we know and love. With a diverse housing mix (single-family homes of all sizes, duplexes, small and large apartments, studios above garages or shops, condominiums, and lofts), most traditional neighborhoods allow people to stay near friends, families, work, and worship as they move through life. While we like to maintain our independence, staying connected can greatly improve our lives as we age. Maintaining access to services, shopping, activities, work, and volunteer efforts will help keep us active, healthy, and engaged. Whether staying in the neighborhood or moving to another that has more housing options and a vital center, having access to a broad range of housing choices is one key to remaining independent.

Most residential neighborhoods built in the last 60 years do not provide this mix of nearby destinations and different kinds of housing. Developers built big groups of similar houses of the same size and price, separated from another group of larger or smaller houses by unusable open space. Housing was segregated by income and family size, mostly separated from commercial destinations. Some developments included a large block of apartments, or a retirement community, or maybe a school or library. One positive result was that, in many new subdivisions, parents were similar in age, in career status, and in the ages of their children. This encouraged lots of group activities. However, as individual and family status changes, many people eventually move out of these more homogenous neighborhoods to find new housing that fits their new circumstances: an apartment for a newly single parent, a house with attached studio for an aging grandparent, or a smaller house or condo for the empty nester. Although these housing options are not usually available in conventional residential developments, Smart Growth activists are



Photo courtesy of EPA Smart Growth

finding that such neighborhoods can be redeveloped over time to increase choice in housing, mobility, and activities.

Smart Growth development

Developers of new Smart Growth neighborhoods have learned that providing a wider range of housing choices within one community helps make it more attractive and interesting, provides community character, and holds value over time. Rather than build a few hundred of one house type here, and a different type over there, each with its own private ‘amenity package,’ Smart Growth neighborhoods mimic older, traditional places. They add amenities like parks, trails, and community centers that create places for generations to gather. Housing options vary according to where they are located in the community. Typically, more compact housing types like apartments, lofts, condos, and townhouses are built closer to the town center or on major streets to make it easy to walk to activities. Single-family homes and cottages are on quieter streets a few blocks away, but still within walking and wheeling distance.

Smart Growth principles can also be used to redevelop underused properties along



Photo courtesy of Carlton Eley

roadways at the edge of existing neighborhoods, replacing aging shopping centers and cleaning up neglected properties. Redeveloped properties are a convenient destination for shopping, activities, and catching an express bus to downtown. When the time comes to choose a smaller or more accessible home or apartment, the town centers provide a number of options — without having to leave the neighborhood. Since developers often prefer to develop in outlying ‘greenfield’ areas rather than to redevelop existing places, helping to facilitate such redevelopment is a perfect volunteer activity for residents of surrounding neighborhoods, and an opportunity to make sure developers get it right.

Eyes on the street can make us safer. Traditional development concepts can actually make

our neighborhoods safer and improve mobility. Architects use the term ‘eyes on the street’ to refer to buildings that have windows, doors, and porches overlooking streets and neighborhood parks. Communities like Norfolk, VA, have discovered significant decreases in crime in neighborhoods and public housing that redevelop using these principles. Many are starting to change development codes to require eyes on the street instead of blank walls in new buildings. Development with buildings that have eyes on the streets are not only safer for everyone to use, they also encourage a community to stay connected. There is no better crime deterrent than *you* sitting on your porch, or watching over your block or neighborhood park from the front window.

Each year, 40 to 50 homeowners in **Santa Cruz, CA**, take advantage of the city's award-winning Accessory Dwelling Unit (ADU) Program to increase housing choice by making accessory units easier to build. The Program helps homeowners convert garages or build new structures they can either rent out or move into themselves — giving them extra income while creating more affordable housing. To make it easy for homeowners to implement, the city provides 7 preapproved, architect-designed plans for 500-square-foot units, as well as an ADU How-To Manual to guide homeowners through approvals, construction, making the unit neighbor-friendly, and being a good landlord. They also revised zoning to no longer require covered parking and to allow garage conversions.

Housing options

Accessory Dwelling Units

(ADUs), which we used to call 'granny flats' or garage apartments, are a traditional housing option currently returning to favor. These are typically a converted or expanded garage, a basement apartment, or a newly built cottage. Accessory dwelling units actually provide homeowners housing flexibility on site, along with added income. Homeowners can rent them out while remaining in the larger house, or move into the smaller, easy-to-maintain, fully accessible unit when downsizing. Whether the main house is occupied by other family members or rented for extra income, the homeowner is able to stay in the neighborhood and stay connected. Despite their many benefits, ADUs are usually prohibited by local zoning ordinances. Some communities are changing zoning codes to

allow ADUs on any lot, as well as providing preapproved designs and other program support. Others, like rural Fluvanna and Louisa Counties in Virginia, are offering programs to help provide modular units or kits that can be quickly erected when the homeowner needs a fully accessible unit.

Cohousing is collaborative housing; typically small-scale neighborhoods made up of individual houses and shared common facilities, like open space,

courtyards, gardens, play areas, and a common house. The common house serves as the community gathering space, with a large kitchen and dining room, a playroom, sometimes a library or lounge, and a shared laundry room and workshop. While individual homes have kitchens, residents typically eat together a few times a week, sharing cooking and cleanup. Individual units can be smaller, since the common house is available for parties, and often has a guest bedroom for visitors.

Silver Sage Village in Boulder, CO, is a 50+ cohousing community with 16 accessible homes around a common courtyard and an accessible two-story, common house with a guest bedroom for friends and family and a large great room for community meals and celebrations. Ten homes are market rate; six are permanently affordable. The project won Best of Senior Living from the National Association of Home Builders.

Residents are committed to living as a community, participating in its design and operations, and ensuring the neighborhood encourages social interaction while protecting individual private

space. Generally 20 to 40 units of single-family or attached homes centered on a walkway or courtyard, cohousing projects have also been developed in downtown neighborhoods and commercial buildings.

Although most cohousing is intergenerational, several newer projects are restricted to active seniors. Elder cohousing typically consists of attached, accessible units, often focused on wellness and staying active.

What You Can Do:

Get involved in planning

Get involved in planning projects, programs, and policies — one of the best ways to help our communities become more age-friendly. Older adults who have fewer family duties and a more flexible work schedule often have time to join committees, boards, and working groups. Local planning and zoning boards, regional transportation committees, bicycle and pedestrian advisory groups, affordable housing task forces, etc., are all fueled by volunteer members. You can look for ads in the paper or on the web or call your local planning department — the positions are rarely highly competitive. Since many strategies outlined in this guidebook are still not permitted by each locality's codes and zoning regulations, it will take time and patience to identify and correct the contradictions.

Participate in or initiate a community planning process — an exciting way to make a difference. You can help create a broad regional vision, a neighborhood plan, or just work on a single intersection. Often conducted in day-long workshops, or in a week-long intensive series of design meetings called a charrette, these efforts require active, committed community participants to be effective. A well-designed process meshes the technical expertise of agency staff, the creativity and fresh ideas of outside consultants, and the in-depth local knowledge of residents and business people. *(See Resources.)*

3

Transportation and Mobility

We can build choice back into our transportation system — and make it easier for people of all ages to get around

We all cherish our freedom to move around: from those early halting steps to our first time behind the wheel, from running errands to a drive in the country. The freedom to move around feels like a fundamental American right — to connect with our families, friends, and neighbors; to conduct business; to access work, shopping, and volunteer activities; to go to worship; and to vote. Both government and business have made significant investments to support that freedom since the country's birth — from our ports and fleets, to river barges and railroads, to the Interstate Highway System. For the last 60 years or so, that freedom has mostly depended on the automobile — and boy, have we loved the ride. Our favorite songs, restaurants, vacations, movies, and memories are still with us in the front seat as we start looking back along life's highway.



Photo courtesy of Liisa Ecola

Most of us drive, and expect to continue driving as long as we are able. Overall, we're pretty safe drivers too: observant, experienced, and cautious. Some of us have more flexible work or volunteer schedules. We can avoid the crowds at rush hour; stay off the bigger, faster roads if we are lucky enough to have an alternative; stay home during inclement weather; and, at some point, reduce or eliminate night-time driving. As much as we love our cars

Realizing that 40 percent of the population is adults over 60, local leaders in **Dunedin, FL**, decided to improve sidewalks and intersections to make them easier and safer to use. By widening sidewalks, installing curb ramps and curb extensions to reduce crossing distance and slow traffic, and adding extra time to crossing signals, they made it safer and more pleasant for older adults — and people of all ages — to walk around the compact city. They also added a new senior center along the Pinellas Trail through downtown, making it easy for older adults and the center’s walking club to access the trail.

and our memories, maybe it’s time for us to look ahead to how we will move around in the future. Conventional developments of the last 60 years were a great place for many of us to grow up, go to school, and raise our own families. However, we probably didn’t build enough options into them — for getting around by walking, biking, transit, or even for short car trips off the main highways. Increasing traffic congestion can lead to delays, frustration, and even road rage, limiting the times of day we are comfortable driving. The growing national conversation about energy costs and availability, coupled with awareness of the impacts of global climate change, have amplified the need for a long,

hard look at how our daily lives and independence are affected by the way our neighborhoods developed. And maybe — for some of us — now is the time to start building some choice back into our communities. To paraphrase Robert Kennedy and Rabbi Hillel: When — if not now? Who — if not us?

Rather than let aging limit our options, we can actually become more independent. We can reduce our dependence on the car, increase our travel choices, and improve our quality of life. Right when we’ve started to have time to enjoy it. We can enrich our own remaining decades, and hand off a more sustainable community to future generations. That is, if we decide to do something about it.

Community design influences how we get around

Elders and kids are the ‘canaries in the coal mine’ of walkability. If we build places and streets that make it easier for our oldest and youngest to navigate, we all will benefit. Of course, the reverse is also true. Many communities built when gas was cheap and housing was booming followed a model of bigger lots and wider roads. They dumped drivers onto even wider, faster highways that were often the only way to get to work, shopping, or schools. As we grew farther out, all that new traffic required us to go back in and widen the roads through existing neighborhoods so that outlying drivers could get to work, while making it harder for downtown residents to get around.

The good news is that this challenge — of redefining and rebuilding American neighborhoods and roadways — is realistic and achievable, and older adults are well-equipped for it. We understand how things work; how decisions are made at town meetings, city boards, and state agencies; and we have the patience and tenacity to attend meetings, conduct research, and take action. Activists, professionals, and elected officials

have been working on solutions for a couple of decades. Called by many names, such as Smart Growth, New Urbanism, walkable neighborhoods, livable communities, or sustainable development, one central theme has been making places that work for people, not just for cars. Our infrastructure investments can benefit older adults: safer streets and intersections, expanded bus and rail, and more accessible parks and trail systems. It's not rocket science, either. There are many guidebooks (*see Resources*) that help citizens remake their communities by increasing transportation

choices, offering greater housing options, and weaving a stronger social fabric, healthier environment, and more vital economy.

We can 'complete the streets'

It's not just about walking. Complete Streets work for everyone. We can restore an age-friendly network of smaller-scale streets as we reinvent suburbia and rebuild downtowns. Our youngest and oldest drivers then can safely move around the community instead of being forced onto those fast-moving five- and seven-lane roads. The same 'traffic-calming' strategies

that communities have applied to reduce speed and improve safety in existing neighborhoods can be used to design street networks that 'get it right the first time.' These new designs are called 'Complete Streets' since they work for all users: walkers, bikers, drivers, and transit users. With narrower lanes (*to slow traffic speeds and reduce run-off*), safer intersection designs (*to reduce crashes and encourage crossing in the right place*), curb extensions and median crosswalks (*to shorten crossing distances and have a stopping place*), bike lanes (*to give bikes the same treatment as cars*), wider sidewalks and

Over 19,000 older residents in Kirkland, WA, can move around more safely after the Kirkland Senior Council and the Active Living Task Force got involved. They helped City staff design and implement innovative programs and policies like the **Complete Streets Ordinance**, to design streets for walkers, bicyclists, and drivers, including wider sidewalks, pedestrian-friendly medians, and in-street bike lanes. For more immediate impact, the **PedFlag Program** placed yellow flags at over 60 crosswalks that walkers pick up and carry across to remind drivers to yield to pedestrians, and then return flags to another holder after crossing. The **Flashing Crosswalk Program** incorporates flashing lights embedded into the pavement for 30 crosswalks at busier intersections.



Photo courtesy of the City of Kirkland, Washington

street trees (*to make walking a safe, pleasant option*), and a host of other details, we can build Complete Street networks that make it easier for *everyone* to get around: driving, walking, wheeling, or taking transit. A well-planned system of clear, easy-to-read signage will also help us to get where we're going, however we choose to travel.

Rebuilding along the highway corridors

Commercial highway corridors running through our downtowns, small towns, and suburban strips are a great place to make better connections. Downtown commercial districts started to fade, followed by adjacent suburban shopping centers and mini-malls as development moved further out. These fading 'grey-field' properties — named for the acres of little-used asphalt parking surrounding shopping centers — are often bordered by residential neighborhoods concerned by the properties' condition. These neighborhood residents would likely support well-designed new uses for nearby greyfields. Many of these properties are being converted to new town centers that are modeled on older traditional neighborhoods and downtowns. They usually provide a range of housing choices

Older residents, activists, and business owners along US 29 in Albemarle County and Charlottesville, VA, decided that the aging suburban strip needed an update. While they knew that the regional highway needed to carry lots of traffic, they also wanted a redesign that would provide an interconnected Complete Street network parallel to US 29 so local pedestrians, bicyclists, and drivers had more choices for short trips. They enlisted the Thomas Jefferson Planning District Commission (TJPDC), the regional planning agency, to work with the county, city, and Virginia DOT to create **Places29**, a joint transportation and land use plan for the rapidly developing corridor. The solutions will reduce congestion and improve safety on US 29; guide development toward compact, mixed-use, walkable, transit-ready neighborhoods and centers; and support development of an enhanced regional transit system. The planning process included extensive community participation by residents, business owners, and the Jefferson Area Board for Aging and the Senior Center.

and a gathering place that is easily accessible to surrounding neighborhoods, via a walkable network of smaller streets.

Creating a community plan can coordinate redevelopment of a string of similar aging properties, typically found along a commercial roadway. The resulting street network through the redeveloped properties can provide complete streets for local travel parallel to the busy main highway.

It can also connect existing neighborhoods to the newly developed 'town centers,' as well as to each other, and support more efficient transit service. If the new centers are developed as compact transit targets (*focal points for improved bus or rail service*) with a mix of homes, stores, and workplaces, many roadway corridors would eventually have the ridership needed for fast, frequent, dependable transit. However, this kind of planning requires significant

community involvement over a long period to make sure the plans meet community needs and that projects are actually built according to the original vision. Older adults are especially capable of participating in, tracking, supporting approvals for, and watching over project implementation.

Providing travel choices can save money

Seniors have a well-deserved reputation for watching the bottom line. We learned the value of a buck, like to hang on to what we've saved, and expect our elected officials to use what we give them wisely. With extreme fluctuations in gas prices and housing values, and transportation agency budgets dwindling, it seems worth trying a new approach. We can't afford to keep expanding and then maintaining the current publicly funded road system. One advantage of the corridor-based redevelopment approach outlined above is that many of the new roads, walkways, parks, and gathering places would be built by the private sector as development occurs. This would save significant public investment. If fuel costs are high, those on fixed incomes that live near or in

The average annual cost of owning and operating a car is \$8,121 for fuel, maintenance, new tires, insurance, depreciation, and financing (*at \$2.94/gal and 15,000 miles/yr, per AAA*). A compact costs over \$6,000, and an SUV over \$10,000. Although seniors drive fewer miles on average, car ownership might be one of the largest items in their household budget. **Maris Grove, an Erickson retirement community** near Philadelphia, has partnered with **PhillyCarShare** to give residents and staff an affordable, easy-to-use option — a shared Toyota Hybrid. Membership is free, and reservations can be made over the phone or online. According to resident Joe Peronace, “You don’t have to buy a car, no maintenance, no insurance, you use their gas card and pay an hourly rate,” Peronace said. “It’s too good to be true. If you sit down with pencil and paper, it’s a big savings.” PhillyCarShare estimates members save over \$4,000/yr over owning a car.

the new neighborhood-scaled developments will have plenty of low-cost ways to get around, and easy access to community gathering places. Some of those travel choices might reduce our dependence on foreign oil, cut greenhouse gas emissions, and help mitigate the effects of climate change. All while keeping us active and healthy.

Build choice back into the transportation network.

Although many of us might say ‘the bus is not for me’ or

‘I’d rather drive than walk,’ it’s really about providing ourselves with more choices than we currently have. More transportation options give us the chance to stay active and independent. More than one-third of Americans over 65 report no daily physical activity, while research shows that just a half-hour of activity three times a week can greatly improve our health and sense of well-being. By adding places we can walk or wheel to from nearby neighborhoods, and

making streets pleasant and safe, the walk to the library, the store, or to meet friends in the park provides us with an opportunity to be active. Even the driving trips on neighborhood streets can be shorter and safer with the right community design. And though many of us don't see ourselves as bus riders right now, we might eventually live in some of this newly developed housing — a downtown loft, a quiet townhouse, a charming cottage, or a well-located assisted living community. Having the *choice* to get to downtown shopping or cultural events on our own terms and schedule, rather than waiting for a friend or an on-call van can ensure independent living for much longer.



What You Can Do:

Make it easier to get around

Start a walking group with a sense of purpose — at the park, on downtown streets, even at the mall. Read some of the resources outlined in this section and discuss issues and strategies as you exercise together.

Join or start a car-sharing program. If one is available in your region, call and try it out. Work with your locality, university, or transit agency to gauge local interest. Focus on specific walkable neighborhoods near transit stations.

Try transit. Check out the bus (or train, if you're lucky). Get a schedule, grab a friend, and see where it goes. Ask if the agency provides 'travel training' for older adults. If it stops nearby but isn't easy to get to, do an informal walking audit to see what improvements would make you and your neighbors more likely to ride.

Make one street safer. Older adults are often prime movers of such efforts, as demonstrated in Albemarle County, VA's Hillsdale Drive Safety project (*see Places29 sidebar*). The senior center and Jefferson Area Board for the Aging were concerned about speeding on the adjacent suburban road. When a slow-moving grandmother was almost hit crossing the road, they asked the regional transportation agency, TJPDC, to come up with a solution. Gathering local and state agency staff, they conducted a **walking audit** and a series of **community workshops** with area residents and businesses to develop a **safety improvement plan**. Solutions included safer median crosswalks (at places participants indicated they wanted to cross), sidewalks, lighting, narrower lanes, bike paths, and landscaping. Since it was their plan, area seniors have been strong supporters of the project as it worked its way through design, funding, and construction.

Staying Healthy

4

Finding healthy food, keeping active, and getting help when you need it can be easier in an age-friendly community

Eating healthy food

Finding, preparing, and eating healthy foods is critical to our well-being as we age. We tend not to eat as much, which makes it harder to get critical nutrients. Sometimes we just don't feel like eating, are tired of cooking, or are worried about the cost of fresh ingredients.

Meals-on-wheels programs, which deliver prepared meals to older adults, are finding it harder to absorb increasing food costs, and their volunteer drivers can be hit hard by higher fuel expenses for deliveries. Such programs are often the only link to healthy food available to low-income seniors as their personal mobility fades. In the long term, building more places with compact, walkable neighborhoods might make it easier for volunteers to deliver meals on three-wheeled bikes, or in small electric vehicles. However, we also need to address the 'supply side' by developing more local sources of fresh, healthy food.

Community gardens are located on public or donated land, with small plots assigned to individuals. The concept of taking individual and community action in a crisis to grow our own food is not new. Remember the World War II Victory Gardens planted proudly in every front yard? Since many of us travel to visit friends, family, or far-off places, a new twist or two could update the Victory Gardens' success. Community gardens



Photo courtesy of Julianne Sammut

are often neighborhood-based and support social interaction, so a group of older adults could work the plots cooperatively, taking care of each other's weeds and harvests when they are traveling or under the weather. Since community gardens usually have long waiting lists, senior organizations could promote new sites, find locations, and help operate them.

Community-Supported Agriculture (CSA) is an update of the truck farm, which grows produce just outside the city to truck into weekly farmers' markets. The CSA business model is a way for community members to share farmers' business risk, while providing early capital for seeds, fertilizer, and equipment. Customers buy 'shares' of a season's produce, paying part or all up front, and then receive a weekly share of the grower's harvest. Some CSAs also encourage customers to spend a day or two helping to plant and harvest major crops in spring and fall. Senior centers make an ideal drop-off point for the weekly deliveries, and overall costs could be reduced if volunteers agreed to help bag and box the individual shares for pickup. Another way to help reduce food costs is to form buying clubs or food

co-ops, which buy food in bulk (usually pre-ordered by individuals), then divide it up on delivery. This can also be a rewarding social activity.

Keeping active

Healthy neighborhoods have plenty of opportunities for older adults to remain active, whether informally as part of daily life, or in more organized activities. If our neighborhood has great places within walking or biking distance, just going to meet a friend or pick up a few things can add up to regular activity. The doctor-recommended 30 minutes per day (or at least 3 times per week) can be broken into 10- or 15-minute segments and still add up to significant health

benefits. The average transit user walks or bikes 20 minutes as part of his or her regular transit trip; a 5-minute walk to the park or café becomes a 10-minute round trip. Having nearby parks for tennis, swimming, jogging, or speedwalking can also keep us active and connected. As we stay healthier and active longer, many older adults are remaining involved in organized sports like softball or swimming competitions.

