

City Birmingham Comprehensive Multi-Modal Transportation Plan



# Preliminary Plan Open House



Thursday, February 28, 2013  
3pm to 5pm & 7pm to 9pm  
Baldwin Public Library

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# Today's Format



- Introductory Presentation
  - Introduce Key Elements of the Plan
  - Findings of the Visioning Workshop
- Review the Preliminary Plan:
  - Divided into 10 Stations
    - specific facilities
    - thematic groups
    - overview plans
  - You can visit them all or only the ones that interest you
  - Leave when you would like



The purpose of the open house is to get specific feedback on the preliminary plans

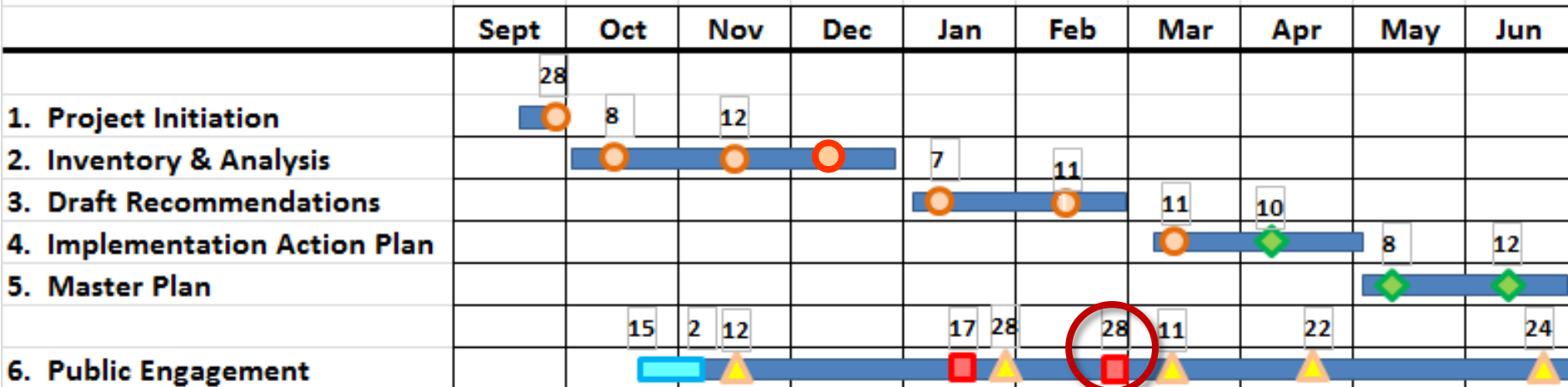


# Project Schedule



## City of Birmingham Comprehensive Multi-modal Transportation Plan

Revised, September 22, 2012



### Legend:

Task Duration

Web Survey

Advisory Committee Meetings (6)

Planning Board Meetings (3)

City Commission Meetings (5)

Community Meetings (2)





# Community Visioning Workshop Summary

- Overview of Best Practices & Inventory and Analysis Findings
- Individual and Group Exercises:
  - Role Playing
  - Corridor Evaluations
  - Neighborhood Connectors and Trails
  - Downtown Birmingham
  - Woodward Avenue



Baldwin Public Library

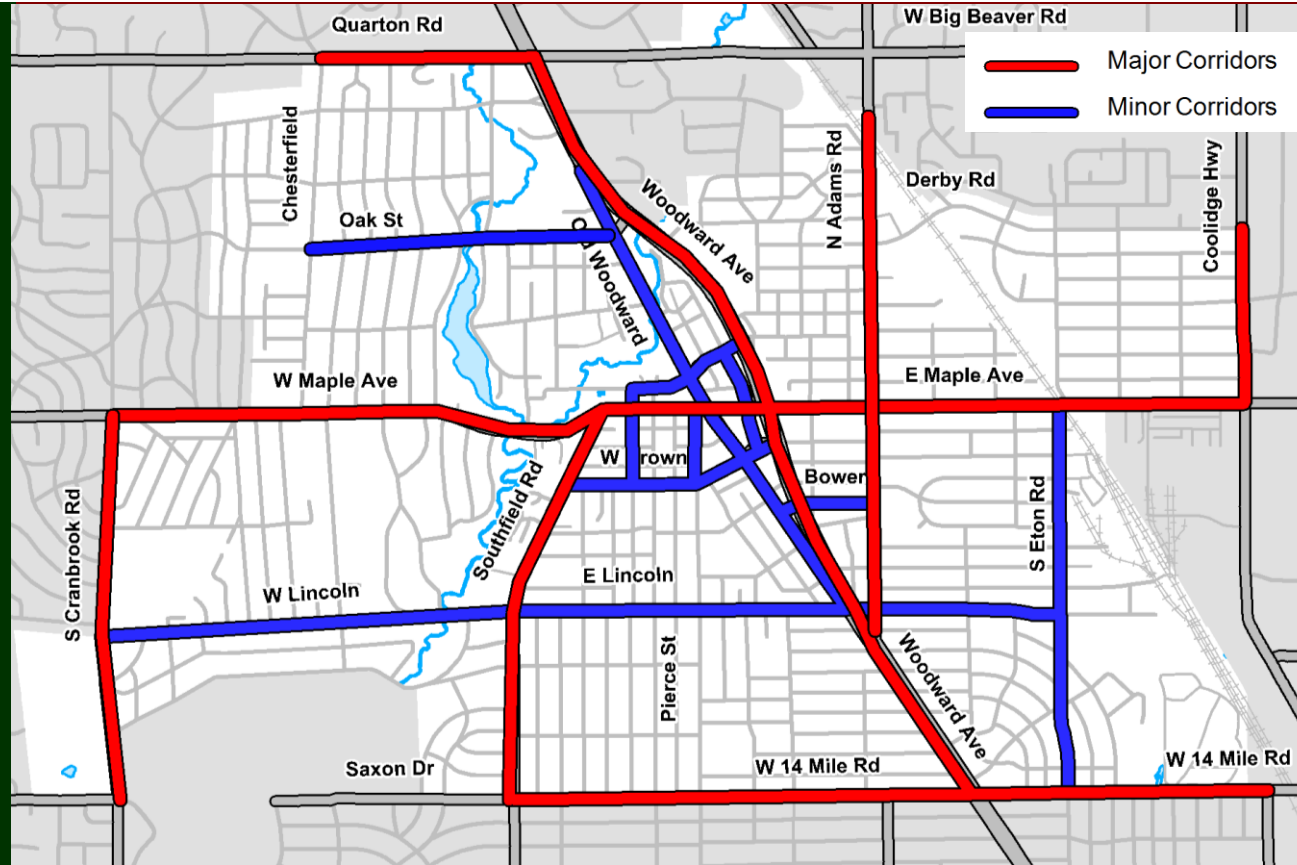
January 17<sup>th</sup> from 7pm to 9pm

43 people signed in



# Visioning Workshop Corridor Evaluations

- Participants asked to vote on what they thought the appropriate balance should be between:
  - Road Crossings
  - Bicycle Facilities
  - On-Street Parking
  - Motor Vehicle Flow & Speed



Pedestrian  
road crossings



Better Motor  
Vehicle Flow

Designated  
Bike Facilities



On Street  
Parking



- ## Visioning Workshop Input Summary:

- Integrated some alternative neighborhood connector routes
- Some roads had a clear preference and those are reflected in the plan





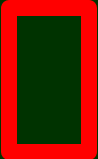



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Map of the West Beaver Creek Watershed showing 8 numbered sampling locations. The map includes major roads like Quarton Rd, W Big Beaver Rd, Derby Rd, E Maple Ave, W Brown, E Lincoln, W 54 Mile Rd, Saxon Dr, W Lincoln, W Maple Ave, Oak St, and Chestnutfield. It also shows the West Beaver Creek and its tributaries, including the Grand West Branch and the Little Beaver Creek. The map is color-coded with green for forested areas, blue for water, and purple for urban areas.