In extreme heat and cold, we like to stay indoors, but that doesn't have to slow us down. Suburban shopping malls have long opened early so seniors could get their exercise in a group mallwalk. The community college in rural Dryden, NY,





Photo courtesy of the City of Rogers, Arkansas

reserves its downstairs hallways for exercise walking during inclement weather. Many public facilities can find some time to set aside for indoor activities for older adults: an hour scheduled in the school pool or gym, or special daytime hours in the bowling alley. And, of course, there is the traditional senior center, with organized activities just for us.

A new approach to senior centers

Many active older adults don't yet see themselves as 'senior center types,' and a new model is emerging. These multipurpose lifestyle centers fit with the kind of intergenerational, age-friendly neighborhoods we are choosing to live in. Designed to attract and retain active, 50+ older adults, they are typically located in urban

or neighborhood settings, integrating them into the community social life and making them more accessible to drop by as we make our way around downtown.

From the street, they could be a business-friendly coffeehouse (a 'Starbucks for Seniors'), a place to meet with clients or hang out with friends, surf the net, or catch up on e-mail. You might see groups discussing books, sports, art, or a concert, or a small group getting help on a new computer program. Larger places may also have gyms, yoga and dance workshops, or educational classes in a learning center. As we try to integrate our own active aging fully into the place we live in, maybe creating a new kind of community center at the heart of it all isn't a bad way to start.

Older adults in the Chicago area can find a new kind of gathering place that fits active lifestyles in a community setting. **Mather LifeWay Cafés** are more like typical coffee shops than senior centers, with attractive, inviting, hip interiors to appeal to 50+ adults and their friends.

Usually located in a downtown storefront-type building, they are technology-friendly to connect older adults with Internet, e-mail, and computer classes, and often have learning centers and gym/exercise facilities. Some even have full restaurants and entertainment — but customers say the cafés feel more like a coffeehouse than a typical senior center.

Getting help when we need it

We all want to remain independent for as long as possible. That's human nature, and most of us put off asking for help as long as we can, even when we might really need it.

There are basic tasks we have to do to live on our own — feeding ourselves, dressing, walking, getting out of bed, bathing and hygiene, drinking and taking medication — and more complicated tasks like preparing meals, doing housework, driving, shopping, and managing our money. Eldercare professionals can advise families when such help is required, and what kind, but that advice is not usually triggered unless someone — family, friend, or neighbor — notices the need.

The signs that people need help are usually obvious to



Photo courtesy of the City of Kirkland, Washington

those who know them well and see them often. In an age-friendly Smart Growth neighborhood or small town, regular interaction with people is more possible, more convenient, and more frequent. The people we interact with are more likely to be from the same neighborhood. Whether

in a park down the street, a neighborhood diner or coffee shop, or library or place of worship, odds are someone in the room lives a block or two away and is concerned about our well-being. We're used to hearing the phrase 'it takes a village' refer to raising children, but the same is true at our own end of the timeline. With a neighborhood structure that allows and encourages us to get out and about, and nearby places that are worth going to, we're more likely to be noticed, and our absence noted as well.

Once the need for help has been identified, actual assistance may be easier to obtain in an age-friendly neighbor-

In 2001, long-time residents of Boston's Beacon Hill neighborhood decided they wanted to age in place in their own homes — but with the same access to services, maintenance help, home care, and social activities they might receive in a retirement community. They founded **Beacon Hill Village**, a member organization that links area seniors to 'discounted, vetted, guaranteed' service providers, home health care, classes, and activities.

hood, where people of all income levels and ages live nearby. In rural and suburban neighborhoods, the economics of driving around to several houses daily to provide low-wage assistance are even more difficult in an era of rising gas prices. Compact communities offer the potential for both paid assistants and volunteers to have low-cost, efficient access to multiple clients in a day, whether walking, taking a bus from another neighborhood, or a shorter drive.

Caregiving

In traditional neighborhoods, caregiving was primarily an extended family affair. There were usually enough brothers, sisters, aunts, uncles, cousins, and grandkids in the community to help keep an eye out and take care of family elders. As we scattered across the country, and more household members worked outside the home, a need emerged for organized networks of caregivers, both paid and volunteer. Area Agencies on Aging and other senior-focused groups have developed programs to address caregiving needs, and private companies have found strong market demand for affordable home healthcare and personal services. The most successful programs have been

community-based nonprofits that coordinate both paid professional and volunteer services of local residents to provide healthcare and nursing, social connections, and help with chores and maintenance to older neighbors.

This core idea of neighbor helping neighbor is key to making the community-based approach work. It works best in a real neighborhood or small town where people know and care about each other. The in-home health care and companionship help older adults stay in their homes and connected to their communities, avoiding

both the extra cost and reduced quality of life in a nursing home. Where family and friends are available, their assistance can be coordinated by the community organization. This approach saves money for the aging adults and their families, enables families to share caregiver management tasks, and reduces costs compared to institutionalization. In traditional mixed-use neighborhoods — with workplaces near homes — family members can arrange to drop by on a lunch break or before and after work, to help with meals, shopping, or medication, or just to visit.

Elderberry Institute's Living at Home/Block Nurse Program helps seniors stay healthy and connected while living in their own homes. Started in St. Paul, MN, it has expanded to local efforts across the country.

- Seniors receive in-home social support, health care, and chore services from a paid and volunteer network, administered by a local nonprofit.
- Elders live at home longer, avoiding nursing home expenses, and staying productive and socially connected — while reducing overall community costs.
- The program also coordinates assistance from family and neighbors.

Homesharing is another emerging option, where two or more unrelated people share a home, with their own private space and common living areas. It can work well in rural areas, where organized caregiving can be harder and more expensive to deliver. Frequently coordinated by a local non-profit, the homeowner benefits by receiving 10 to 15 hours per week of household help, like cooking, shopping, or cleaning, and the roommate (often a student) receives free rent. Having someone in the home informally helps keep an eye out for changes in the homeowner's condition, while the older adult gets to remain at home and independent longer, enjoying the help and the informal companionship.

Older and disabled homeowners who need assistance with daily living can stay in their homes, after organizations like **HomeShare Vermont** link them with individuals who desire free or low-cost housing. The roommates help with housework, yard work, meals, transportation, and companionship, or whatever is negotiated, in return for free or reduced rent. For seniors who need more help, caregivers provide more personal services like bathing, dressing, shopping, and cooking, in return for room, board, and salary.

The organization can also arrange for paid live-in or hourly non-medical caregiving.



Photo used with permission of Eric Vance

What You Can Do:

Staying healthy

Find healthy food. Locate a Community-Supported Agriculture farm and join up, with your friends, neighbors, or a group like the senior center. If you can't find one, talk to neighbors and friends to see if there is sufficient interest to inspire an area farmer to start one. Join or start a community garden — there is always land available somewhere. You might try it on some of the leftover space at public buildings, apartments, senior centers, schools, churches — or in a park. Organize a food co-op (buying club). Make ordering, picking up, and dividing the food a social event, and even deliver it to those who can't get out.

Make a gathering place. Talk with local senior organizations, nonprofits, and housing developers about exploring the market for a new kind of lifestyle café. Take advantage of other gathering places — like your place of worship, the library, the courthouse steps, or wherever it is in your town — and test out some of these ideas with neighbors you don't yet know.

Look out for others. Keep an eye out for someone who needs help — on your block or on your street. Connect them with some of the resources mentioned here. If they have a need that isn't available, see what you can do about it. Talk with your friends and community organizations about whether a neighborhood caregiving and home-services group (1) is needed in your community, and (2) what it would take to get one started. Explore the home-sharing idea with local service organizations and housing nonprofits.

5

Conclusion: Next Steps

How you can get involved and act



At the end of each chapter, the *What You Can Do* sections list ideas to get you thinking about how your community influences your everyday decisions. Where to live. Where to go and meet friends, or if there is even a place to meet in your neighborhood. How to get there. Whether it is safe to cross the street. How to fit exercise into the day's activities. Where to find healthy food. How and where to get help when you can no longer do everything yourself. Altogether overwhelming, if you had to deal with all those issues at once. Fortunately, you don't have to.

Follow up on something that matters to you. Pick an easy item from the *What You Can Do* sections and get started today, while doing some more homework on longer-term strategies. Use the leads in the *Resources* section. Call your community's planning department and ask about openings on boards and commissions, or look on their website or the bulletin board in city hall. At the same time, ask if there are any upcoming planning workshops, and get your name on the mailing list. Use EPA's *Community Self-Assessment* checklist (see page 31) to understand what kinds of policies and programs your community has that support active aging, and identify missing ones you could work on.

Walk or bike around the neighborhood to explore these issues. Better yet, do it with a friend or group. You can learn a lot about neighborhood planning and design just by walking around and comparing places that feel comfortable with those that do not seem meant for walking. Many of the publications in *Resources* have checklists or forms you can use to rate your neighborhood or street, identify what you like, and uncover problems that need to be addressed. The Local Government Commission (www.lgc.org) has published several easy-to-use guides and videos on Smart Growth and streets.



Photo courtesy of the City of Portland, Oregon, Bureau of Transportation

- *Streets and Sidewalks, People and Cars: The Citizens' Guide to Traffic Calming* includes forms for measuring street details and evaluating speeding and traffic.
- *Real Towns: Making your neighborhood work* contains a RoadWork section at the end of each chapter to help you compare your neighborhood's buildings, blocks, and streets with others.
- *Street Design Guidelines for Healthy Neighborhoods* has simple standards for what makes a walkable, comfortable street.

Learn more about planning issues. The organizations in the *Resources* section provide

guidebooks and training for the strategies you may want to work on. The Project for Public Spaces (PPS), in partnership with AARP, developed a series of publications on what citizens can do to effect change in their communities, especially focused on streets and transportation planning, all available for free download (www.pps.org — see *Resources*). PPS also offers training programs including *Streets as Places* and *How to Turn a Place Around*. The PPS/AARP series includes:

- *A Citizen's Guide to Better Streets: How to Engage Your Transportation Agency* shows citizens how to interact effectively with transportation agencies.

- *Streets as Places: Using Streets to Rebuild Communities* shows citizens how to enhance streets to become lively, walkable, community-friendly environments.
- *The Quiet Revolution in Transportation Planning: How Great Corridors Make Great Communities* describes how planning transportation within the context of a larger corridor can benefit both mobility needs and community quality of life.

Explore Smart Growth strategies. Smart Growth America (www.smartgrowthamerica.org) is a terrific resource for ideas to improve housing, transportation, economy and environment, open space and farmland, and health and aging. One of their best new publications is *Choosing Our Community's Future: A Guide to Getting the Most Out of New Development*, which includes descriptions of many of the issues and strategies in this guide, along with tips on working together to plan and implement them.

Connect the dots. Go back and look through the *What You Can Do* sections and see how many issues are relevant to your neighborhood or community. As you toured your

neighborhood and talked with friends, did you notice sites that could become a gathering place, or a farmer's market? Are there housing options nearby if you want to move? How about improving and connecting parks with greenways, or finding locations for a new park? Are there any neglected properties that could be redeveloped? While you are reading some of the other guidebooks, keep your own neighborhood in mind. If your community already has an organized planning process, join in — and be

the person who asks the questions about making the plan more age-friendly.

Initiate a community planning process. If there is not an existing group or effort to join, make it happen. Many of the guides mentioned above and in *Resources* can equip you to get something started. A well-designed process meshes the technical expertise of agency staff, the creativity and fresh ideas of consultants, and the in-depth local knowledge of residents and business people.

Coupled with training in Smart Growth principles and workshop facilitation, walking tours of the neighborhood, and broad participation, a community planning effort will help get creative plans implemented.

Look out for others. Keep an eye out for someone who needs help, on your block or street, at the library, or your place of worship. If the assistance needed is not readily available, look into whether there is enough interest in organizing a new program.



Photo courtesy of the Atlanta Regional Commission

Citizen activists in Honolulu were pleased when the city introduced Smart Growth principles in 1998 and transformed the city planning process. The Citizen Planner Institute trained agency staff and neighborhood leaders (many of them elders) to facilitate community planning workshops.

The projects included:

- Urban Center Development Plan — changed codes for transit-oriented development
- Islandwide Traffic Calming Program — focused on 34 neighborhoods with schools and parks at the center, with extensive participation by kupuna (elders)
- Vision Teams and Sustainable Island — focused on green solutions and projects
- Oahu Trans2K Mobility Plan — for a Bus Rapid Transit system

Resources

Links to more details and strategies

How You Can Get Started

The following list of resources, organizations, publications, and web links will help you get started — learning new strategies, tips and techniques, approaches, and examples of places that have applied these ideas successfully around the country. Many of them are available for free web download.

Active Aging

Building Healthy Communities for Active Aging

www.epa.gov/aging/bhc/about.htm

AARP's Advancing Mobility Options: Producing a State Transportation Report

http://aarpvolunteers.com/dsp/Advancing_Mobility_Options.pdf

Active Living Network (no longer in operation)

www.activeliving.org

Smart Growth

Smart Growth America

www.smartgrowthamerica.org

Choosing Our Community's Future: A Guide to Getting the Most Out of New Development

www.smartgrowthamerica.org/documents/GuidebookPreview1.pdf (first chapter)

<http://org2.democracyinaction.org/o/5184/t/1623/signUp.jsp?key=192> (register to download)

This Is Smart Growth

www.smartgrowthonlineaudio.org/pdf/TISG_2006_8-5x11.pdf

Getting to Smart Growth: 100 Policies for Implementation

www.smartgrowth.org/pdf/gettosg.pdf

Getting to Smart Growth II: 100 More Policies for Implementation

www.smartgrowth.org/pdf/gettosg2.pdf

The Project for Public Spaces

www.pps.org

AARP

www.aarp.org

Building Community Through Transportation

www.pps.org/info/place-makingtools/Books_Videos/Building_Community_through_Transportation

A Citizen's Guide to Better Streets: How to Engage Your Transportation Agency

www.pps.org/pdf/bookstore/How_to_Engage_Your_Transportation_Agency_AARP.pdf

Streets as Places: Using Streets to Rebuild Communities

www.pps.org/pdf/bookstore/Using_Streets_to_Rebuild_Communities.pdf

The Quiet Revolution in Transportation Planning: How Great Corridors Make Great Communities

www.pps.org/pdf/bookstore/Great_Corridors_Great_Communities.pdf

The Local Government Commission

Streets and Sidewalks, People and Cars: The Citizens' Guide to Traffic Calming

www2.lgc.org/bookstore/detail.cfm?itemId=15

Street Design Guidelines for Healthy Neighborhoods

www2.lgc.org/bookstore/detail.cfm?itemId=13

Real Towns: Making Your Neighborhood Work

www2.lgc.org/bookstore/detail.cfm?categoryId=1&typeld=0&itemId=16

Links to projects or material mentioned in text and sidebars

McClure MultiGenerational Center, Champlain Senior Center, and Burlington Children's Space

www.cedo.ci.burlington.vt.us/legacy/strategies/09-org-mcclure-main.html

www.cedo.ci.burlington.vt.us/legacy/strategies/09-org-mcclure-intv.html

Osher Lifelong Learning Institute at the University of Virginia

www.virginia.edu/olliuva

Santa Cruz Accessory Dwelling Unit Program

www.ci.santa-cruz.ca.us/pl/hcd/ADU/adu.html

The Elder Cohousing Network

www.eldercohousing.org

Silver Sage Village-Elder Cohousing, Boulder, CO

www.silversagevillage.com

Cohousing Association of the United States

www.cohousing.org/what_is_cohousing

Kirkland Washington Pedestrian Programs

www.ci.kirkland.wa.us/Community/healthy.htm?PageMode=Print

Complete Streets

www.completestreets.org

Places29 Corridor Study and Master Plan

www.albemarle.org/department.asp?department=planning&relpage=6916

www.tjpd.org/transportation/places_29.asp

Maris Grove and PhillyCarShare

www.erickson.com/EricksonNews/publicsite/pressreleases.aspx?PRID=1324

www.phillycarshare.org

Community-Supported Agriculture

www.localharvest.org (search for farms and markets near you)

Mather LifeWays Cafés

www.matherlifeways.com/iy_c_inyourcommunity.asp

Beacon Hill Village

www.beaconhillvillage.org/index.html

Elderberry Institute's Living at Home/Block Nurse Program

www.elderberry.org

HomeShare Vermont

<http://homesharevermont.org>

Community Self-Assessment

Building Healthy Communities for Active Aging

Building Healthy Communities for Active Aging was developed to encourage communities to incorporate the concepts of Smart Growth and Active Aging in community planning and development. Website link: www.epa.gov/aging/bhc/about.htm

The 20 questions in this Community Self-Assessment will help you understand what is required to achieve Smart Growth and Active Aging in your community. Your responses to the questions will provide you with a clear vision of what your community has achieved so far and what remains to be accomplished.

1. Our community has defined goals or a mission for advancing or applying Smart Growth principles.
 Not at all Partially Completed Fully Completed
2. Our community's governing body has conducted or commissioned a community assessment for applying Smart Growth principles.
 Not at all Partially Completed Fully Completed
3. Our community has defined goals or a mission for increasing older adult participation in active aging/physical activity.
 Not at all Partially Completed Fully Completed
4. Our community's governing body has conducted or commissioned a community assessment of older adult participation in active aging/physical programs or opportunities.
 Not at all Partially Completed Fully Completed
5. Our community has developed a plan that includes feasibility, costs, and impacts of adopting a Smart Growth approach to plan for the future.
 Not at all Partially Completed Fully Completed
6. Our community has studied the feasibility, costs, impacts, time frame, and leadership for creating/promoting active aging/physical activity for aging adults.
 Not at all Partially Completed Fully Completed
7. Our community is actively engaged in formulating plans and strategies for specifically linking Smart Growth initiatives with programs, amenities, or opportunities that include active aging/physical activity for older adults.
 Not at all Partially Completed Fully Completed
8. Our community has established interagency committees, task forces, or other community partnerships with local aging organizations, service providers, and agencies as a means of coordinating activities and programs with Smart Growth and active aging/physical activity components.
 Not at all Partially Completed Fully Completed
9. Our community has legislative, zoning, comprehensive plan initiatives and other policies in place or in consideration that include provision for both Smart Growth and active aging/physical activity programs or opportunities for older adults.
 Not at all Partially Completed Fully Completed

10. Our community has created pilot programs, or has existing programs for active aging/physical activity for older adults, which take advantage of the resources and environments created by local Smart Growth activities such as safe walking areas, biking amenities, age-sensitive exercise trails, safe parks, etc.
- Not at all Partially Completed Fully Completed
11. Our community's comprehensive planning integrates Smart Growth principles and promotes application of these to encompass active aging/physical activity programs and opportunities for older adults.
- Not at all Partially Completed Fully Completed
12. Our community is increasing its capacity through actions such as budget allocation, staff resources, infrastructure improvement, etc., for systematically expanding on Smart Growth activities.
- Not at all Partially Completed Fully Completed
13. Our community is reaching out to local/county/state officials and departments, land developers, and community organizations to expand Smart Growth activities.
- Not at all Partially Completed Fully Completed
14. Our community gathers evidence about and evaluates the effectiveness and level of participation in our active aging/physical activity programs and opportunities for older adults.
- Not at all Partially Completed Fully Completed
15. Our community has an initiative that includes promotion, advertising, recruitment, and widely available programs and opportunities to engage more older adults in active aging/physical activity.
- Not at all Partially Completed Fully Completed
16. Our community has the capacity to implement a model program combining Smart Growth principles with programs emphasizing active aging/physical activity for older adults.
- Not at all Partially Completed Fully Completed
17. Our community has a well-established Smart Growth initiative and active aging/physical activity programs and opportunities.
- Not at all Partially Completed Fully Completed
18. Our community is planning to expand these to a wider segment of our population as well as the partnerships that will support these programs.
- Not at all Partially Completed Fully Completed
19. Our community has an established coalition of service providers, advocacy organizations, businesses, and governmental agencies that are cooperating to create more innovative and widely available programs that integrate Smart Growth principles and active aging/physical activity programs and opportunities.
- Not at all Partially Completed Fully Completed
20. Our community has an existing model program integrating active aging/physical activity and Smart Growth for older adults, and we can provide technical assistance and a contact person to share information with other communities.
- Not at all Partially Completed Fully Completed



Smart Growth principles include:

1. Mix land use;
2. Take advantage of compact building design;
3. Create a range of housing opportunities and choices;
4. Create walkable neighborhoods;
5. Foster distinctive, attractive neighborhoods with a sense of place;
6. Preserve open space, farmland, natural beauty, and critical resources;
7. Strengthen and direct development towards existing communities;
8. Provide a variety of transportation choices;
9. Make development decisions predictable, fair, and cost effective; and
10. Encourage community collaboration in development decisions.



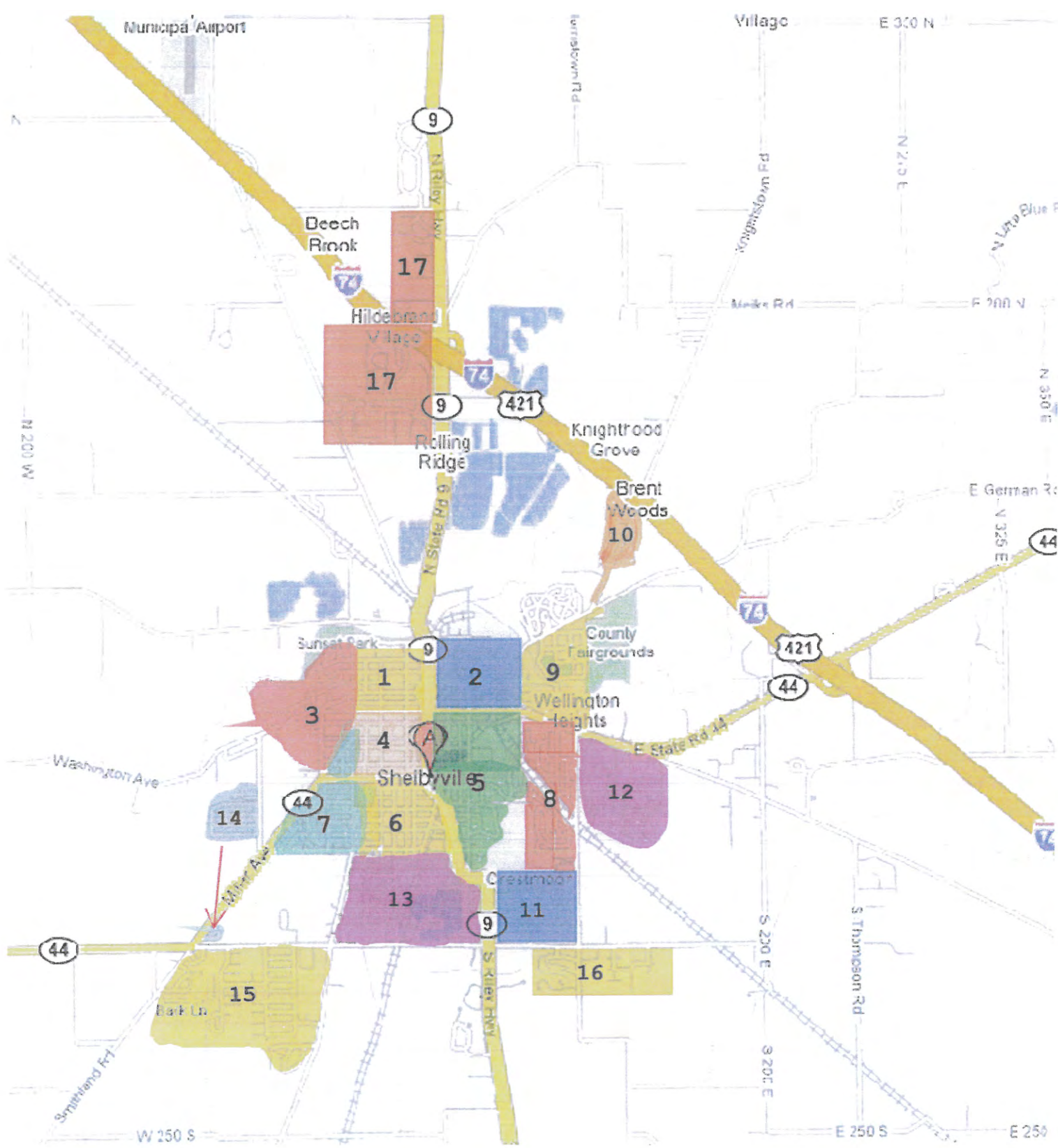
Photo courtesy of the City of Portland, Oregon, Bureau of Transportation



*Protecting the Health
of Older Americans*

U.S. Environmental Protection Agency
Office of Children's Health Protection and
Environmental Education (1107)
The Child and Aging Health Protection Division
1200 Pennsylvania Ave NW
Room 2512 Ariel Rios North
Washington, DC 20460
www.epa.gov/aging

EPA 100-K-09012
August 2009



Signage while driving
 from W/C or
 Scooter/cane
 crosswalks



Post Office
 Chase Bank

Lifelong Living Communities

Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping	75/75	
2. unobstructed view of path ahead: clear of bushes or overhanging trees	100	
3. accommodate persons who use walkers, motorized scooters or wheelchairs	60/40	
4. accommodate at least two pedestrians walking abreast (4' unobstructed)	50/50	
5. offer resting places and shade at regular intervals	0	

INTERSECTIONS

1. noticeable signage in advance of major intersections	NI	
2. crossing lanes are clearly marked and have lighting or reflective markings for night	NI	
3. pose unobstructed view of oncoming traffic	NI - narrow w/ ^{cur} compressed (parking)	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	NI	
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	NI	back of signs

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night	NI	stop bike streets
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs	NI	where located Area 3 access
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes		

OTHER

1. public buildings have well lit entrances and exits	75/75	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.		
3. bus stops well marked, offer shelter, and lit at night	N/A	
4. street parking is diagonal versus parallel	NI - little	
5. surface parking lots have traffic direction arrows	NI	
6. parking lots with walkways between rows of cars	NI	
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)	oh	

PLACES OF INTEREST WHEN LOOKING AT INFRASTRUCTURES

1. BANKS

NOTES

5th 3rd located at Harrison & Franklin Streets - wide doors easy access drive up, handicap pking & low sidewalk to roll wheelchair etc. up to bank. Handicap entry buttons @ doors?

2. DOCTORS OFFICES

NOTES

3. DENTIST

NOTES

4. BEAUTY SHOP/BARBER

NOTES

5. RESTAURANTS

NOTES

Eagles Lodge @ Franklin St. - 1 block

6. DRUG STORES

NOTES

Conroy St. south from River Road: 1 block to W. Mechanic St. - no sidewalks on either side.
 broken curbing west corner of Conroy & Mechanic on each side of Mechanic. No ramping at southeast corner.
 Bumpy, broken sidewalk on Mechanic, ~~both~~ north side to Elliott Street / south side walk broken up, too & going east on Mechanic on south side
 Conroy east sidewalk broken & bumpy to Franklin St. - no handicap ramping on east sidewalks ~~at~~ to east on Franklin.
 Street lights only at Franklin intersection at Conroy.

Corner of Washington at Conroy - no handicap ramping of sidewalk.

Washington west to Habig - rough concrete on south sidewalk / north sidewalk broken to Montgomery.

Island area at Broadway / Wash. & Montgomery + Elliott - no sidewalk - confusing crosswalk.

No sidewalk ramp at Elliott + Wash. on southwest corner.

Sidewalks again in disrepair to Maple St. At Maple, west to Habig - no sidewalks on north ~~and south~~

Wash. St.
no sidewalk ramp ^{south} corner at Elliott + Wash. St.

Habig - no sidewalks ^{either side} all the way to river rd. - factory property on west end partially fenced.

Stephens Dr. - few homes - no outlet - no sidewalks

Maple - bad sidewalks on east side between Franklin + Washington Sts. new on west side

Franklin at Maple St. - no ramping at sidewalk corners. broken up curbing.

Prospect - leads up to vacant factory (formerly KOL) - sidewalks both sides are good.

Montgomery - at Washington island area - no sidewalk ramping on northeast corner but curbing is sloped before getting to a concrete step to go up to sidewalk on north side of Washington. Montgomery at Hendricks - broken curbing on west corner. Sidewalk is grass covered + brick on west side to Hodell St. No ramping on either side of Hodell to continue down sidewalk on west side of St. ^{+ east side}

No ramp at W. Taylor St + Montgomery on east side. No ramp + broken curb ~~at~~ on north side at Montgomery + W. South St. West side of Montgomery beyond this pt. has small area of brick sidewalk.

Webster - short 1 block to factory area (^{former} TIC + Great States Lawnmower) - no sidewalks from Miller Ave. west to Montgomery = sidewalk only on north side.

Miller Ave. at Webster = broken curb on south end + no ramping either north or south at Locust = no ramping to sidewalk from St. on ^{south} west corner.

No ramping at ^{north} ~~west~~ side at South St.

South St. - west from Miller Ave. to Montgomery - disrepair sidewalks on north side for 1/2 of the block.

Hendricks St. - east from Montgomery - sidewalks need repair on south side to Miller Street.

Miller St. from Hendricks to Taylor - west sidewalks need repair.

Taylor St west to Montgomery - sidewalks both sides need repair.

7. CHURCHES**NOTES**

W. Penn. off of Sunset - Church -
no sidewalks from Conroy St. east on W. Penn. to Miller St. on south side, however, W. Penn. in the area is newly paved.
Dunn Ave. @ Miller Ave.
Antique store - Miller ave at South St. - furniture store, Anna's Cafe, bicycle shop, guitar lesson studio (5 points)

8. SUPERMARKETS**NOTES****9. RETAIL STORES****NOTES****10. GAS STATIONS****NOTES****11. RECREATIONAL BUILDINGS****NOTES****12. CHIROPRACTORS****NOTES**

SHELBYVILLE

BIG
LITTLE

BLUE

ANSET
ARK

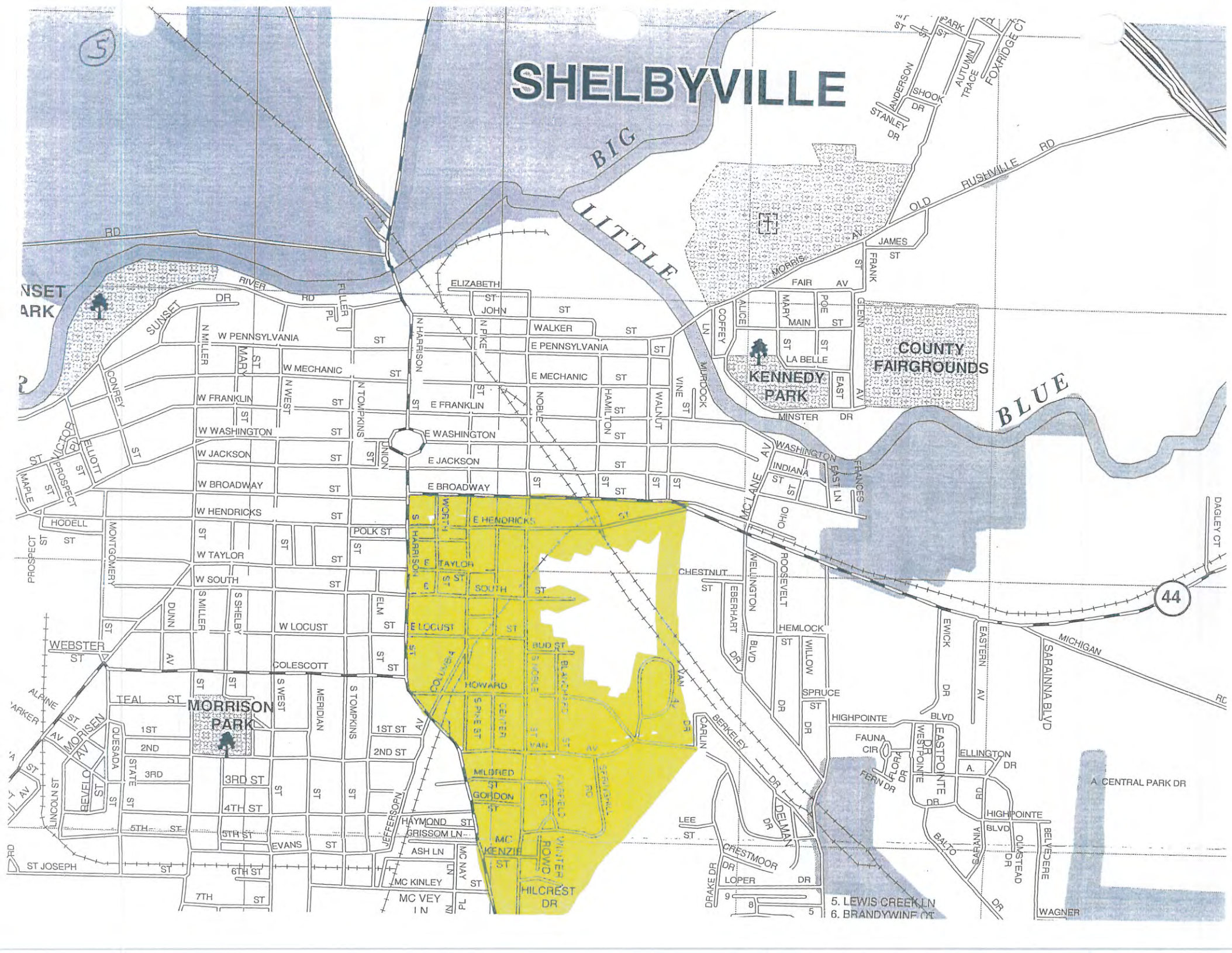
COUNTY
FAIRGROUNDS

KENNEDY
PARK

MORRISON
PARK

44

5. LEWIS CREEK LN
6. BRANDYWINE CT



PLACES OF INTEREST WHEN LOOKING AT INFRASTRUCTURES

1. BANKS

NOTES

∅

2. DOCTORS OFFICES

NOTES

3. DENTIST

NOTES

Dr. Batton

Not handicap acc.

4. BEAUTY SHOP/BARBER

NOTES

All about you

5. RESTAURANTS

NOTES

Grandma's Pancake -
Don's Pizza Chicken Inn
Cagneys

6. DRUG STORES

NOTES

CVS
Blue River Pharmacy

- Crosswalk Light is too fast

7. CHURCHES**NOTES**

St. Joe

~~Not a handicap access.~~
They have a handicap lift

8. SUPERMARKETS**NOTES**

Mickey's

- Open 24 hrs day parking up toward
- has a cross walk - sidewalk leads to big parking lot

9. RETAIL STORES**NOTES**

Dollar general

- use crosswalk - no sidewalk leads to big parking lot

10. GAS STATIONS**NOTES**

Gas America

sidewalks stops after gas station

11. RECREATIONAL BUILDINGS**NOTES**

Sunrise park

KFC OCCASIONS

- has a shelter house
- has a hall. All one level.

12. CHIROPRACTORS**NOTES**

Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

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SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		Wider - need handicap access.
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	cars parked low side walks
3. accommodate persons who use walkers, motorized scooters or wheelchairs	✓	need handicap access on curbs
4. accommodate at least two pedestrians walking abreast (4' unobstructed)	✓	...
5. offer resting places and shade at regular intervals		NO benches

INTERSECTIONS

1. noticeable signage in advance of major intersections	✓	
2. crossing lanes are clearly marked and have lighting or reflective markings for night		need repainted no lighting
3. pose unobstructed view of oncoming traffic	✓	curve obs. Harrison
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait		too short
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	✓	could be a little bigger

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		NO reflecting tape
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		high curbs NO
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes		NO - especially side streets

OTHER

1. public buildings have well lit entrances and exits	✓	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	✓	
3. bus stops well marked, offer shelter, and lit at night		N/A
4. street parking is diagonal versus parallel		parallel
5. surface parking lots have traffic direction arrows		NO
6. parking lots with walkways between rows of cars	✓	standard
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)		NO park is not marked

Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		✓
2. unobstructed view of path ahead: clear of bushes or overhanging trees		✓
3. accommodate persons who use walkers, motorized scooters or wheelchairs		✓
4. accommodate at least two pedestrians walking abreast (4' unobstructed)	mostly OK	✓
5. offer resting places and shade at regular intervals		✓

INTERSECTIONS

1. noticeable signage in advance of major intersections		✓
2. crossing lanes are clearly marked and have lighting or reflective markings for night		
3. pose unobstructed view of oncoming traffic		parked cars obstruct view
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	✓	
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see		✓

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		✓ except major intersection
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		✓
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes		✓

OTHER

1. public buildings have well lit entrances and exits	✓	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	✓	
3. bus stops well marked, offer shelter, and lit at night	n/a	
4. street parking is diagonal versus parallel		✓
5. surface parking lots have traffic direction arrows	✓	
6. parking lots with walkways between rows of cars	✓	
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)		✓