# Signalized Intersection Study Recommendations

- Recommendations to improve efficiency 
- Recommendations for pedestrians 
- Other Improvements: Road Diets, Removing Signal, Roundabouts, Other

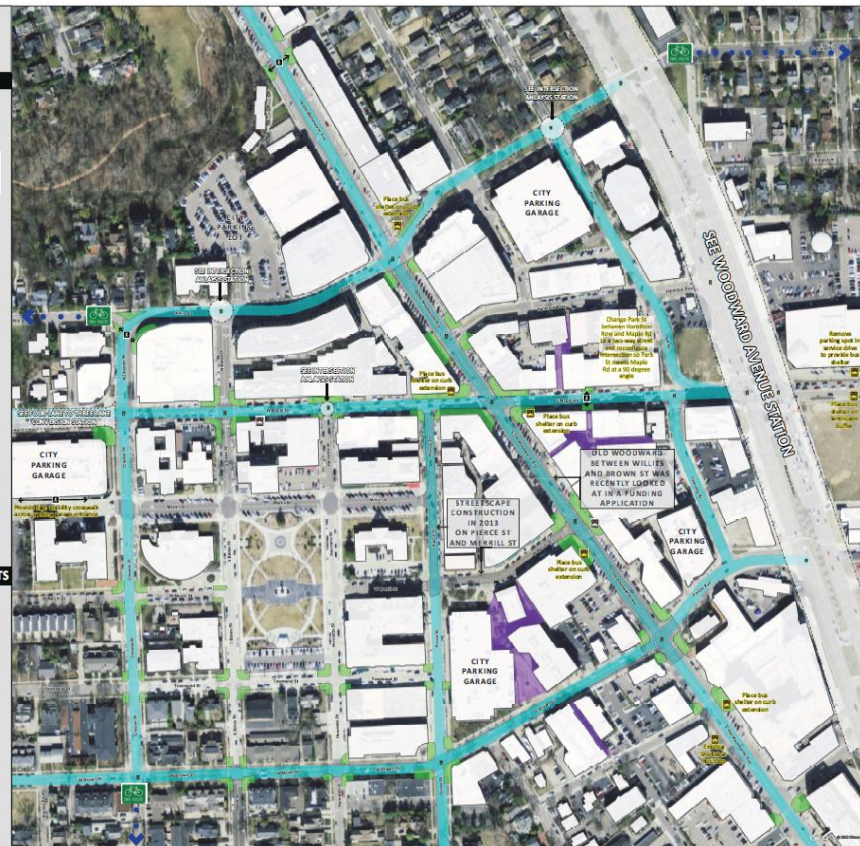
	Curb Extensions	Add Median Island	Add Crosswalk	Implement Road Diet	Convert to Roundabout	Remove Signal	Add Countdown Timers	Add Pedestrian Buffer	Add Leading Pedestrian	Shorten Cycle Length	Add/Extend Flashing	Add detection	Other Improvements
Oak & Chesterfield	X				X	X		X			X	X	X
Adams & Buckingham		X	X			X		X		X	X	X	
Willits & Bates	X	X				X		X	X	X			X
Oakland & Park	X			X				X	X		X	X	X
Maple & Lake Park		X	X	X		X	X	X		X	X	X	
Pierce & Southlawn	X	X	X			X		X			X	X	
Maple & Chesterfield		X		X			X	X		X	X	X	
Maple & Henrietta	X	X				X		X	X	X			X





# Downtown Plan

- Curb extensions where parking exists at intersections and bus stops
- Bus shelters at high volume stops
- Eliminating pedestrian unfriendly left-overs from the old downtown bypass
- Adding bicycle parking to new curb extensions and covered and secured bike parking to the parking decks



## Visioning Workshop Input Summary:

- Maple and Park – remove bypass remnants,
- Woodward at Forest – needs pedestrian signal
- Woodward at Maple – improve pedestrian crossing