SHELBYVILLE

BIG
LITTLE

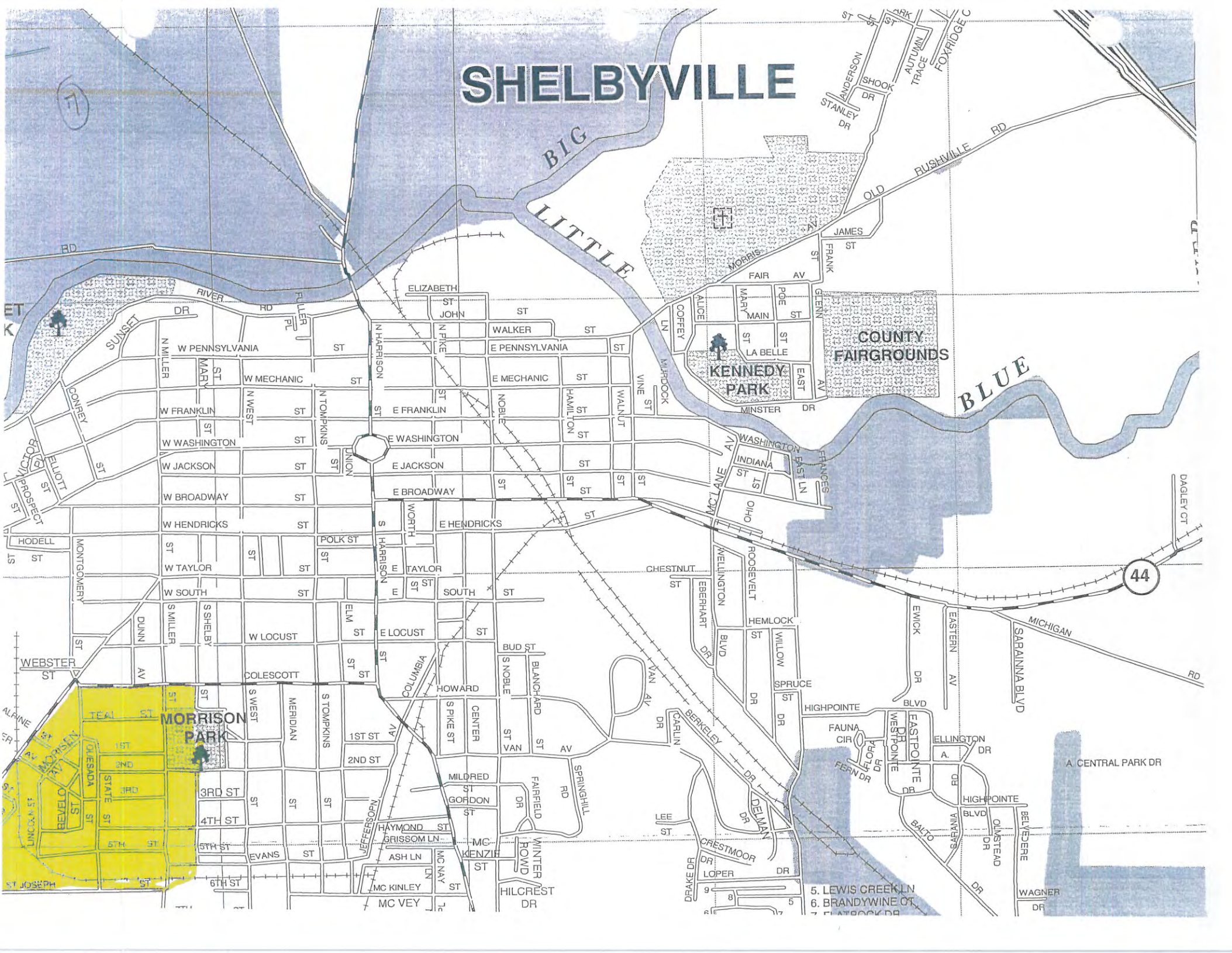
BLUE

KENNEDY
PARK

COUNTY
FAIRGROUNDS

MORRISON
PARK

44



7

- 5. LEWIS CREEK LN
- 6. BRANDYWINE CT
- 7. FLATROCK DR

**MOBILE HOME
PARK &
SALES**

EMERALD DR
ROCKPORT DR
GRANITE DR

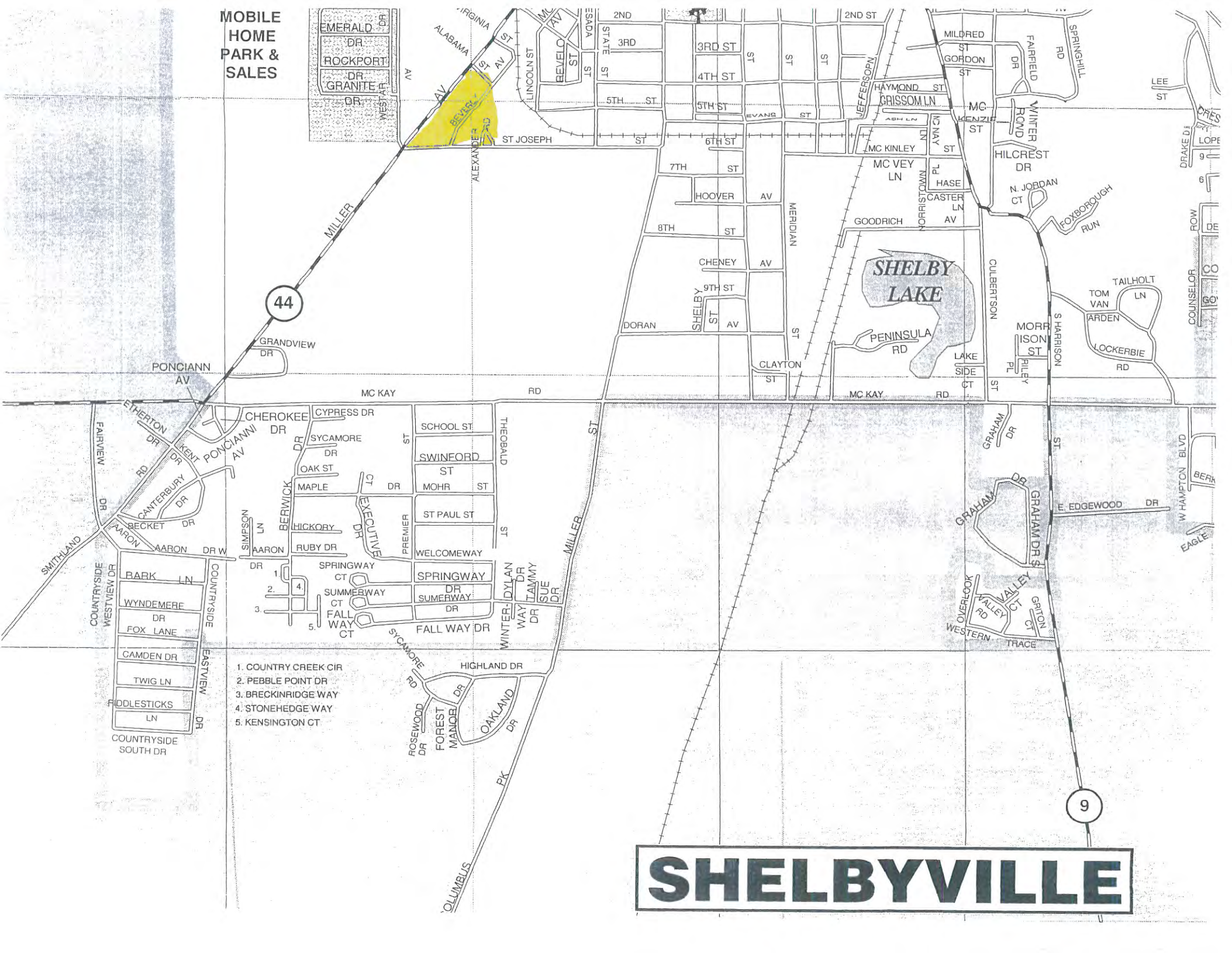
44

**SHELBY
LAKE**

9

1. COUNTRY CREEK CIR
2. PEBBLE POINT DR
3. BRECKINRIDGE WAY
4. STONEHEDGE WAY
5. KENSINGTON CT

SHELBYVILLE



SHELBYVILLE

BIG
LITTLE

BLUE

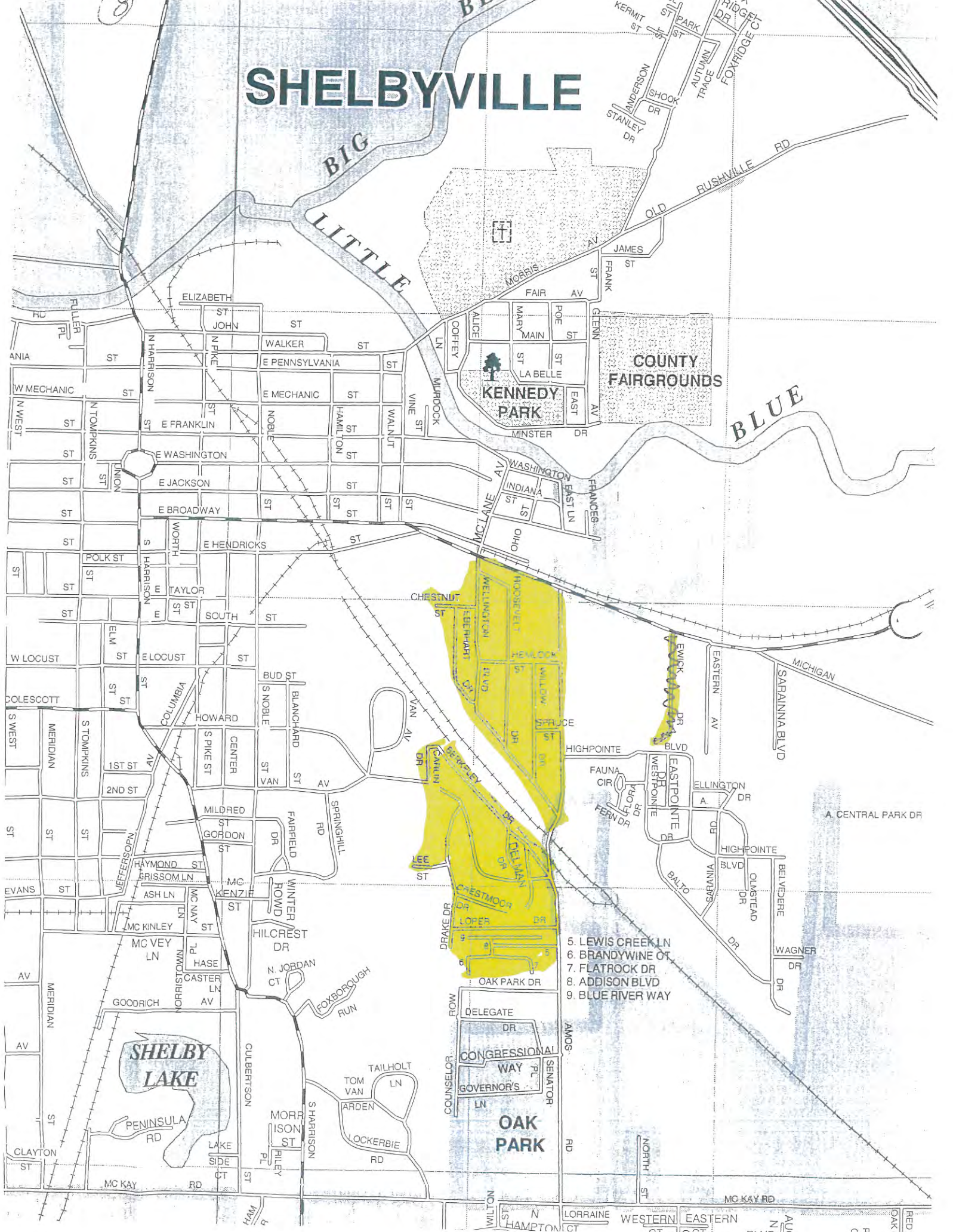
COUNTY
FAIRGROUNDS

KENNEDY
PARK

OAK
PARK

SHELBY
LAKE

- 5. LEWIS CREEK LN
- 6. BRANDYWINE CT
- 7. FLATROCK DR
- 8. ADDISON BLVD
- 9. BLUE RIVER WAY



Reported areas on #8

Michigan Road to Oak Park Drive

1st area of interest

Wellington Blv

Roosevelt Dr

Chestnut St

Eberhart Dr

Hemlock St

Willow Dr

Spruce St

Amos Rd

Noted in the above areas that all intersecting areas did not have sloped sections from walk ways to the road other than on Spruce Street at the Amos Road entrance. They did not have 4 foot sidewalk areas; sidewalks in some areas were to be level. There however were some areas that were unlevel and gravel in pathways making it a risk for canes, walkers and wheel chairs. Noted to be residential area and no areas for resting. However there were noted signs indicating speed limits in bold lettering and in visible area. No noted cross walk signs or areas painted to indicate crosswalk on above names streets. Road signs were in good location, visible and contrast noted for easy viewing with green lettering on white sign. Noted post office drop box on the corner of Willow and Eberhart. Roads were not marked with center line as defined, noted to be a tar line that does allow some vision of center of road way. On Wellington noted to not have clear view of traffic as pulling onto State Rd 44 whether going East or West. Noted as well not to have traffic light in this intersection. Also noted on Eberhart decreased vision of oncoming traffic as pulling out on Amos due to roadway inclined by over pass of train track. No change of the speed limit in this area making this turn to be a concern as turning North, noted oncoming traffic if turning South is in the flow of traffic.

Glenn George Funeral Home. Did have painted parallel parking in parking lot, noted to have sloped area for wheel chairs, walkers and canes. There was easy access to the building. Did have available handicapped parking close to entrance. Did have open view of Amos Road when pulling out of parking lot.

Marsh Supermarket. Did need to have parking lines repainted as fading. Did have available spots of handicapped parking close to store entrance. Did have open view of Amos Road when pulling out of parking lot.

Gas Station Village Pantry. Did have parking lines indicated can clear, noted to be at the side of building. Did have open view of Amos Road when pulling out of parking lot. Also noted located on State Rd 44 at does have traffic light on the West side of the building.

Berkeley Dr

Carlin Dr

Lee St

Crestmoor Dr

Drake Dr

Loper Dr

Amos Rd

Loper Ponds(Lewis Creek Lane, Brandywine Ct. Flatrock Dr, Addison Blv, Blue River Way)

Noted as crossing over train track on Amos Rd walk ways only present on overpass on the West side of the Road. Sidewalks in the above named areas are not 4 feet in distance. Noted to be in disrepair in many areas, noted to be unlevel and making it a risk for those with wheelchairs, canes and walkers. Noted to be residential area and no areas for resting. However there were noted signs indicating speed limits in bold lettering and in visible area. No noted cross walk signs or areas painted to indicate crosswalk on above names streets. Roads were not marked with center line as defined. Road signs were in good location, visible and contrast noted for easy viewing. Noted on Crestmoor no slopped area noted onto street however does have painted crosswalk. No signs of cross walk noted. On Loper Dr noted to have no sidewalk area on either side of road. There is a school located in this area and noted to have school sign posted and cross walks painted at intersection. Streets were absent of slopped sidewalks as approaching intersections of streets. On Howard Street noted decreased vision of oncoming traffic as pulling out on Amos due to roadway inclined by over pass of train track. No change of the speed limit in this area making this turn to be a concern as turning South, noted oncoming traffic if turning North is in the flow of traffic.

Loper Ponds. Named streets of Lewis Creek LN, Brandywine Ct., Flatrock Dr., Addison Blvd. and Blue River Way are all in apartment area as noted. As pulling into area there is a clear pulling lane to enter apartment complex. Noted to have a median in center of road way indicating center point in road. This as well serves as exit and entrance. Road signs are clearly posted at intersections, visible and clear in lettering. Noted handicapped signs and parking at center of apartments making entrance into building easier. Also noted to have slopped area for wheelchairs, walkers, and canes located in this area. Parallel parking available on above names streets with visible lines are indicated. Roads do not flow or intersect and turning around is a concern if not parked. There is a clear visibility to pull out onto Amos Road from complex in both directions.

There is a building located across from Loper Ponds that is the Crops Production Services. Noted clear view as pulling onto Amos Road either direction. Parallel parking is available in parking lot.

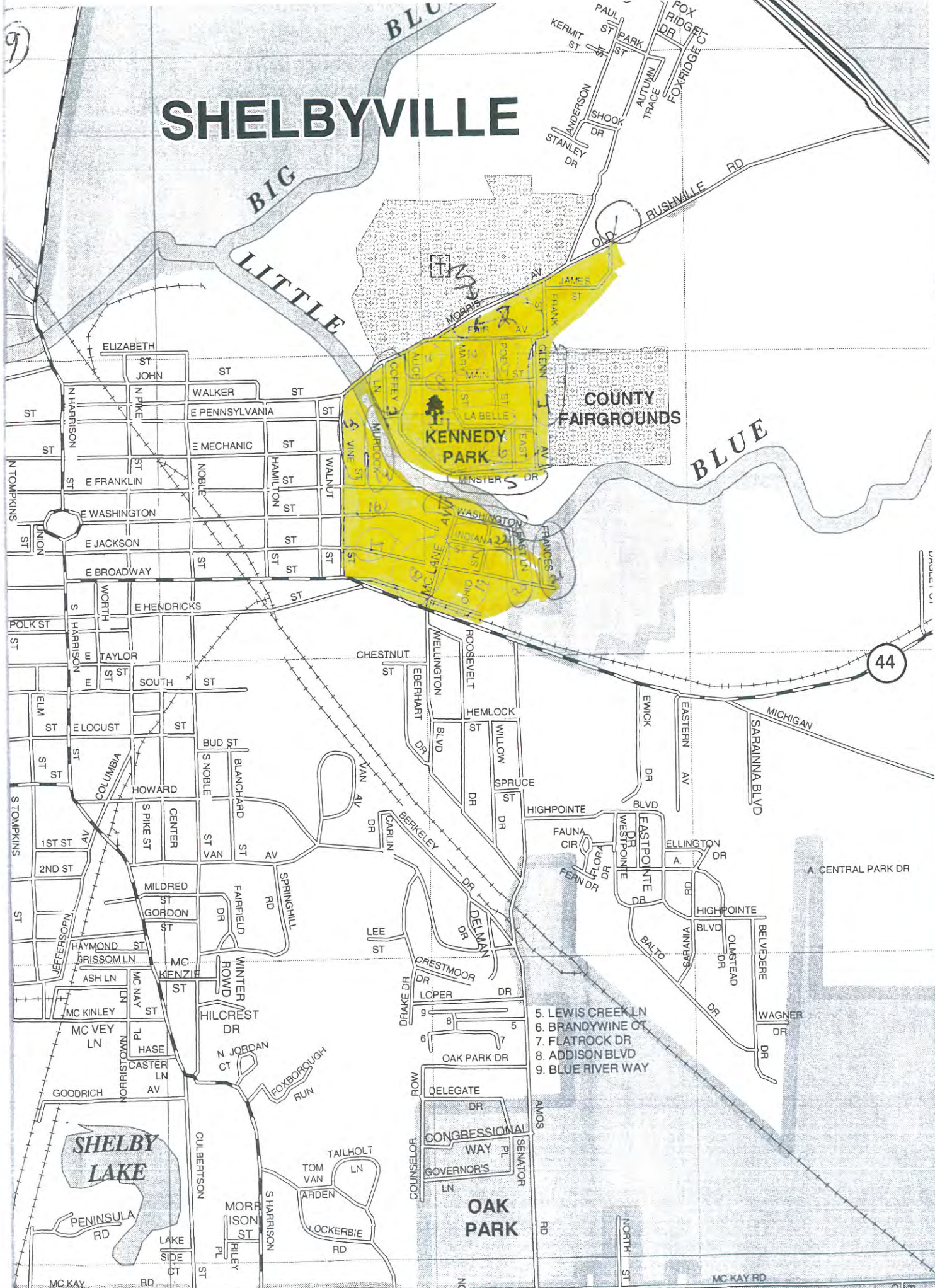
SHELBYVILLE

BIG LITTLE BLUE

COUNTY FAIRGROUNDS

KENNEDY PARK

BLUE



- 5. LEWIS CREEK LN
- 6. BRANDYWINE CT
- 7. FLATROCK DR
- 8. ADDISON BLVD
- 9. BLUE RIVER WAY

Official
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Local
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44

SHELBYVILLE

BIG
LITTLE

BLU

BLUE

COUNTY
FAIRGROUNDS

KENNEDY
PARK

44

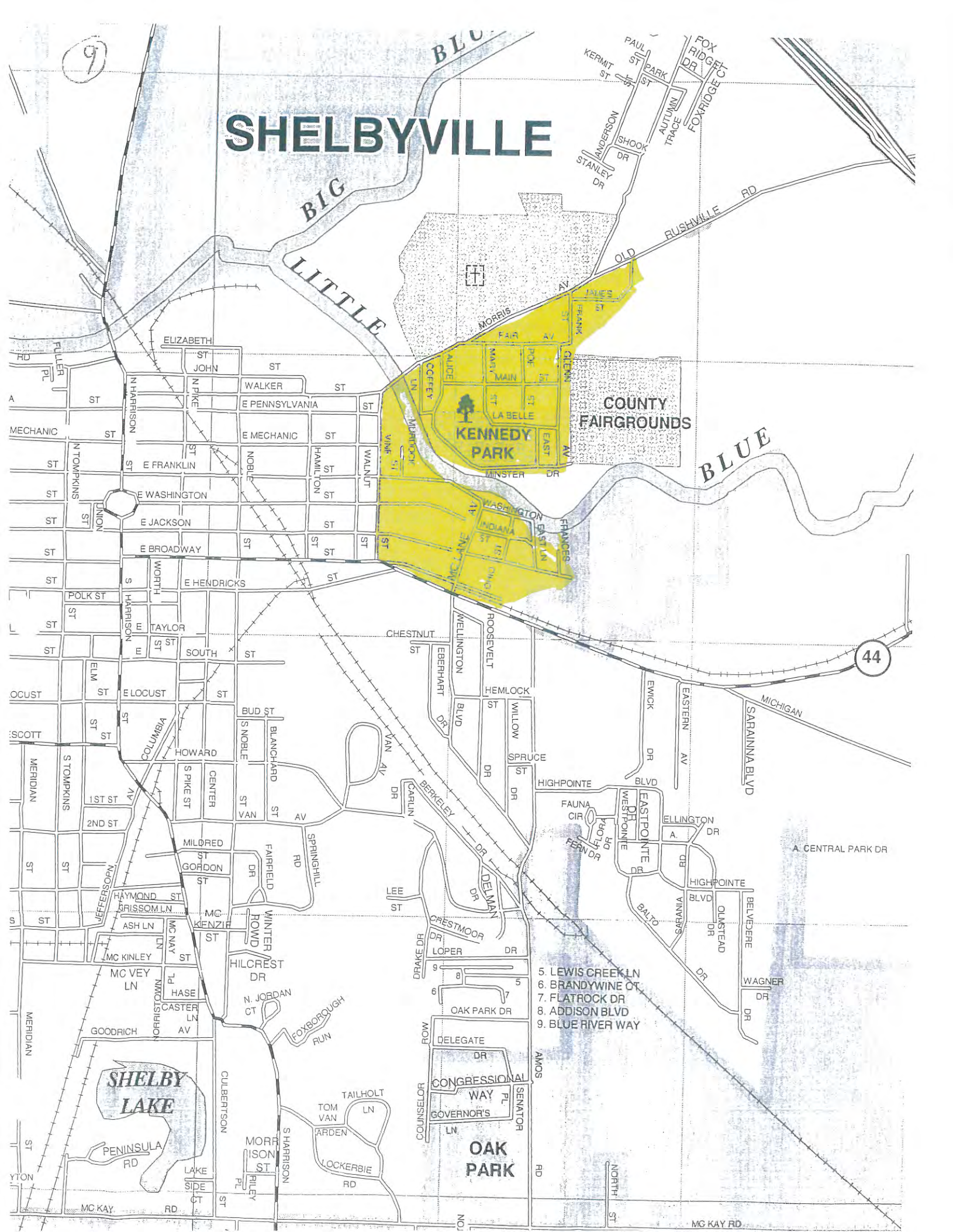
- 5. LEWIS CREEK LN
- 6. BRANDYWINE CT
- 7. FLATROCK DR
- 8. ADDISON BLVD
- 9. BLUE RIVER WAY

OAK
PARK

SHELBY
LAKE

PENINSULA
RD

9



PLACES OF INTEREST WHEN LOOKING AT INFRASTRUCTURES

1. BANKS

NOTES

Harvester Financial

Poor sign - NOT visible

2. DOCTORS OFFICES

NOTES

NONE

3. DENTIST

NOTES

NONE

4. BEAUTY SHOP/BARBER

NOTES

Hair Depot & Tan

NO PARKING

5. RESTAURANTS

NOTES

6. DRUG STORES

NOTES

NONE

7. CHURCHES	NOTES
Fellowship Baptist	Handicap ramp
8. SUPERMARKETS	NOTES
Western	Has handicap parking spaces
9. RETAIL STORES	NOTES
Roberts Appliance	
10. GAS STATIONS	NOTES
NONE	
11. RECREATIONAL BUILDINGS	NOTES
Boys & Girls Clubs, Park	w/ Grills & Covered areas Tennis Courts
12. CHIROPRACTORS	NOTES
NONE	

Laundry MAT (1)

Warehouse Storage Areas (several)

Auto repair (6)

Bars (1)

Factory/Business (4)

Blue River Vocational

- Park is not marked well

- Poor street lighting (increase fear, crime/safety)

Miller Street - 3

St. Joe - 4

3rd - 1

Shelby Street - 3

1st - 3

4th - 2

State - 2

2nd - 1

5th - 0

- 7 Handicap parking signs

- Colescott & Miller intersection has only overhead sign

There are many cables/wires where overhead signs could be used!

- Majority of sidewalks are in horrible condition uneven, cracked, grass growing between cracks, lots of rocks, gravel & debris. (High Fall Risks)

- Many areas w/o elevated ramps for wheelchair access

- Poorly painted curbs

- Street signs old, bent, missing, not always visible due to trees, shrubs,

- Congested areas, Drivers may not see pedestrians crossing walkway due to parked cars, trees, shrubs, lighting

⊙ sign on main St - narrow rd

James St. → Very difficult to see to get out on main St.