# Universal Access

## Background

- Americans with Disabilities Act (ADA) of 1990
- Elements of Accessible Design include:
  - Sidewalks (width, slopes, trip hazards)
  - Curb ramps (slopes, detectable warning surfaces)
  - Traffic signals (pedestrian signal heads, pedestrian clearance times)

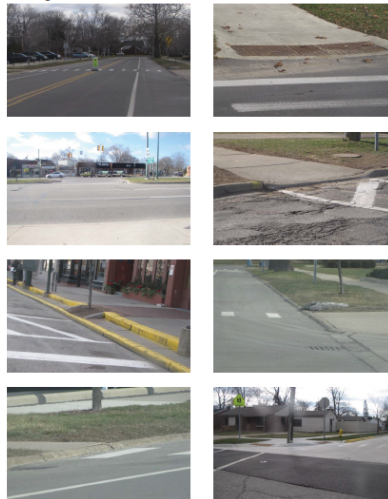
### ADA Transition Plan City of Birmingham

#### Background

- The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities.
- Title II of the Act establishes that designing and constructing facilities for public use that are not accessible constitutes discrimination.
- The Act applies to all facilities, including both facilities built before and after 1990.
- Birmingham is required to assess current facilities relative to the accessibility requirements of the ADA.
- The ADA Transition Plan is meant to identify physical obstacles that limit the accessibility of facilities to individuals with disabilities; describe the methods to be used to make the facilities accessible; provide a schedule for making the access modifications; and identify the public officials responsible for implementation.
- Steps to compliance include designating an ADA Coordinator; providing notice to the public about ADA requirements; establishing a grievance procedure; developing internal design standards and specifications; assigning personnel for the development of a Transition Plan; approving a schedule and budget and; monitoring progress on implementation of the Transition Plan.

Source: ADA Transition Plan: A Guide to Best Management Practices, NCHRP Project number 20-7 (232), May 2009.

#### Existing Conditions



#### Existing Conditions

##### Sidewalks

- There is a relatively comprehensive and connected sidewalk network throughout Birmingham.
- Many of the sidewalks have buffers and there are curb ramps and striped crosswalks throughout town.
- Many of the existing sidewalks in the city are four feet wide, which is narrower than an accessibility standpoint.
- Obstructions and other pinch points may block the pedestrian travelway, especially at corners.
- In certain locations, there is competition for sidewalk space.
- There are challenging slope issues in some locations.
- Heaving brick sidewalks can present a tripping hazard.

##### Roads and Intersections

- There are intersections lacking curb ramps and some existing curb ramps may not be ADA compliant.
- Pedestrian crossing times may need to be extended in some locations.
- Angled crosswalks are at times not aligned with existing curb ramps, creating a potential tripping hazard.
- Older curb ramp designs have a "lip" between the ramp and the road, which could be difficult to navigate in a wheelchair or present a tripping hazard.

##### Policy

- As signal timings get changed, it is the City's policy to use the standards for feet per second included in the latest Manual on Uniform Traffic Control Devices (MUTCD). The timings are currently only being modified as part of other projects.
- Generally sidewalks are required to be a minimum of five feet wide, although they are required to be wider in the Triangle District and along Woodward Avenue.
- Whenever a curb ramp is replaced, a fully ADA compliant ramp is installed.
- All future projects in the Capital Improvement Program (CIP) will include fully ADA compliant designs and features.
- Private developers generally pay for curb ramps on their property, and the City helps with connecting curb ramps and other off-site infrastructure.
- Other physical design features in the right-of-way are addressed through streetscape agreements as part of the site development and building permit process.
- In order to obtain a sidewalk permit, developers must demonstrate that they are meeting the City and State's design standards.

#### Existing Programs and Investments to Implement Physical Improvements

- The City's ongoing sidewalk program covers 1/7 of the city and 1/5 of the downtown area every year. During this time, trip hazards are identified and addressed.
- The police department is adding pedestrian countdown signals on an ongoing basis. They are also responsible for traffic signal maintenance, timing, and general painting projects. The police coordinate with the Engineering Department on these improvements.
- Curb ramps are addressed as part of ongoing road projects; however, there is not a standalone curb ramp retrofit program.