No sidewalks one side - other sidewalks - cracked, uneven, narrow

- (2) Frank St into Fair Ave. → Entrance to Frank has grassy median + not clearly marked that there are 2 sides - ~~should be~~ Should be "Do not enter" on (L) side
Generally older sidewalks, just wide enough for 2 people, some cracked areas, uneven edges + older w/c access that is narrow - Church at intersection of Morris + Fair + newer sidewalks there are wider / less steep w/c access.

- (3) Morris St. → Sidewalk along cemetery is older / higher, ^{Sits} has cracked + uneven areas - no good w/c access
Across the road there are areas with no sidewalks, the areas with sidewalks have cracked + uneven areas, wide enough for 2 people - older w/c access

- (4) Glenn Ave → ⊙ sidewalks - decent lighting - narrow rd.
into Franklin - ⊙ sidewalks - poor signs

- (5) Minister Dr → ⊙ ^{Street} Signs - ⊙ sidewalks - poor lighting

- (6) East → ⊙ ^{Street} Signs - ⊙ sidewalks - ⊙ lights

- (7) La Belle → Sidewalks off town decent lighting
Reserved w/c parking ⊙ w/c access

- (8) Main St → decent lighting - older sidewalks

- (9) Poe St decent lighting - older sidewalks

- (10) Many - ⊙ sidewalks for 1/2 of area - poor lighting

- (11) Blue Decent lighting - older sidewalks

(12) Coffey → narrow alley - ∅ sidewalks - poor lighting

(13) Vine → Good lighting - Good signs - good side walks
good wheelchair

(14) Murdoch - older sidewalks - cracked + uneven surfaces -

(15) ^{Franklin into} Washington → several businesses - ∅ sidewalk - ∅ sidewalks
as you get further into St. older sidewalks

(16) Washington - ∅ sidewalks to back part - older - uneven, cracked surfaces as closer
to vine - Good corners @ Vine - new pavement + good w/c access

(17) Jackson - ∅ sidewalk one side - ∅ sidewalks in front of business -
older sidewalks - cracked + uneven surfaces. older w/c access

(18) McLane - need better sign off of 44 - ∅ sidewalks to begin - then
older sidewalks - cracked uneven surfaces - older w/c access

(19) Ohio - older sidewalks - cracked + uneven surfaces - poor lighting

(20) East ∅ sidewalks - poor lighting

(21) Frances - ∅ sidewalks - poor lighting

(22) Indiana

(23) Along 44 - lots of construction, confusion, lanes closed w/ X's -
∅ sidewalks -

Look for signage - eye level - color - size - contrast
Roundabouts - would they work at other intersections?
walk area - is side walk even
access to road
good for w/c / cart

drive area

look at area is it good for a senior

Cross walks - painted well, timing good

→ May 19th - 2 occasions - Health Fair
Seamie set up display for ~~Best~~
Beauty

Fashion Show

Volunteers to Model -

10

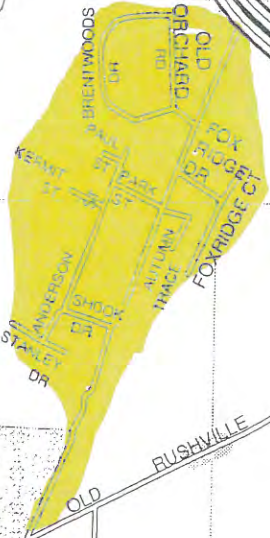
EXIT 113

GRAVEL PIT

SHELBYVILLE

BIG LITTLE BLUE RIVER

BLUE RIVER



COUNTY FAIRGROUNDS

KENNEDY PARK

Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		NO SIDEWALKS PAST SCHOOL
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs		NO SIDEWALKS
4. accommodate at least two pedestrians walking abreast (4' unobstructed)		NO SIDEWALKS
5. offer resting places and shade at regular intervals		NO

INTERSECTIONS

1. noticeable signage in advance of major intersections		N/A
2. crossing lanes are clearly marked and have lighting or reflective markings for night		SCHOOL NEEDS TO BE REPAINTED
3. pose unobstructed view of oncoming traffic	✓	N/A
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait		N/A
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see		NONE AVAILABLE

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		NO
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		NO CURBS
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes		NO

OTHER

1. public buildings have well lit entrances and exits	✓	SCHOOL
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	✓	SCHOOL
3. bus stops well marked, offer shelter, and lit at night		NO BUS STOPS
4. street parking is diagonal versus parallel		NONE
5. surface parking lots have traffic direction arrows	✓	
6. parking lots with walkways between rows of cars		NO PARKING LOTS
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)	✓	

PLACES OF INTEREST WHEN LOOKING AT INFRASTRUCTURES

1. BANKS

NOTES

2. DOCTORS OFFICES

NOTES

3. DENTIST

NOTES

4. BEAUTY SHOP/BARBER

NOTES

LOIS Brown

- hot handicap access:

5. RESTAURANTS

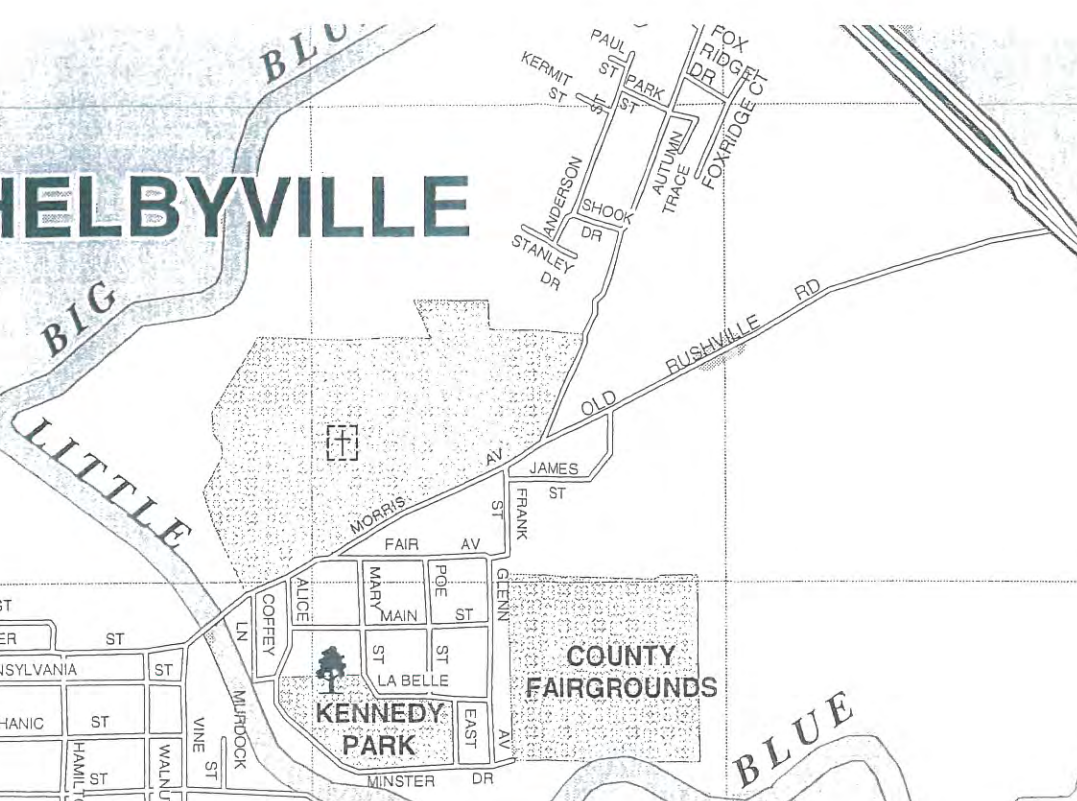
NOTES

6. DRUG STORES

NOTES

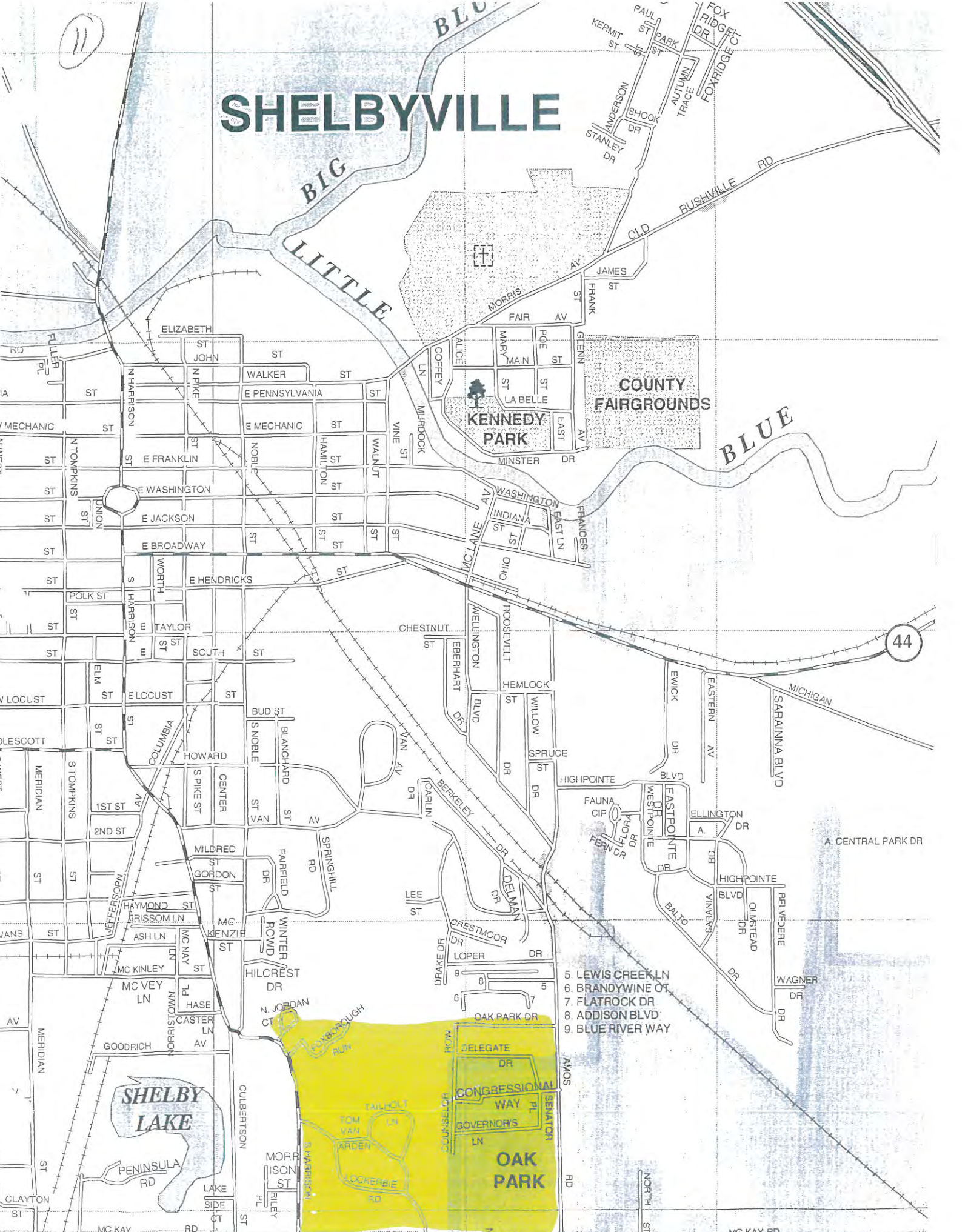
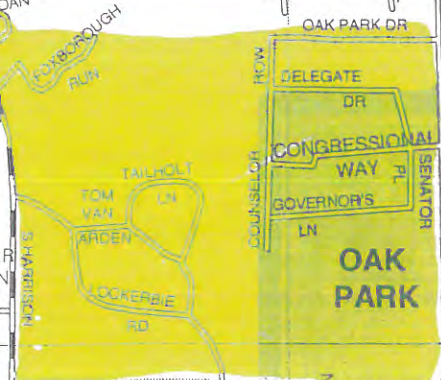
7. CHURCHES	NOTES
Jehovah witness	
8. SUPERMARKETS	NOTES
9. RETAIL STORES	NOTES
10. GAS STATIONS	NOTES
11. RECREATIONAL BUILDINGS	NOTES
FOP	- Not lite at night - handicap access
12. CHIROPRACTORS	NOTES

SHELBYVILLE



44

- 5. LEWIS CREEK LN
- 6. BRANDYWINE CT
- 7. FLATROCK DR
- 8. ADDISON BLVD
- 9. BLUE RIVER WAY





Lifelong Living Communities
 Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		✓
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs		✓
4. accommodate at least two pedestrians walking abreast (4' unobstructed)		✓
5. offer resting places and shade at regular intervals	✓	

INTERSECTIONS

1. noticeable signage in advance of major intersections	✓	
2. crossing lanes are clearly marked and have lighting or reflective markings for night		✓
3. pose unobstructed view of oncoming traffic	✓	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait		
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see		

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		✓
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		
3. street names are displayed in large print , and are lighted or use reflective lettering when daylight wanes		

OTHER

1. public buildings have well lit entrances and exits	✓	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.		
3. bus stops well marked, offer shelter, and lit at night		
4. street parking is diagonal versus parallel		
5. surface parking lots have traffic direction arrows		
6. parking lots with walkways between rows of cars		
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)		

The areas that we are looking at are residential areas. Starting at Oak Park continuing through Loper Commons which covers Delegate, Congressional, Counselor, and Senate streets the sidewalks are only 3 feet wide and some sidewalks have either cracked or uneven concrete. The sidewalks are clear of bushes and over hanging trees with curb cut outs, but there are no benches or shade. There are no marked turns or driving lanes and no reflective markings for night at the intersections.

From Loper Commons going south on Amos Road turning west on McKay Road there are 3 foot sidewalks with no bushes or over hanging trees also there are no benches or shade. There are no reflective markings for night. Starting at McKay Road going west the sidewalks are 4 feet with curb cut outs and new, and visibility is good and roads are marked up to Beacon Church. At this intersection there are no stop buttons or walk/don't walk signs. The church has well lit entrance and exit signs. The parking lot is striped and rows between the strips, however the rows do not have traffic direction arrows. The church is wheelchair accessible inside and outside.

From Beacon Church going west to Lockerbie Road there are no sidewalks. Lockerbie, Tom Van Arden, and Tailholt Lane are in Riley Village and there are no sidewalks no marked turn or driving lanes and no reflective tape for night.

From Lockerbie Road going west on McKay Road to Harrison Street there are no sidewalks also there are no marked turns or driving lanes and no reflective markings for night at the intersection, also there are no stop buttons or walk/don't walk signs. From Harrison Street going north to Foxborough Run there are no sidewalks. There are no marked turns or driving lanes or reflective markings for night.

From S Harrison Street into Foxborough Run there are no sidewalks, no marked turns or driving lanes, and no reflective markings for night.

All of the above roads had adequate signage with reflective letters.

SHELBYVILLE

12

BIG
LITTLE

BLU

BLUE

COUNTY FAIRGROUNDS

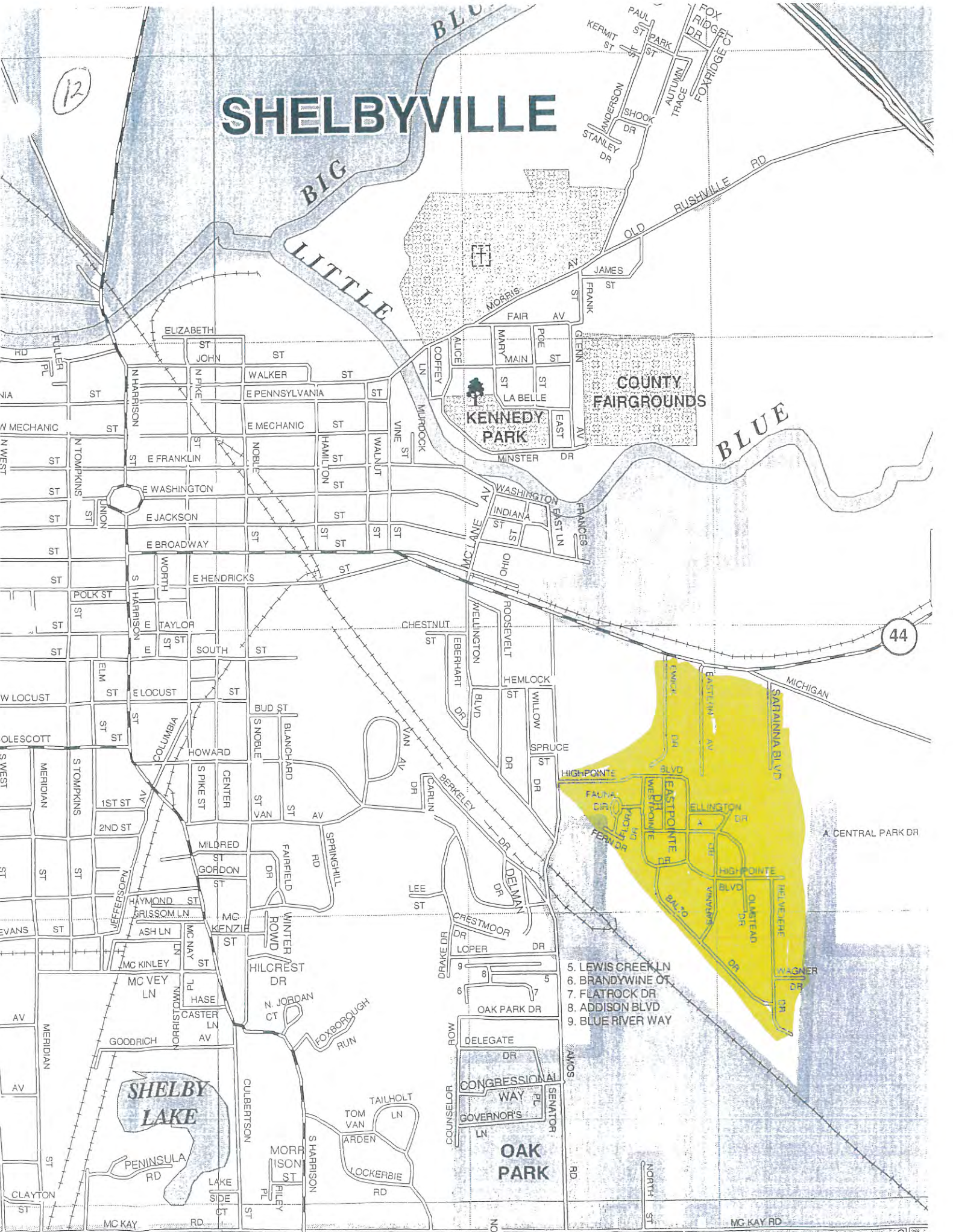
KENNEDY PARK

44

- 5. LEWIS CREEK LN
- 6. BRANDYWINE OT
- 7. FLATROCK DR
- 8. ADDISON BLVD
- 9. BLUE RIVER WAY

SHELBY LAKE

OAK PARK



Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

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SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping	✓	
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs	✓	
4. accommodate at least two pedestrians walking abreast (4' unobstructed)	✓	
5. offer resting places and shade at regular intervals		✓

INTERSECTIONS

1. noticeable signage in advance of major intersections		✓
2. crossing lanes are clearly marked and have lighting or reflective markings for night	n/a	
3. pose unobstructed view of oncoming traffic	some areas	restricted
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	n/a	due to narrow lanes
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	not available	path on street very narrow.