#### Staffing, Oversight, Training and Outreach

- There are currently no standing ADA access and/or pedestrian and bike committees at the City.
- At the staff level, no one is specifically tasked with being responsible for ADA design and compliance.
- A Citizen Request Line is available and listed on the City's website. Most citizen complaints are received through calls to this phone number.
- The bulk of complaints received have to do with trip hazards. Around ten complaints are received each year and are generally addressed on a rolling basis. The hazard is either fixed permanently, or a temporary fix is installed and the full repair is included on the project for the following year.
- City staff attends trainings as needed. All of the field inspectors were trained in 2011 and all new inspectors receive training.

#### Data Collection Currently Underway

- Ramp Type (Per MDOT Detail R-26-G)
- Ramp Direction
- Ramp Slope
- Ramp Length
- Ramp Material
- Detectable Warning (Yes or No)
- Detectable Warning Type (Cast Iron Plates, Ceramic Tiles, etc.)
- Cross Slope
- Landing Pad Max Slope
- Curb Drop

#### Next Steps

- Collect key ADA-related data.
- Develop a proactive implementation and prioritization program to address needs identified through the data collection process.
- Continue to incorporate ADA improvements as part of ongoing and upcoming projects.
- Implement ADA-related programmatic, staffing, training, and outreach improvements.
- Identify future data collection needs and implement an ongoing data collection program.

#### Sample Self-Evaluation Checklist

SELF-EVALUATION CHECKLIST	
ISSUE	POTENTIAL IMPROVEMENTS
Sidewalk and Pathway Clear Width	Normal, Outer Guidelines
Sidewalk and Pathway Cross Slope	Drainage, Gradients, Variability, Sloping
Location Along Sidewalk and Pathway	Less Than 4 feet by 4 feet
Sidewalk and Pathway Grade	Steepness, Angle Points
Materials and Paving	Composition of Materials, Uniformity of Materials, Appropriateness of Material Use, Color/Contrast
Crossings	Crossing Type, Cross Opening Orientation
Discontinuity	Misalign, Direction, Grade, Slope, Steps
Obstacles Blocking Pathway	Misalign, Obstructions, Materials, Variability, Slope, Steps, Landings
Obstructions	Signs, Mail Boxes, Fire Hydrants, Benches, Telephone, Traffic Signal Pole, Traffic Signal Controller Box, Newspaper Boxes, Storage Structures, Tree Canopies, Fire Hydrant, Signs, Benches, Steps, Slopes of Slopes
Traffic Signal Systems	Lack of Protection for the Weakly Protected such as BIF, Unprotected Turn Lanes, Unprotected Subways
Curb Ramps	Misalign, Slope, Pad Width, Material, Crosswalk, Street, Conflicts to Guidelines
Curb Ramp Flares	Misalign Where Required, Too Steep

Source: ADA Transition Plan: A Guide to Best Management Practices, NCHRP Project number 20-7 (232), May 2009.





## Primary Elements

- Identify physical obstacles that limit access
- Describe methods to be used to make facilities accessible
- Provide schedule for making facilities accessible
- Identify who is responsible for implementation







# South Eton Road (Lincoln Street to East Maple Road)

## Existing Conditions

- Low volume, low speed two lane asphalt road with concrete parking bays on each side

## Proposed Plan

- Add four crosswalks with curb extensions
- Provide a buffered bike lane on the east side (residential) by removing parking
- Retain parking on the west side (commercial) and use shared-lane markings
- Add trail at north end to help with transition to N Eaton



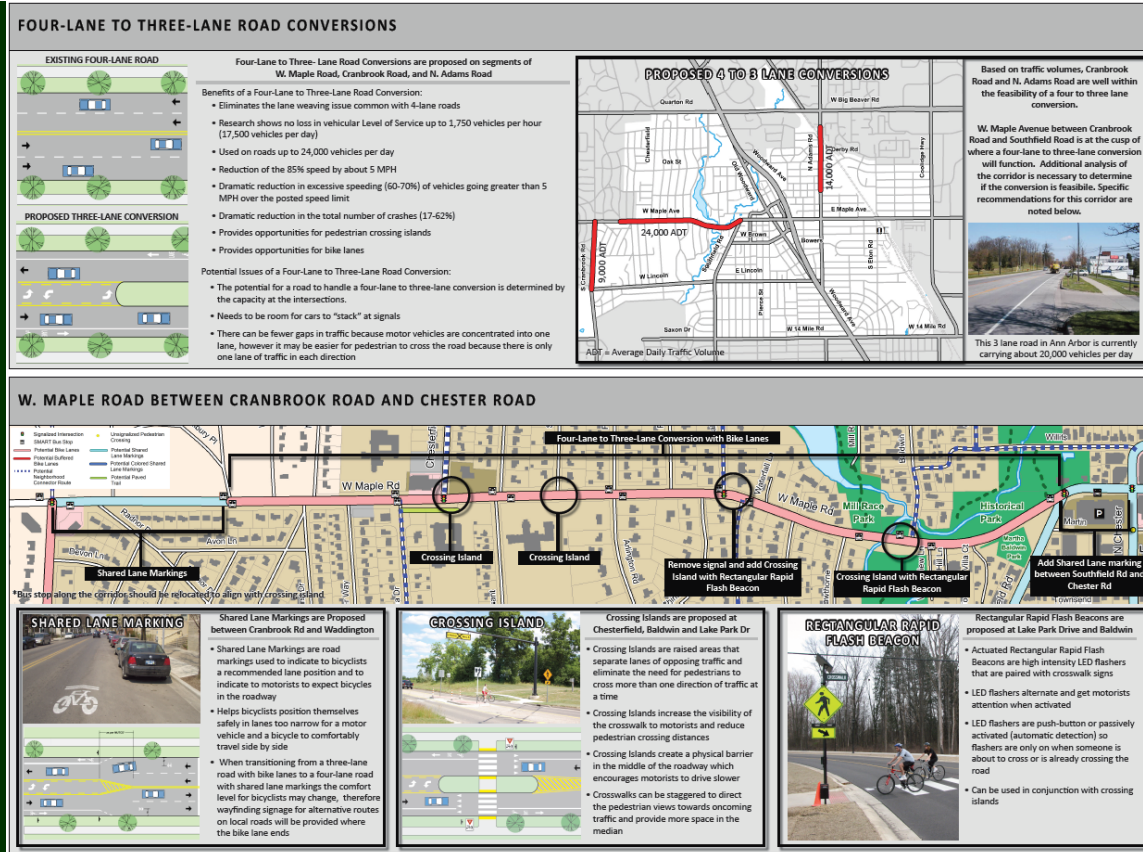
## Visioning Workshop Input Summary:

- More frequent and safer pedestrian crossings
- Bike lane with on-street parking on one-side of road



# 4 to 3 Lane Road Conversions (Cranbrook, N Adams & W. Maple)

- Marked improvements for motorized safety and comfort – proven safety countermeasure
- Cranbrook and N. Adams are well within prescribed parameters
- Maple Road's configuration lends itself to a higher volume conversion
- Conversion makes pedestrian crossings easier – fewer lanes plus use of crossing islands
- Can add bike lanes



## Visioning Workshop Input Summary:

- Balance convenience/frequency of pedestrian crossings with motor vehicle flow
- Did not present the bike lane option at the workshop





- Higher than desired traffic speeds through residential neighborhood

- # Proposed Plan

- Maintain on-street parking
- Four intersections with curb extensions and crosswalks
- Two off-set intersections with crossing islands
- Three tree curb extensions
- Shared lane markings – enhanced at Woodward
- Traffic calming measure about every 1,000'



- Safer and more convenient / frequent pedestrian crossings
- More than 2 to 1 to maintain on-street parking on both sides over consolidation of parking to one side to provide bike lanes





# Woodward Avenue (between Oakland Ave and 14 Mile Rd)

## Existing Condition

- A large road with limited crossing opportunities, few pedestrian comforts, no bicycle facilities, and nondescript character