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		✓
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs	✓	
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes		✓

OTHER

1. public buildings have well lit entrances and exits	n/a	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	n/a	
3. bus stops well marked, offer shelter, and lit at night	n/a	
4. street parking is diagonal versus parallel	very limited	
5. surface parking lots have traffic direction arrows	✓	
6. parking lots with walkways between rows of cars	n/a	
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)		✓

13

WESTAR
MOBILE
HOME
PARK &
SALES

SERENITY DR
EMERALD DR
ROCKPORT DR
GRANITE DR

44

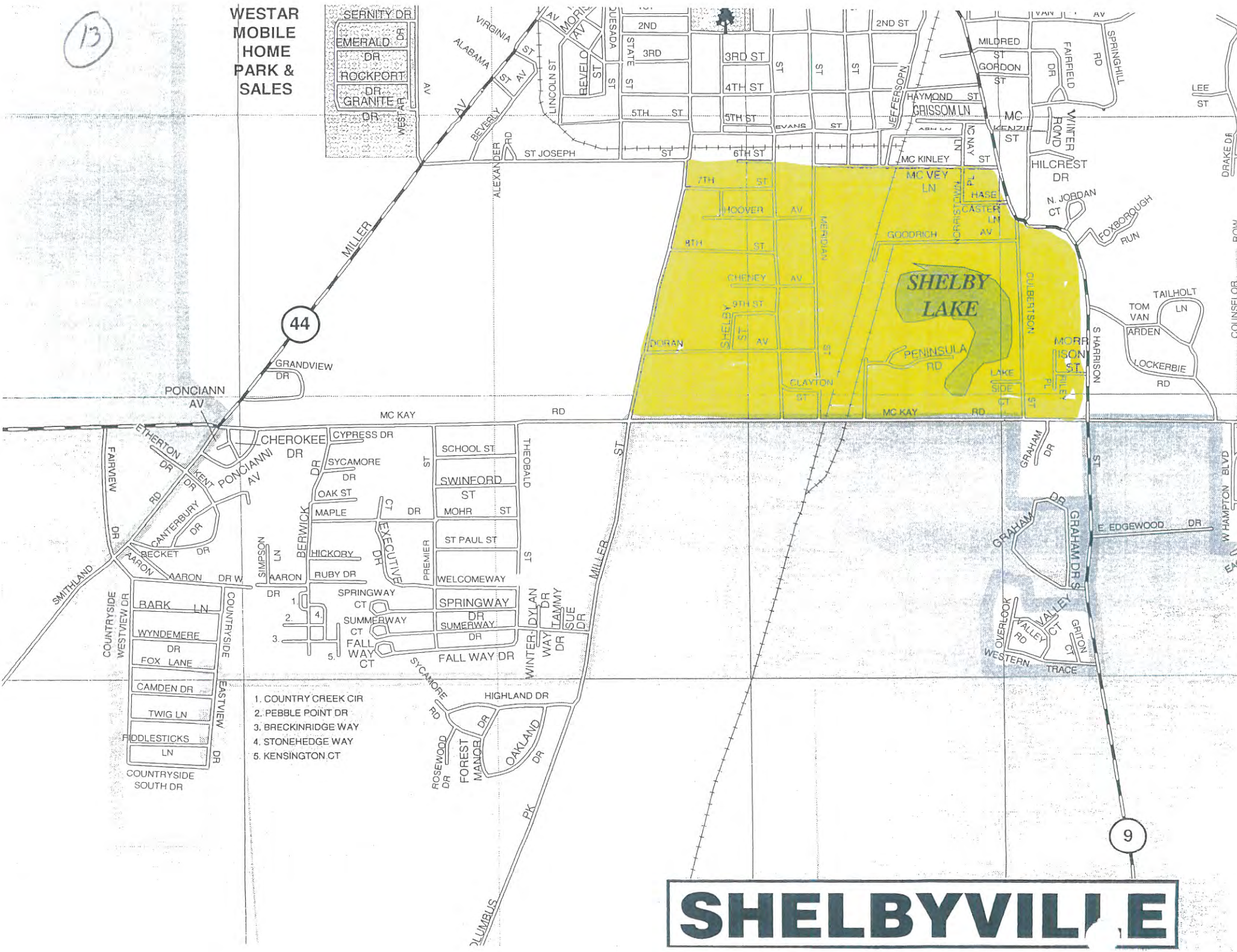
SHELBY
LAKE

PENINSULA RD

1. COUNTRY CREEK CIR
2. PEBBLE POINT DR
3. BRECKINRIDGE WAY
4. STONEHEDGE WAY
5. KENSINGTON CT

SHELBYVILLE

9





Lifelong Living Communities

Creating vibrant Neighborhoods for Active Aging

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SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		✓
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs		✓
4. accommodate at least two pedestrians walking abreast (4' unobstructed)		✓
5. offer resting places and shade at regular intervals		✓

INTERSECTIONS

1. noticeable signage in advance of major intersections	✓	
2. crossing lanes are clearly marked and have lighting or reflective markings for night		✓
3. pose unobstructed view of oncoming traffic	✓	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	N/A	
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	N/A	

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		✓
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		✓
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes	Not lighted	

OTHER

1. public buildings have well lit entrances and exits		✓
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.		✓
3. bus stops well marked, offer shelter, and lit at night	N/A	
4. street parking is diagonal versus parallel	✓	
5. surface parking lots have traffic direction arrows	✓	
6. parking lots with walkways between rows of cars		✓
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)	✓	

PLACES OF INTEREST WHEN LOOKING AT INFRASTRUCTURES

1. BANKS

NOTES

2. DOCTORS OFFICES

NOTES

Clark orthodontics → wheelchair accessible - nice paved lot has wheelchair signs.

3. DENTIST

NOTES

4. BEAUTY SHOP/BARBER

NOTES

Hair Connection - wheelchair accessible, nice driveway, sign clear, door adequate to fit wheelchair through

5. RESTAURANTS

NOTES

6. DRUG STORES

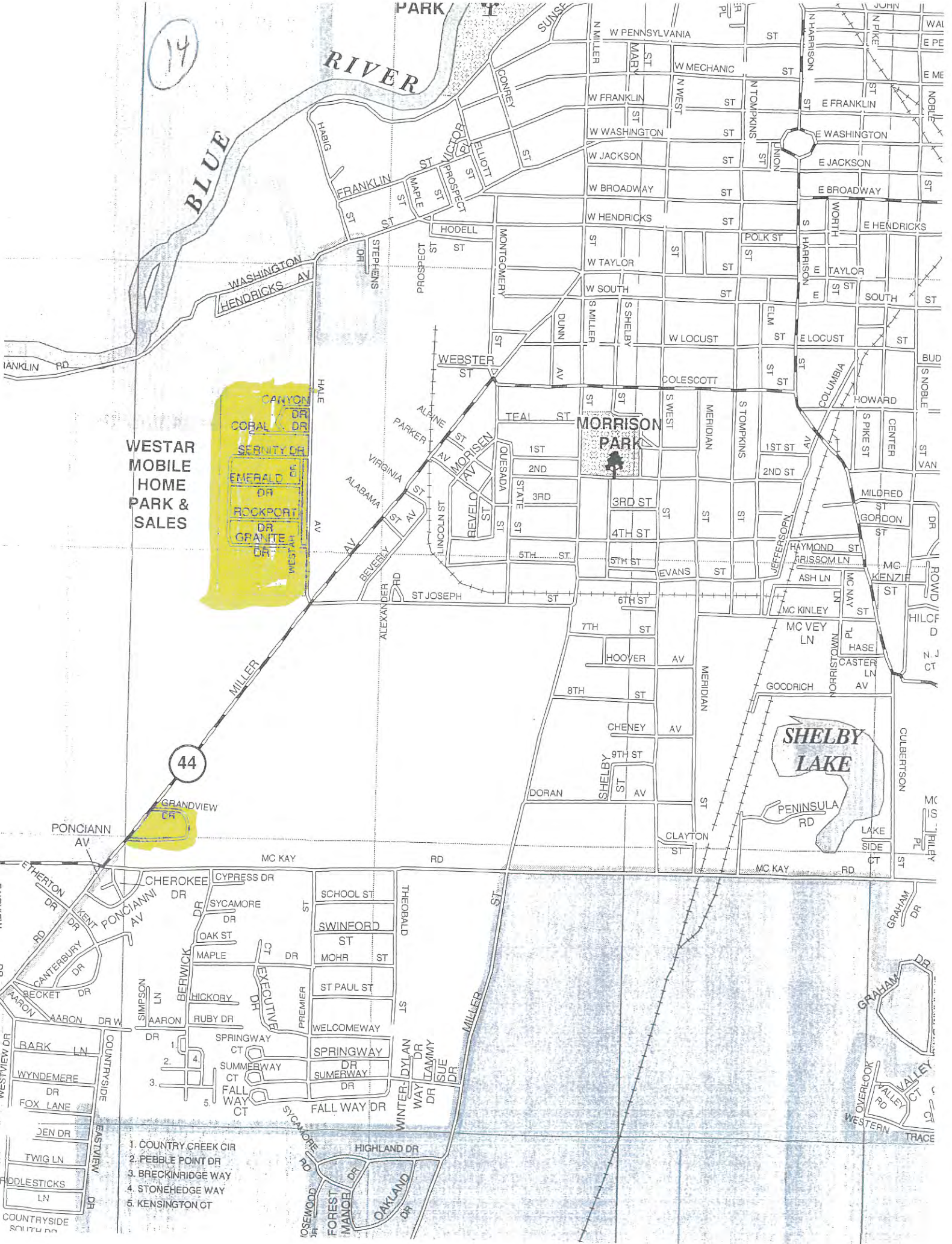
NOTES

7. CHURCHES	NOTES
8. SUPERMARKETS	NOTES
9. RETAIL STORES	NOTES
Kathy Self and Associate - not wheelchair accessible Amera's Armorie - wheelchair accessible Thyme to Heal - gravel parking lot - can get into business American family - not wheelchair accessible	
10. GAS STATIONS <i>once past gravel</i>	NOTES
11. RECREATIONAL BUILDINGS	NOTES
12. CHIROPRACTORS	NOTES

Notes:

McKay → partial sidewalk - done well → two-way traffic could not fit through - too close to street - sidewalk ends at 250 W. McKay - no crosswalk in front of Peninsula Condominiums - no sidewalks on Meridian St. - hard time possible of narrow road - during summertime it would be hard if you had a stroller ~~to~~ to access the pool off of Meridian - baseball fields are not accessible by sidewalks → no paved areas - no crosswalks anywhere! - Evans St. (crambling on the sides, also too narrow - no speed limit signs on Evan St. - @ intersection in front of Miller and Evans → mini hill → no way for runoff of water - erosion of the road - no sidewalks on both sides of Miller - railing needed if on 7th street on downhill portion - no sidewalks on Shelby St. - at Boys and Girls ~~Inc~~ Inc baseball field not adequate cement area for strollers and people in wheelchairs. At Hoover and West intersection narrow sidewalk entrance to Boys and Girls Inc and to anywhere! - No sidewalks on West St. - no sidewalks on 8th St. - no sidewalks on Doran St. No sign on little road on Doran St.

14



**WESTAR
MOBILE
HOME
PARK &
SALES**

**MORRISON
PARK**

**SHELBY
LAKE**

44

1. COUNTRY CREEK CIR
2. FEBBLE POINT DR
3. BRECKINRIDGE WAY
4. STONEHEDGE WAY
5. KENSINGTON CT

Sidewalks

No Sidewalks in Westar

Westar

Intersections

N/A

Streets

N/A

Other

N/A

WESTAR
MOBILE
HOME
PARK &
SALES

15

SENNY DR
EMERALD DR
ROCKPORT DR
GRANITE DR

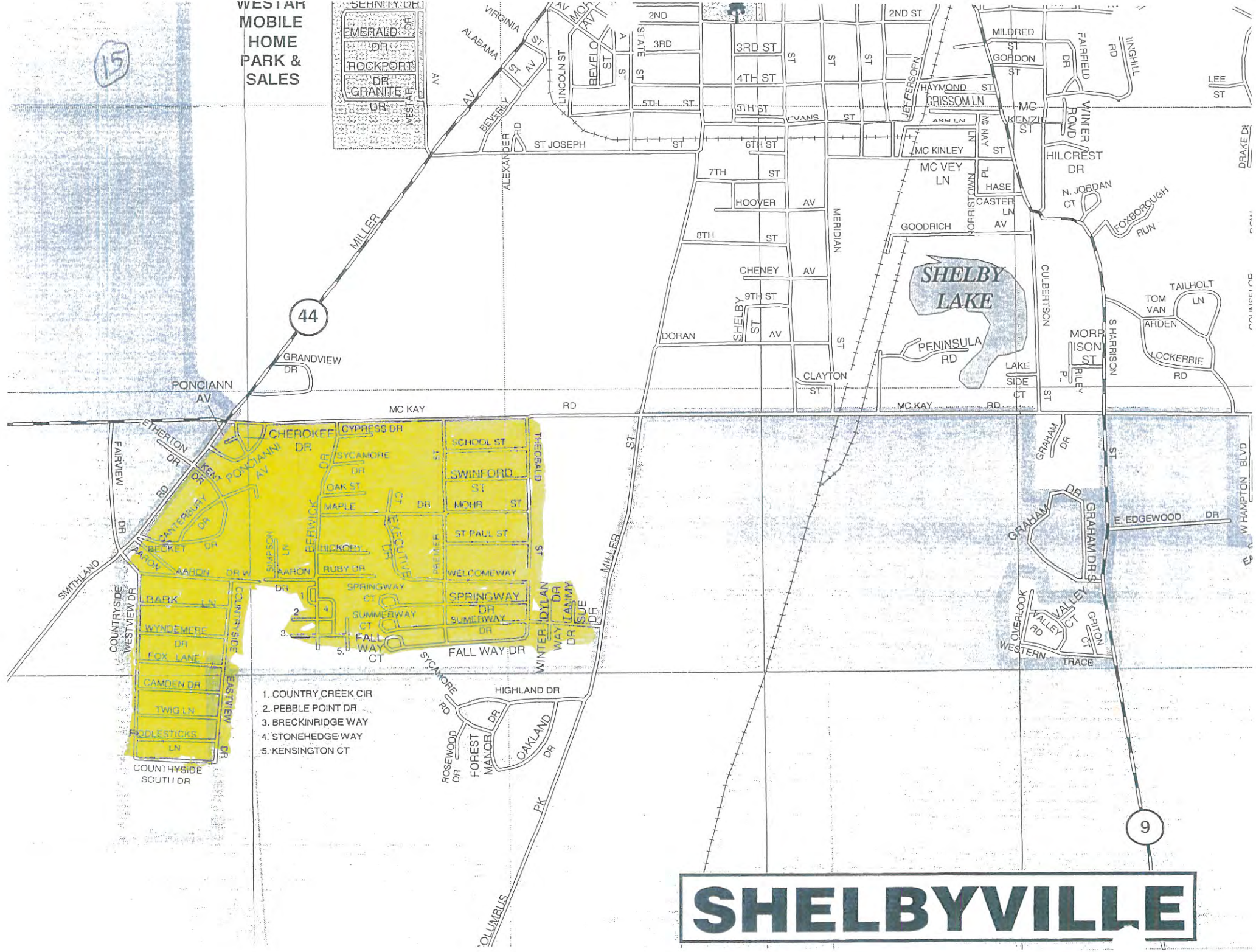
44

SHELBY
LAKE

9

1. COUNTRY CREEK CIR
2. PEBBLE POINT DR
3. BRECKINRIDGE WAY
4. STONEHEDGE WAY
5. KENSINGTON CT

SHELBYVILLE



Area 4-15
Berwick



Lifelong Living Communities

Creating vibrant Neighborhoods for Active Aging

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SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		✓
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs		✓
4. accommodate at least two pedestrians walking abreast (4' unobstructed)		✓
5. offer resting places and shade at regular intervals		✓

Newport
Stonehedge
Cunty
Creek
good

INTERSECTIONS

1. noticeable signage in advance of major intersections	✓	
2. crossing lanes are clearly marked and have lighting or reflective markings for night		✓
3. pose unobstructed view of oncoming traffic	✓	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	NA	
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	NA	

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		✓
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		✓
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes		✓

OTHER

1. public buildings have well lit entrances and exits	✓	✓ <i>up hill entrance</i>
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	✓	
3. bus stops well marked, offer shelter, and lit at night	NA	
4. street parking is diagonal versus parallel	✓	
5. surface parking lots have traffic direction arrows	NA	
6. parking lots with walkways between rows of cars		✓
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)	✓	

PARK

Area #15,
Poncahanni



Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

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SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		✓
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs		✓
4. accommodate at least two pedestrians walking abreast (4' unobstructed)	✓	
5. offer resting places and shade at regular intervals		✓

INTERSECTIONS

1. noticeable signage in advance of major intersections	✓	
2. crossing lanes are clearly marked and have lighting or reflective markings for night		✓
3. pose unobstructed view of oncoming traffic	✓	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	n/a	
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	n/a	

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		✓
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		✓
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes	✓	

OTHER

1. public buildings have well lit entrances and exits	n/a	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	n/a	
3. bus stops well marked, offer shelter, and lit at night	n/a	
4. street parking is diagonal versus parallel		✓
5. surface parking lots have traffic direction arrows	n/a	
6. parking lots with walkways between rows of cars	n/a	
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)	n/a	

Area # 15
country side



Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		✓
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs		✓
4. accommodate at least two pedestrians walking abreast (4' unobstructed)	✓	
5. offer resting places and shade at regular intervals		✓

INTERSECTIONS

1. noticeable signage in advance of major intersections		✓ (some)
2. crossing lanes are clearly marked and have lighting or reflective markings for night		✓
3. pose unobstructed view of oncoming traffic	✓	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	N/A	
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	N/A	

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		✓
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		✓
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes		✓

OTHER

1. public buildings have well lit entrances and exits	N/A	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	N/A	
3. bus stops well marked, offer shelter, and lit at night	N/A	
4. street parking is diagonal versus parallel		✓
5. surface parking lots have traffic direction arrows	N/A	
6. parking lots with walkways between rows of cars	N/A	
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)	N/A	

Area #15
Kort Rd



Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS

	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		✓
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs		✓
4. accommodate at least two pedestrians walking abreast (4' unobstructed)	✓	
5. offer resting places and shade at regular intervals		✓

INTERSECTIONS

1. noticeable signage in advance of major intersections	✓	
2. crossing lanes are clearly marked and have lighting or reflective markings for night		✓
3. pose unobstructed view of oncoming traffic	✓	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	N/A	
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	N/A	

STREETS CONSTRUCTION

1. turn and driving lane markings are noticeable and use reflective tape for night		✓
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		✓
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes	✓	

OTHER

1. public buildings have well lit entrances and exits	N/A	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	N/A	
3. bus stops well marked, offer shelter, and lit at night	N/A	
4. street parking is diagonal versus parallel		✓
5. surface parking lots have traffic direction arrows	N/A	
6. parking lots with walkways between rows of cars	N/A	
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)	N/A	

Area #15
Executive DR



Lifelong Living Communities

Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping		✓
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs		✓
4. accommodate at least two pedestrians walking abreast (4' unobstructed)		✓
5. offer resting places and shade at regular intervals		✓

INTERSECTIONS	OK	Need to do
1. noticeable signage in advance of major intersections	✓	
2. crossing lanes are clearly marked and have lighting or reflective markings for night		✓
3. pose unobstructed view of oncoming traffic	✓	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait	NA	
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see	NA	

STREETS CONSTRUCTION	OK	Need to do
1. turn and driving lane markings are noticeable and use reflective tape for night		✓
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs		✓
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes	✓	

OTHER	OK	Need to do
1. public buildings have well lit entrances and exits	N/A	
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.	NA	
3. bus stops well marked, offer shelter, and lit at night	N/A	
4. street parking is diagonal versus parallel		✓
5. surface parking lots have traffic direction arrows	NA	
6. parking lots with walkways between rows of cars	N/A	
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)	N/A	

Countryside

entrance - not clear
 sidewalk - not in front - leading
 signs - poor
 speed signs - good
 curbs - rounded
 street lights - good

Rent Rd

fees can walk
 uneven
 to enter sidewalk difficult
 signs - ok
 light ok
 intersection
 street sign - standard
 street lights - ok
 turning lanes - not marked

Ponca

same
 (rent rd)

Berwick

rubycrime

Minpart

no side walks

Stone Hedge

around drive

Countryside

no side walks

good

highway
 no light

Executive Dr.

Theabold

no side walks

maple

sidewalk old

people park

Mohr

no side walks

sidewalks and

Jwinford

no side walks

Executive

no side walks

School

no side walks

Premier

no side walks

Narrow sidewalks / older some cracks
in Santanna

No time walks

More street lights needed

Steep curbs

12 cars - No sidewalks / benches

Lifelong Living Communities
Creating vibrant Neighborhoods for Active Aging

General Guidelines for Infrastructure: Use this checklist to review and plan infrastructure for older adults. It is based on characteristics of the natural aging process.

SIDEWALKS	OK	Need to do
1. smooth surfaced, no large holes or cracks in which canes or walkers can get caught, reducing risks of stumbling or tripping	✓	
2. unobstructed view of path ahead: clear of bushes or overhanging trees	✓	
3. accommodate persons who use walkers, motorized scooters or wheelchairs	✓	
4. accommodate at least two pedestrians walking abreast (4' unobstructed)		✓ ...
5. offer resting places and shade at regular intervals		✓

some is older furniture

INTERSECTIONS	OK	Need to do
1. noticeable signage in advance of major intersections		✓
2. crossing lanes are clearly marked and have lighting or reflective markings for night	✓	
3. pose unobstructed view of oncoming traffic	✓	
4. timed signals allow crossing by persons using a wheelchair, cane, walker, other ambulatory device; or simply have a slower gait		✓
5. pedestrian devices such as stop buttons, walk/don't walk signs are in good working order and large enough for aging eyes to see		✓

STREETS CONSTRUCTION	OK	Need to do
1. turn and driving lane markings are noticeable and use reflective tape for night		
2. curb cuts and bump-outs have flat thresholds and are wide enough for walkers and wheelchairs	✓	✓
3. street names are displayed in large print, and are lighted or use reflective lettering when daylight wanes	✓	

Bumpy

OTHER	OK	Need to do
1. public buildings have well lit entrances and exits		
2. public buildings' hallways and bathrooms accommodate people with canes and walkers.		
3. bus stops well marked, offer shelter, and lit at night		
4. street parking is diagonal versus parallel		
5. surface parking lots have traffic direction arrows		
6. parking lots with walkways between rows of cars		
7. unobstructed and large lettered signage when approaching public services and recreation, lit at night or made with reflective letters (i.e. parks, zoos, public buildings, schools, etc.)		✓

NA

Lack of Reflective Tape

Difference
between with

Walkway
write enough for
wheelchair

Online

Color Contrast
Size



SIGNAGE
Ancat place 4 Roundabouts
shottles
Cane
Walker
Wheelchair
Crosswalks Time
Markage

Lifelong Living Communities

Creating vibrant Neighborhoods for Active Aging

INTRODUCTION

This guide is intended for local government leaders – mayors, zoning officials, commissioners – and other government staff involved in planning community structure. It offers rationale and information for designing neighborhoods, communities, and cities to support “active aging” - built environments for regular physical activity and opportunities for older adults to be active participants in community life.

RATIONALE – the growing population of older adults.

- An active aging population will require less in the way of care and services and is more likely to contribute time and capital to the benefit of the community
- Regular physical activity can improve the health and vitality of an aging population
- The most important desire of older adults is to remain independent, and physical activity is a key driver of elder independence
- A focus on active aging provides an effective lens through which a local government can assess its ability to respond to the needs of its older residents and, as a result, *benefit people of all ages*.
- Promoting communities as “elder-friendly” is a plus in attracting new business and the aging workforce. (Elder-friendly communities are lifelong living communities)

This guide is a usefull resource to help local governments plan for the aging population, particularly in the areas of zoning, transportation modalities, and promoting physical activity.

APPENDIX G

ADA CURB RAMP FIELD EVALUATION DATA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Congressional Way	Senator Place	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Congressional Way	Senator Place	SE	SE	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Congressional Way	Senator Place	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Congressional Way	Senator Place	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Eastpointe Drive	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Eastpointe Drive	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Wagner Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Wagner Drive	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Wagner Drive	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Wagner Drive	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Wagner Drive	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Wagner Drive	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Eastpointe Drive	Central Park Dr.	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Eastpointe Drive	Central Park Dr.	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Eastpointe Drive	Central Park Dr.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Eastpointe Drive	Central Park Dr.	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Eastpointe Drive	Central Park Dr.	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Eastpointe Drive	Central Park Dr.	SW	SW							N	N	Y	NA	NA	NA	Y	NA	NA	NA
Saraina Road	E. Michigan Rd.	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Saraina Road	E. Michigan Rd.	SW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Saraina Road	E. Michigan Rd.	SE	SE	Y	N	Y	Y	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	E. Michigan Rd.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	E. Michigan Rd.	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Saraina Road	E. Michigan Rd.	N	N	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Steeple Chase	Trotter's Chase	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Steeple Chase	Trotter's Chase	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Steeple Chase	Trotter's Chase	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Trotter's Chase	Saddle Drive	NE	NE	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Trotter's Chase	Saddle Drive	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Trotter's Chase	Winner's Circle	NE	NE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Trotter's Chase	Winner's Circle	SE	SE	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Trotter's Chase	Winner's Circle	W	W	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Turf Way	Trotter's Chase	N	N	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Turf Way	Trotter's Chase	E	E	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Turf Way	Trotter's Chase	S	S	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Turf Way	Trotter's Chase	W	W	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Intelliplex Drive	Bassett Road	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Intelliplex Drive	Bassett Road	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Rampart Road	Cardinal Lane	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Rampart Road	Cardinal Lane	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Rampart Road	Morningside Dr.	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Rampart Road	Morningside Dr.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	N	NA	Y	Y	Y	NA	NA	NA
Edgehill Road	Rampart Road	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Edgehill Road	Rampart Road	NW	NW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Edgehill Road	Rampart Road	NE	NE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Cimarron Place Dr.	Rampart Road	NE	NE	Y	Y	Y	Y	Y	NA	N	N	N	NA	Y	NA		NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Cimarron Place Dr.	Rampart Road	NW	NW	Y	Y	Y	Y	Y	NA	N	N	N	NA	Y	NA		NA	NA	NA
Rampart Road	McCall Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Rampart Road	McCall Drive	NW	NW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Rampart Road	Fountain Lake Dr.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Rampart Road	Fountain Lake Dr.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Fountain Lake Drive	Rolling Ridge Rd.	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Boggstown Road	Harrison Street	SW	SW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Range Road	Progress Pkwy.	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Range Road	Progress Pkwy.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Lee Boulevard	Progress Pkwy.	NW	NW	Y		Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Lee Boulevard	Progress Pkwy.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Lee Boulevard	Progress Pkwy.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Lee Boulevard	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Lee Boulevard	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Progress Road	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Progress Road	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Progress Road	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Progress Road	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	Marketplace Blvd.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	Marketplace Blvd.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Deputy Alyea Dr.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Deputy Alyea Dr.	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Sgt. Henderson Dr.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
E. St. Rd. 44	Sgt. Henderson Dr.	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Duran Drive	E. St. Rd. 44	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Duran Drive	E. St. Rd. 44	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Parkway Drive	Progress Pkwy.	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Parkway Drive	Progress Pkwy.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Dagley Court	E. St. Rd. 44	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Dagley Court	E. St. Rd. 44	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	E. Michigan Rd.	NE	NS	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	NA
Progress Parkway	E. Michigan Rd.	NE	EW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	NA
Progress Parkway	E. Michigan Rd.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	Y
Progress Parkway	E. Michigan Rd.	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	Y
Progress Parkway	E. Michigan Rd.	SW	NS	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	
Progress Parkway	E. Michigan Rd.	SW	EW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	
Progress Parkway	Clark Road	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	Clark Road	SE	SE	Y	Y	N	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Twin Lakes Blvd.	Bush Way	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Twin Lakes Blvd.	Bush Way	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Twin Lakes Blvd.	Bush Way	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Twin Lakes Blvd.	Bush Way	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Twin Lakes Blvd.	Bush Way	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Twin Lakes Blvd.	Bush Way	SW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Bush Way	Bontrager Lane	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Bush Way	Bontrager Lane	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA				
Bush Way	Senior Court	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Bush Way	Senior Court	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Bush Way	Senior Court	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	Highpointe Blvd.	NE	NE	Y	Y	N	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	Highpointe Blvd.	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Highpointe Blvd.	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Highpointe Blvd.	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Highpointe Blvd.	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Highpointe Blvd.	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Highpointe Blvd.	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Highpointe Blvd.	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Highpointe Blvd.	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Highpointe Blvd.	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Carriage Circle	Wagner Drive	NE	NE	Y	Y	Y	Y	Y	Y	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Carriage Circle	Wagner Drive	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Carriage Circle	Wagner Drive	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Carriage Circle	Wagner Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Carriage Circle	Wagner Drive	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Carriage Circle	Wagner Drive	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Belvedere Drive	Highpointe Blvd.	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Belvedere Drive	Highpointe Blvd.	SE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Belvedere Drive	Highpointe Blvd.	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Belvedere Drive	Highpointe Blvd.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Belvedere Drive	Highpointe Blvd.	SW	NS	Y	N	Y	Y		NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Belvedere Drive	Highpointe Blvd.	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Balto Drive	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Balto Drive	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Balto Drive	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Balto Drive	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Balto Drive	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Balto Drive	Westpointe Dr.	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Balto Drive	Westpointe Dr.	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Balto Drive	Westpointe Dr.	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Balto Drive	Westpointe Dr.	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Balto Drive	Westpointe Dr.	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wagner Drive	Belvedere Drive	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wagner Drive	Belvedere Drive	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wagner Drive	Belvedere Drive	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wagner Drive	Belvedere Drive	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wagner Drive	Belvedere Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	Y	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Olmsted Drive	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Olmsted Drive	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Olmsted Drive	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Olmsted Drive	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Morristown Road	N. St. Rd. 9	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Morristown Road	N. St. Rd. 9	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Intelliplex Drive	N. St. Rd. 9	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Intelliplex Drive	N. St. Rd. 9	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Central Park Dr.	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Central Park Dr.	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Central Park Dr.	SE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Central Park Dr.	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Central Park Dr.	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Central Park Dr.	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Central Park Dr.	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Central Park Dr.	SW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Central Park Dr.	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Central Park Dr.	NE	EW	Y	Y	Y	Y	Y	NA	N	Y	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Central Park Dr.	SE	NS	Y	Y	Y	Y	Y	NA	N	Y	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Central Park Dr.	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Central Park Dr.	NW	NS	Y	Y	Y	Y	Y	NA	N	Y	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Central Park Dr.	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Central Park Dr.	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Central Park Dr.	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Ellington Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Ellington Drive	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Ellington Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Sarina Road	Ellington Drive	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Ellington Drive	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Ellington Drive	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Ellington Drive	SE	NS	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Ellington Drive	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Westpointe Dr.	NE	NE	Y	Y	Y	Y	Y	NA	N	Y	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Westpointe Dr.	SE	SE	Y	Y	Y	Y	Y	NA	N	Y	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Westpointe Dr.	NW	NS	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Westpointe Dr.	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Westpointe Dr.	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Westpointe Dr.	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	E. St. Rd. 44	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	NA
Amos Road	E. St. Rd. 44	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	NA
Eastern Avenue	E. St. Rd. 44	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Eastern Avenue	E. St. Rd. 44	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Flora Drive	Fern Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Flora Drive	Fern Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Congressional Way	Amos Road	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Congressional Way	Amos Road	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Counselor Row	Congressional Way	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Counselor Row	Congressional Way	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Ewick Drive	E. St. Rd. 44	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Ewick Drive	E. St. Rd. 44	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Flora Drive	Westpointe Dr.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Westpointe Drive	Central Park Dr.	NE	NS	Y	Y	Y	Y	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
Westpointe Drive	Central Park Dr.	NE	EW	Y	Y	Y	Y	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
Westpointe Drive	Central Park Dr.	SE	NS	Y	Y	Y	Y	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
Westpointe Drive	Central Park Dr.	SE	EW	Y	Y	Y	Y	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Westpointe Dr.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Highpointe Boulevard	Westpointe Dr.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Flora Drive	Fauna Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Flora Drive	Fauna Drive	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Drake Drive	Loper Drive	NE	NE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Drake Drive	Loper Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Delegate Drive	Counselor Row	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Delegate Drive	Counselor Row	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Oak Park Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Oak Park Drive	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Amos Road	NW	NW	Y	N	N	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Howard Street	Amos Road	SW	SW	Y	Y	N	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Willow Drive	Hemlock Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Willow Drive	Hemlock Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Willow Drive	Spruce Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Willow Drive	Spruce Street	SE	SE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Spruce Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Spruce Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hemlock Street	Roosevelt Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hemlock Street	Roosevelt Drive	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hemlock Street	Roosevelt Drive	NW	NW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hemlock Street	Roosevelt Drive	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Ohio Street	Indiana Avenue	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Ohio Street	Indiana Avenue	SE	SE	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Ohio Street	Indiana Avenue	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Ohio Street	Indiana Avenue	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Ohio Street	Jackson Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Ohio Street	Jackson Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Ohio Street	Washington St.	NE	NE	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Ohio Street	Washington St.	NW	NW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Willow Drive	Eberhart Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Willow Drive	Eberhart Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hemlock Street	Amos Road	NW	NW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hemlock Street	Amos Road	SW	SW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Berkeley & Crestmoor	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Berkeley & Crestmoor	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Howard Street	Berkeley & Crestmoor	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Berkeley & Crestmoor	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Berkeley & Crestmoor	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Berkeley & Crestmoor	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Berkeley & Crestmoor	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Berkeley & Crestmoor	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Delman Drive	Berkeley Drive	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Delman Drive	Berkeley Drive	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Delman Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Delman Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Public Square	South-West	N	N	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	South-West	Middle	Middle	Y	Y	Y	N	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	South-West	S	S	Y	N	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	North-West	N	N	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	North-West	Middle	Middle	Y	Y	Y	N	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	North-West	S	S	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Howard Street	Carlin Drive	NE	NE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Carlin Drive	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Public Square	South-East	N	N	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	South-East	Middle	Middle	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	South-East	S	S	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	North-East	N	N	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	North-East	Middle	Middle	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Public Square	North-East	S	S	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Crestmoor Drive	Howard Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Crestmoor Drive	Howard Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Morris Avenue	Lee Boulevard	SE	SE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Morris Avenue	Lee Boulevard	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Morris Avenue	Lee Boulevard	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Morris Avenue	Lee Boulevard	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Fair Avenue	Frank Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Glen Avenue	Fair Avenue	N	N	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Glen Avenue	Fair Avenue	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Glen Avenue	Fair Avenue	SW	SW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Poe Street	Main Street	SE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Poe Street	Main Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Poe Street	Main Street	NW	NW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mary Street	Main Street	NE	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Mary Street	Main Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Mary Street	Main Street	SE	SE	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Mary Street	Main Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Frank Street	Morris Avenue	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
James Street	Frank Street	NE	NE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
James Street	Frank Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Fair Avenue	Poe Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Fair Avenue	Poe Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Fair Avenue	Mary Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Fair Avenue	Mary Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Van Avenue	Howard Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Van Avenue	Howard Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Van Avenue	Howard Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	Locust Street	NE	NE	Y	N	Y	Y	N	NA	N	N	N	NA	NA	NA	N	NA	NA	NA
Harrison Street	Locust Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	N	NA	NA	NA
Harrison Street	Locust Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	N	NA	NA	NA	N	NA	NA	NA
Harrison Street	Colescott Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Harrison Street	Colescott Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Harrison Street	Howard Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Harrison Street	Howard Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Noble Street	Fairfield Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Fairfield Drive	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Noble Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Noble Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Noble Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Noble Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Blanchard Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Blanchard Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Blanchard Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Blanchard Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Blanchard Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Blanchard Street	NW	EW	Y	Y	Y	Y		NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Blanchard Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Blanchard Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Center Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Center Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Howard Street	Center Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Center Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Center Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Center Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Center Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Howard Street	Center Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mildred Street	Noble Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Mildred Street	Noble Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Mildred Street	Noble Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Mildred Street	Noble Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Van Avenue	Center Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Van Avenue	Center Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Van Avenue	Harrison Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Van Avenue	Pike Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Van Avenue	Pike Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Van Avenue	Blanchard Street	NE	NE	Y	Y	N	N	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Van Avenue	Blanchard Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Van Avenue	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Van Avenue	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Van Avenue	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Van Avenue	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jefferson Avenue	First Street	SW	NS	Y	N	Y	N	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jefferson Avenue	First Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Harrison Street	Fourth Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	Gordon Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Gordon Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Gordon Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	McKenzie Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	McKenzie Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	McKenzie Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	McKenzie Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	McKenzie Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	McKenzie Street	SE	SE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	McKinley Street	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	McKinley Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	McKinley Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	McKinley Street	SW	SW																
Jefferson Avenue	Evans Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jefferson Avenue	Evans Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Howard Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Howard Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Howard Street	SE	NS	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Pike Street	Howard Street	SE	EW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Pike Street	Howard Street	NW	NS	Y	Y	Y	N	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Pike Street	Howard Street	NW	EW	N	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Pike Street	Howard Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Locust Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Locust Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Locust Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Locust Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Locust Street	Noble Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Locust Street	Noble Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Main Street	Alice Street	NE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Main Street	Alice Street	NE	EW	N	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Alice Street	Morris Avenue	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Alice Street	Morris Avenue	SW	SW	Y	Y	Y	Y		NA	N	N	Y	NA	Y	N		NA	NA	NA
Fair Avenue	Morris Avenue	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Fair Avenue	Morris Avenue	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Broadway Street	Wellington Blvd.	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Wellington Blvd.	SE	SE	Y	Y	N	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Wellington Blvd.	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Wellington Blvd.	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Vine Street	Broadway Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA		NA	NA	NA
Vine Street	Broadway Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA		NA	NA	NA
Vine Street	Broadway Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA		NA	NA	NA
Vine Street	Broadway Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA		NA	NA	NA
Broadway Street	Pike Street	NE	NS	N	N	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Pike Street	NE	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Pike Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Pike Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Pike Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Pike Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Pike Street	SW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Pike Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Noble Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Noble Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Noble Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Noble Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Noble Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Noble Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Mechanic Street	Harrison Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Harrison Street	NE	EW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Harrison Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Harrison Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Harrison Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Harrison Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Harrison Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Harrison Street	SW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Franklin Street	Harrison Street	NE	NS	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Franklin Street	Harrison Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Franklin Street	Harrison Street	SE	NS	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Franklin Street	Harrison Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Franklin Street	Harrison Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Franklin Street	Harrison Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Franklin Street	Harrison Street	SW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Harrison Street	SW	EW	N	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	Harrison Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Jackson Street	Harrison Street	NE	EW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jackson Street	Harrison Street	SE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	N	N	NA	NA	NA
Jackson Street	Harrison Street	SE	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Jackson Street	Harrison Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y			NA	NA	NA
Jackson Street	Harrison Street	NW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	Harrison Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	Harrison Street	SW	EW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Broadway Street	Harrison Street	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	Y
Broadway Street	Harrison Street	NE	EW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	Y	NA
Broadway Street	Harrison Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	Y	NA
Broadway Street	Harrison Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	Y	NA
Broadway Street	Harrison Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	Y	NA
Broadway Street	Harrison Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	Y	NA
Broadway Street	Harrison Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	Y	NA
Hendricks Street	Harrison Street	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Hendricks Street	Harrison Street	NE	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Hendricks Street	Harrison Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Hendricks Street	Harrison Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Polk Street	Harrison Street	SE	SE	Y	Y	N	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Polk Street	Harrison Street	NW	NS	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Polk Street	Harrison Street	NW	EW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Polk Street	Harrison Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Polk Street	Harrison Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Taylor Street	Harrison Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Taylor Street	Harrison Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Taylor Street	Harrison Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Taylor Street	Harrison Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Taylor Street	Harrison Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
South Street	Harrison Street	NE	NE	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
South Street	Harrison Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Harrison Street	NW	NW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Harrison Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Jackson Street	McLane Street	NE	NS	Y	Y	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	McLane Street	NE	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	McLane Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	McLane Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	McLane Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	McLane Street	SW	EW	Y	Y	Y	Y		NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hamilton Street	Broadway Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Hamilton Street	Broadway Street	NW	NW	Y	N	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Taylor Street	Worth Street	NE	NS	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Taylor Street	Worth Street	NE	EW	N	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Pike Street	Hendricks Street	NE	NE	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Hendricks Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Hendricks Street	NW	NW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Hendricks Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Hendricks Street	NE	NS	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Noble Street	Hendricks Street	NE	EW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Noble Street	Hendricks Street	NW	NS	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Noble Street	Hendricks Street	NW	EW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Center Street	Hendricks Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Center Street	Hendricks Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Taylor Street	Pike Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Taylor Street	Pike Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Taylor Street	Pike Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Taylor Street	Pike Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Polk Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Polk Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Worth Street	South Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Worth Street	South Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	South Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	South Street	SE	SE	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	South Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	South Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Center Street	South Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Center Street	South Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Center Street	South Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Center Street	South Street	SW	SW	Y	Y	Y	Y		NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Center Street	South Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Noble Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Noble Street	SE	NS	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Noble Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Noble Street	NW	NW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Noble Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Pike Street	Mechanic Street	SW	NS	Y	Y	N	Y	N	NA	N	N	Y	NA	Y	N		NA	NA	NA
Pike Street	Mechanic Street	SW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Pike Street	Jackson Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Jackson Street	SE	SE	Y	N	N	N	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Jackson Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Pike Street	Jackson Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Jackson Street	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Noble Street	Jackson Street	SE	SE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Jackson Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Jackson Street	Hamilton Street	NE	NS	Y	Y	Y	N	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jackson Street	Hamilton Street	NE	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jackson Street	Hamilton Street	SE	SE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	Hamilton Street	NW	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jackson Street	Hamilton Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jackson Street	Hamilton Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jackson Street	Walnut Street	NE	NE	Y	Y	Y	N	N	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Vine Street	Jackson Street	NE	NS	Y	Y	N	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Vine Street	Jackson Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Vine Street	Jackson Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Vine Street	Jackson Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	N	NA	NA	NA
Vine Street	Jackson Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	N	Y	NA	NA	NA
Washington Street	Pike Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y			NA	NA	NA
Washington Street	Pike Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	Pike Street	NW	NW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Washington Street	Pike Street	SW	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Washington Street	Pike Street	SW	EW	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Locust Street	Center Street	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Locust Street	Center Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Locust Street	Center Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Locust Street	Center Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Washington Street	Hamilton Street	SE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Washington Street	Hamilton Street	SE	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Washington Street	Walnut Street	NE	NS	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	Walnut Street	NE	EW	Y	N	Y	Y		NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	Walnut Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	Walnut Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	Walnut Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	Walnut Street	NW	EW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Vine Street	Washington St.	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Vine Street	Washington St.	NE	EW	Y	Y	Y	Y	Y	NA	N	N		NA	Y	Y		NA	NA	NA
Vine Street	Washington St.	SE	NS	Y	Y	Y	N		NA	N	N	Y	NA	Y	N		NA	NA	NA
Vine Street	Washington St.	NW	NS	Y	Y	Y	Y	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
Vine Street	Washington St.	NW	EW	Y	N	Y	Y	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
Vine Street	Washington St.	SW	NS	Y	Y	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Vine Street	Washington St.	SW	EW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Vine Street	Washington St.	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Washington Street	Noble Street	NE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Washington Street	Noble Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Washington Street	Noble Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Washington Street	Noble Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Washington Street	Noble Street	NW	EW	Y	Y	N	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Washington Street	Noble Street	SW	NS	Y	Y	Y	Y	N	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Washington Street	Noble Street	SW	EW	Y	Y	N	Y	Y	NA	N		Y	NA	Y	Y		NA	NA	NA
Pike Street	Franklin Street	NE	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Franklin Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Franklin Street	SE	NS	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Franklin Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Franklin Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Franklin Street	NW	EW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Franklin Street	SW	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pike Street	Franklin Street	SW	EW	N	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Hamilton Street	NE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Hamilton Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Hamilton Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Franklin Street	Hamilton Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Franklin Street	Hamilton Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Franklin Street	Vine Street	NE	NE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA		NA	NA	NA
Franklin Street	Vine Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA		NA	NA	NA
Franklin Street	Vine Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Franklin Street	Vine Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA		NA	NA	NA
Pike Street	Pennsylvania St.	SE	NS	Y	N	Y	N	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Pike Street	Pennsylvania St.	SE	EW	Y	Y	Y	N	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Pike Street	Pennsylvania St.	NW	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Pike Street	Pennsylvania St.	NW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Noble Street	SW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Noble Street	SW	EW	N	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Mechanic Street	Hamilton Street	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Mechanic Street	Walnut Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Mechanic Street	Vine Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Mechanic Street	Vine Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Mechanic Street	Vine Street	SW	EW	Y	Y	N	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Walker Street	Vine Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Vine Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Vine Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Vine Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Walnut Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Walnut Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Walnut Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Walnut Street	SW	SW	Y	Y	Y	Y		NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hamilton Street	Pennsylvania St.	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hamilton Street	Pennsylvania St.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hamilton Street	Pennsylvania St.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hamilton Street	Pennsylvania St.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Pennsylvania St.	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Pennsylvania St.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Pennsylvania St.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Pennsylvania St.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Walker Street	Harrison Street	NE	NE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	N	Y	NA	NA	NA
Walker Street	Harrison Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y			NA	NA	NA
Noble Street	Walker Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Noble Street	Walker Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	John Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Harrison Street	John Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	Y		NA	NA	NA
Progress Parkway	Amos Road	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	Amos Road	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
McKay Road	Progress Pkwy.	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
McKay Road	Progress Pkwy.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
McKay Road	Progress Pkwy.	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
McKay Road	Progress Pkwy.	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Progress Parkway	125E	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	125E	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	S. St. 9	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	S. St. 9	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
McKay Road	Twin Lakes Blvd.	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
McKay Road	Twin Lakes Blvd.	NW	NW	Y	Y	N	Y	Y	NA	Y	N	Y	NA	NA	NA		NA	NA	NA
Progress Parkway	Wilmington Blvd.	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	Wilmington Blvd.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Progress Parkway	Wilmington Blvd.	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Progress Parkway	Wilmington Blvd.	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Wilmington Blvd.	Augusta Court	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wilmington Blvd.	Augusta Court	SE	SE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wilmington Blvd.	Augusta Court	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wilmington Blvd.	Augusta Court	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
McKay Road	North Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
McKay Road	North Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
McKay Road	Southern Trace Blvd.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
McKay Road	Southern Trace Blvd.	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Amos Road	McKay Road	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	McKay Road	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	McKay Road	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y	Y	NA	NA	NA
Amos Road	McKay Road	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Wilmington Blvd.	Valdosta Court	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wilmington Blvd.	Valdosta Court	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Savannah Blvd.	Wilmington Blvd.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Savannah Blvd.	Wilmington Blvd.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Charlotte Way	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Charlotte Way	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Savannah Blvd.	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Savannah Blvd.	SE	SE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Savannah Blvd.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Savannah Blvd.	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Western Court	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Western Court	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Western Court	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Southern Trace Blvd.	Western Court	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Hampton Blvd.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Hampton Blvd.	SW	SW	Y	Y	Y	Y		NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Lorraine Court	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Lorraine Court	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Wilton Street	McKay Road	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Wilton Street	McKay Road	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Hampton Blvd.	Wilton Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hampton Blvd.	Wilton Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Windsor Drive	Hampton Blvd.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Windsor Drive	Hampton Blvd.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Amos Road	Windsor Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Amos Road	Windsor Drive	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Bark Lane	Countryside Westview Drive	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Bark Lane	Countryside Eastview Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Bark Lane	Countryside Eastview Drive	SW	SW	Y	N	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Beckett Drive	Canterbury Dr.	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Beckett Drive	Canterbury Dr.	NW	NW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Stonehedge Way & Country Creek Rd.	NE	NE	Y	N	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Stonehedge Way & Country Creek Rd.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Stonehedge Way & Country Creek Rd.	NW	NW	Y	N	N	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Stonehedge Way & Country Creek Rd.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Miller Avenue	Kent Road	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Miller Avenue	Kent Road	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Country Creek Court	SW	SW	Y	N	Y	Y	Y	NA	N	N	N	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Hickory Drive	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Hickory Drive	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Dylan Drive	Summerway Dr. & WinterWay Dr.	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Dylan Drive	Summerway Dr. & WinterWay Dr.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Dylan Drive	Summerway Dr. & WinterWay Dr.	NW	NW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Dylan Drive	Summerway Dr. & WinterWay Dr.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tammy Sue Drive	Summerway Dr.	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Aaron Drive	Berwick Drive	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Maple Drive	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Berwick Drive	Maple Drive	SE	SE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Avenue	Virginia Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Avenue	Virginia Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Avenue	Hale Road	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	N	NA	Y	NA	Y	NA	NA	NA
Miller Avenue	Hale Road	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	NA	Y	NA	NA	NA
Miller Avenue	St. Joseph St.	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	N	NA	Y	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Miller Avenue	St. Joseph St.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	N	NA	Y	NA	Y	NA	NA	NA
McKay Road	Poncianni Dr.	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	NA	Y	NA	NA	NA
McKay Road	Poncianni Dr.	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	NA	Y	NA	NA	NA
Miller Avenue	Poncianni Dr.	NE	NE	Y	Y	N	Y	Y	NA	Y	N	Y	NA	Y	NA	Y	NA	NA	NA
Miller Avenue	Poncianni Dr.	SE	SE	Y	Y	N	N	Y	NA	Y	N	Y	NA	Y	NA	Y	NA	NA	NA
Grandview Drive	Miller Avenue (North)	NE	NE	Y	Y	N	N	Y	NA	Y	N	Y	NA	Y	NA	Y	NA	NA	NA
Grandview Drive	Miller Avenue (North)	SE	SE	Y	Y	N	Y	Y	NA	Y	N	Y	NA	Y	NA	Y	NA	NA	NA
Grandview Drive	Miller Avenue (South)	NE	NE	Y	Y	N	Y	Y	NA	Y	N	Y	NA	Y	NA	Y	NA	NA	NA
Grandview Drive	Miller Avenue (South)	SE	SE	Y	Y	N	Y	Y	NA	Y	N	Y	NA	Y	NA	N	NA	NA	NA
Miller Street	Berwick Drive	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	McKay Road	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Miller Street	McKay Road	SW	SW	Y	Y	N	Y	Y	NA	N	N	N	NA	Y	Y		NA	NA	NA
Miller Street	McKay Road	SE	SE	Y	Y	N	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Miller Street	St. Joseph St.	NW	NW	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	N	NA	NA	NA
Miller Street	St. Joseph St.	SW	SW	Y	Y	Y	Y	Y	NA	N	N	N	NA	NA	NA	N	NA	NA	NA
Miller Street	Evans Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Alabama Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Alabama Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	7th Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	7th Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Hoover Avenue	NW	NW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Hoover Avenue	SW	SW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	McKinley Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
Miller Street	5th Street	NW	NW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	5th Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
State Street	5th Street	NE	NE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	5th Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	5th Street	SW	SW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	5th Street	SE	SE	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Miller Avenue	Alpine Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Avenue	Alpine Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Avenue	Parker Avenue	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	
Miller Avenue	Parker Avenue	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	NA
Miller Street	2nd Street	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	2nd Street	SE	SE	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	2nd Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	2nd Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	3rd Street	NW	NW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	3rd Street	SW	SW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	4th Street	NE	NE	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	4th Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
West Street	4th Street	SE	EW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	4th Street	NW	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	4th Street	NW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	4th Street	SW	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	4th Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	4th Street	SE	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	4th Street	SE	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	4th Street	NW	NS	Y	Y	Y	Y		NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Shelby Street	4th Street	NW	EW	N	N	Y	N	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Miller Street	4th Street	NE	NE	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	4th Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	4th Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	4th Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
State Street	4th Street	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
State Street	3rd Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
State Street	1st Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	3rd Street	NW	NW	N	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	3rd Street	SE	SE	Y	N	Y	N	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	2nd Street	NW	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	2nd Street	NW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	2nd Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	2nd Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	4th Street	NE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	4th Street	NE	EW	N	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	4th Street	SE	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	4th Street	SE	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	4th Street	NW	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	4th Street	NW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	4th Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	4th Street	SW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	2nd Street	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	2nd Street	NE	EW	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	2nd Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	2nd Street	SE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	2nd Street	SE	EW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	4th Street	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	4th Street	NE	EW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	4th Street	SE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	4th Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	4th Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	Evans Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	4th Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	4th Street	SE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	4th Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	4th Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	4th Street	SW	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Elm Street	4th Street	SW	EW	Y	Y	Y	Y		NA										
Elm Street	3rd Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	3rd Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	3rd Street	SE	NS	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	3rd Street	SE	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	2nd Street	NE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	2nd Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	2nd Street	SE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	2nd Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	2nd Street	NW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	2nd Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	2nd Street	SW	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	2nd Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elm Street	1st Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Elm Street	1st Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Meridian Street	1st Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	1st Street	SW	SW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	1st Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	1st Street	SW	SW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	1st Street	NE	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	2nd Street	SE	SE	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	1st Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	1st Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Teal Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Teal Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Avenue	Colescott Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	Y
Miller Avenue	Colescott Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Miller Avenue	Colescott Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N		NA	Y	Y		NA	Y	Y
Miller Avenue	Colescott Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	Y
Colescott Street	Quesada Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Colescott Street	Quesada Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Colescott Street	Miller Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Colescott Street	Miller Street	SE	SE	Y	Y	N	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Colescott Street	Miller Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	Y	Y
Colescott Street	Miller Street	SW	SW	Y	Y	N	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Colescott Street	Dunn Avenue	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Colescott Street	Dunn Avenue	NW	NW	Y	Y	Y	Y	Y	NA	Y	N		NA	NA	NA	Y	NA	NA	NA
West Street	Colescott Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Colescott Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
West Street	Colescott Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Colescott Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	Colescott Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Meridian Street	Colescott Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Colescott Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Tompkins Street	Colescott Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Tompkins Street	Colescott Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Tompkins Street	Colescott Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Elm Street	Colescott Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Elm Street	Colescott Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Elm Street	Colescott Street	NW	NW	Y	Y	Y	Y		NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Elm Street	Colescott Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	Y	Y
Elm Street	Taylor Street	NE	NE	Y	Y	N	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Elm Street	Taylor Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Elm Street	Taylor Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
South Street	Elm Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
South Street	Elm Street	SE	SE	Y	Y	Y	Y	N	NA	N	N	Y	NA	N		Y	NA	NA	NA
South Street	Elm Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	N		NA	NA	NA
South Street	Elm Street	SW	SW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Miller St. & Miller Avenue	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Miller St. & Miller Avenue	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Miller St. & Miller Avenue	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Miller St. & Miller Avenue	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Miller St. & Miller Avenue	NW	EW	Y	N	N	N	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Miller St. & Miller Avenue	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
South Street	Miller St. & Miller Avenue	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	Miller Avenue	NW	NW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
South Street	Miller Avenue	SW	SW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Taylor Street	Montgomery St.	NE	NE	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Pennsylvania St.	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Washington St.	NE	NE	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Franklin Street	NE	NE	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Franklin Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Franklin Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Franklin Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	Tompkins Street	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Jackson Street	Tompkins Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jackson Street	Tompkins Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Jackson Street	Tompkins Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Washington St.	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Washington St.	NE	EW	Y	N	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Washington St.	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Washington St.	SE	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Washington St.	NW	NS	Y	N	Y	Y		NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Washington St.	NW	EW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Washington St.	SW	NS	N	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Washington St.	SW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Shelby Street	South Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Shelby Street	South Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Shelby Street	South Street	SE	NS	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	NA	N	NA	NA	NA
Shelby Street	South Street	SE	EW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Shelby Street	South Street	NW	NS	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Shelby Street	South Street	NW	EW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Shelby Street	South Street	SW	NS	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Shelby Street	South Street	SW	EW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
South Street	West Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
South Street	West Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
South Street	West Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	West Street	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
South Street	West Street	SW	SW	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Taylor Street	NE	NS	Y	N	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Taylor Street	NE	EW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Taylor Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Taylor Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Taylor Street	NW	NW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Taylor Street	West Street	NE	NE	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Taylor Street	West Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Taylor Street	West Street	SW	SW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	Taylor Street	NE	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Shelby Street	Taylor Street	NE	EW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Shelby Street	Taylor Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	Taylor Street	SE	EW	Y	Y	Y	N		NA	N	N	Y	NA	NA	NA				
Shelby Street	Taylor Street	NW	NS	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Shelby Street	Taylor Street	NW	EW	Y	Y	Y	Y	N	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Shelby Street	Taylor Street	SW	NS	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Shelby Street	Taylor Street	SW	EW	Y	Y	Y	Y	Y	NA	Y			NA				NA	NA	NA
Tompkins Street	Mechanic Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Mechanic Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Mechanic Street	SE	NW	N	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Mechanic Street	SE	EW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Mechanic Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Tompkins Street	Mechanic Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Washington St.	SE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Washington St.	SE	EW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Washington St.	SW	SW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Washington St.	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Miller Street	Jackson Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Jackson Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Tompkins Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Tompkins Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Tompkins Street	SE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Tompkins Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Tompkins Street	NW	NS	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	Tompkins Street	NW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Tompkins Street	SW	NS	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Broadway Street	Tompkins Street	SW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Conrey Street	Mechanic Street	NE	EW	N	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Conrey Street	Mechanic Street	NE	NS	N	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Mechanic Street	SW	EW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Mechanic Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Mechanic Street	NW	EW	N	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Mechanic Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Franklin Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Franklin Street	NE	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Franklin Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Franklin Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Conrey Street	Franklin Street	NW	NW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Conrey Street	Franklin Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Maple Street	Washington St.	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Habig Street	NE	NE	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Habig Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elliot Street	Franklin Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Elliot Street	Franklin Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
St. Mary Street	Washington St.	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hendricks Street	Miller Street	NE	NE	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hendricks Street	Miller Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hendricks Street	Miller Street	NW	NW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Hendricks Street	Miller Street	SW	NS	N	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Hendricks Street	Miller Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	West Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	West Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	West Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	West Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	West Street	NW	NS	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	West Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	West Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Broadway Street	West Street	SW	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Montgomery Street	Hendricks Street	NE	NS	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Montgomery Street	Hendricks Street	NE	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Montgomery Street	Hendricks Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Montgomery Street	Hendricks Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Montgomery Street	Hendricks Street	NW	EW	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Montgomery Street	Hendricks Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Elliot Street	Washington St.	NE	NE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Mechanic Street	NE	NS	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Mechanic Street	NE	EW	Y	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Mechanic Street	SW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Mechanic Street	SW	EW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Pennsylvania St.	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Pennsylvania St.	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Pennsylvania St.	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Mechanic Street	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Mechanic Street	SE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Mechanic Street	SE	EW	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Mechanic Street	NW	NS	Y	N	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Mechanic Street	NW	EW	N	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Mechanic Street	NE	EW	N	N	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Franklin Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Franklin Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Franklin Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Franklin Street	SE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Franklin Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
St. Mary Street	Franklin Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N		NA	NA	NA	N	NA	NA	NA
Miller Street	Mechanic Street	NE	NE	N	N	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Mechanic Street	SE	SE	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Mechanic Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Mechanic Street	SW	SW	Y	Y	N	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Franklin Street	Tompkins Street	NE	NS	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Franklin Street	Tompkins Street	NE	EW	Y	N	N	N	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Tompkins Street	SE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Tompkins Street	SE	EW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Tompkins Street	NW	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Tompkins Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Tompkins Street	SW	NS	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Franklin Street	Tompkins Street	SW	EW	Y	N	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Polk Street	Tompkins Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Hendricks Street	Tompkins Street	NE	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Hendricks Street	Tompkins Street	NE	EW	N	Y	N	N	N	NA	N	N	Y	NA	Y	N		NA	NA	NA
Hendricks Street	Tompkins Street	SE	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Hendricks Street	Tompkins Street	SE	EW	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Hendricks Street	Tompkins Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Hendricks Street	Tompkins Street	NW	EW	Y	N	Y	Y	N	NA	N	N	Y	NA	Y	N		NA	NA	NA
Hendricks Street	Tompkins Street	SW	NS	Y	Y	Y	Y	N	NA	N	N	Y	NA	Y	N		NA	NA	NA
Hendricks Street	Tompkins Street	SW	EW	Y	N	Y	N	N	NA	N	N	Y	NA	Y	N		NA	NA	NA
West Street	Jackson Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Jackson Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Jackson Street	NW	NS	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Jackson Street	NW	EW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Jackson Street	SW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Jackson Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Montgomery Street	Broadway Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Montgomery Street	Broadway Street	SW	SW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Broadway Street	NE	NS	Y	Y	N	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Broadway Street	NE	EW	Y	Y	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Miller Street	Broadway Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Broadway Street	SE	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Broadway Street	NW	NS	N	Y	N	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Broadway Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Broadway Street	SW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	Broadway Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Tompkins Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Pennsylvania Street	Tompkins Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Pennsylvania Street	Tompkins Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Tompkins Street	NW	NW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Pennsylvania Street	Tompkins Street	SW	NS	N	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Pennsylvania Street	Tompkins Street	SW	EW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Washington Street	West Street	NW	NS	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	West Street	NW	EW	Y	Y	Y	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	West Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Washington Street	West Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Franklin Street	NW	NW	N	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Franklin Street	SW	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Franklin Street	SW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Hendricks Street	NE	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Hendricks Street	NE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Hendricks Street	SE	NS	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Hendricks Street	SE	EW	Y	Y	Y	Y		NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Hendricks Street	NW	NW	Y	N	N	Y	N	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	Hendricks Street	SE	SE	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	Hendricks Street	SW	SW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
Shelby Street	Colescott Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	Colescott Street	SE	SE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Shelby Street	Colescott Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Shelby Street	Colescott Street	SW	SW	Y	Y	Y	Y		NA	Y	N	Y	NA	NA	NA	Y	NA	NA	NA
Locust Street	Shelby Street	NE	NE	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Locust Street	Shelby Street	NW	NS	Y	N	N	N	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Locust Street	Shelby Street	NW	EW	N	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Locust Street	Shelby Street	SW	SW	Y	N	N	N	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Locust Street	Miller Street	NE	NE	Y	N	Y	Y		NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Locust Street	Miller Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Locust Street	Miller Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Locust Street	Miller Street	NW	EW	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Locust Street	Miller Street	SW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Locust Street	Miller Street	SW	EW	Y	N	N	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Dunn Avenue	Locust Street	NE	NE	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Dunn Avenue	Locust Street	SE	SE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	Y		NA	NA	NA
Dunn Avenue	Locust Street	NW	NS	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Dunn Avenue	Locust Street	NW	EW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Locust Street	Miller Avenue	NE	NE	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Locust Street	Miller Avenue	SE	SE	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
West Street	Locust Street	NE	NE	N	N	Y	Y	N	NA	N	N	Y	NA	NA	NA		NA	NA	NA
West Street	Locust Street	SE	SE	N	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
West Street	Locust Street	NW	NW	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
West Street	Locust Street	SW	SW	N	N	Y	Y	N	NA	N	N	Y	NA	Y	N		NA	NA	NA
Tompkins Street	Locust Street	NE	NE	Y	N	Y	N	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Tompkins Street	Locust Street	NW	NW	Y	N	Y	Y	N	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
Montgomery Street	Locust Street	NE	NE	Y	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Montgomery Street	Locust Street	SE	SE	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	N	Y	NA	NA	NA
Montgomery Street	Locust Street	NW	NW	N	Y	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Montgomery Street	Locust Street	SW	SW	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Miller Street	South Street	NE	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	NA	NA	Y	NA	NA	NA
Miller Street	South Street	NE	EW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
Miller Street	South Street	SE	NS	Y	N	Y	N	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Miller Street	South Street	SE	EW	Y	N	Y	Y	Y	NA	N	N	Y	NA	Y	N		NA	NA	NA
Miller Street	South Street	NW	NW	Y	Y	Y	Y	Y	NA	Y	N	Y	NA	Y	Y		NA	NA	NA
South Street	Tompkins Street	NE	NS	Y	N	Y	N	Y	NA	Y	N		NA	NA	NA	N	NA	NA	NA
South Street	Tompkins Street	NE	EW	Y	N	Y	Y	Y	NA	Y	N	Y	NA	NA	NA	N	NA	NA	NA
South Street	Tompkins Street	SE	NS	Y	N	Y	N	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA

Main Street	Cross Street	Corner	Direction	W > 36"?	Run < 8.33% ?	X < 2% ?	Gut < 5% ?	Flush?	Lip Ht	D.W.?	Blocked?	SW > 36" ?	Flares?	F < 10% ?	F < 8.33% ?	Obst?	Car Path?	In CW?	48" W in CW?
South Street	Tompkins Street	SE	EW	Y	Y	Y	N	Y	NA	N	N		NA	NA	NA	Y	NA	NA	NA
South Street	Tompkins Street	NW	NS	Y	N	Y	Y	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
South Street	Tompkins Street	NW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
South Street	Tompkins Street	SW	NS	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA
South Street	Tompkins Street	SW	EW	Y	Y	Y	N	Y	NA	N	N	Y	NA	NA	NA	N	NA	NA	NA