## Proposed Plan

- Transform the service drive into “Main Street” feel, buffered from Woodward
- Add buffered Bike Lane
- Full signalized pedestrian crossings at Oak Street and Forrest Ave
- Improvement of pedestrian route at Maple

### WOODWARD AVENUE BETWEEN OAKLAND AVENUE AND E. 14 MILE ROAD

#### VISION FOR WOODWARD

With the current transit and complete streets studies for the Woodward Corridor underway it is uncertain what the corridor may become. During the Community Visioning Workshop participants were asked about their vision for the Woodward Corridor and overall there was a desire to create more of a “Main Street” feel along the corridor. Some of the key items that were identified for this corridor included parallel parking, a designated transit lane, sidewalks, landscape buffer and a designated bicycle facility in the form of a bike lane or one-way cycle track. In response to the feedback from that workshop, the following vision for the Woodward Corridor has been developed.

#### Conceptual Design

Using the space between the buildings and the roadway a “Main Street” area within the Woodward Corridor is created. The following conceptual designs provides a more pedestrian scaled area that incorporates on-street parking with a service drive, sidewalk, and bike lane that are all buffered from Woodward Avenue by a landscaped median and transit lane.



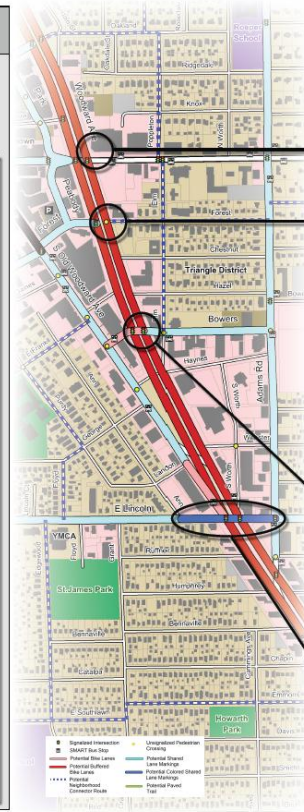
- Parallel parking between service drive and sidewalk
- 8' wide sidewalk
- 8' wide Landscape buffer with areas for transit stops
- Outside motor vehicle lane designated as transit lane
- Bike lane along left side of service drive and buffered from Woodward Avenue



- Trees and cafe areas extend into parking spaces
- Curb extensions and pedestrian crosswalks provided at transit stops
- Bicycle parking provided on curb extension near transit stop
- Decorative Pedestrian Scale Street Lighting with flower baskets or banners
- Decorative brick pavers used in the service drive and parking area



- “Pork-chop” raised medians provided in unused areas of intersection where local roads intersect Woodward Avenue
- Green pavement markings placed in areas where there is potential for conflict between bicycles and automobiles to increase visibility of the bike lanes



- A Raised Crosswalk is proposed across the service drive on the northeast corner of Woodward Avenue and E Maple Road
- Raised Crosswalks are crosswalks constructed 3-4 inches above the elevation of the street
- Raised Crosswalks serve as a traffic calming measure by extending the sidewalk across the road and bringing motor vehicles to the pedestrian level
- By extending the sidewalk across the road and bringing motor vehicles to the pedestrian level, raised crosswalks reduce vehicle speeds and improve pedestrian visibility



- The Michigan Department of Transportation has proposed a full traffic signal in both directions at or near the intersection of Forest Avenue



- Bike lanes are proposed on Bowers St between Woodward and Old Woodward Ave to help bicycles navigate through the intersection
- Bike lanes designate an exclusive space for bicycles through the use of pavement markings and signage
- Bike lanes allow bicyclists to ride at their preferred speed in a designated space separate from automobiles
- Bike lanes can be added to the existing roadway by narrowing the travel lanes



- Colored Shared Lane Markings are proposed between Ann St and Adams Rd to help bicycles navigate through the intersection



- Colored pavement with the Shared Lane Marking increases visibility of the facility, identifies potential areas of conflict and reinforces priority to bicyclists in conflict areas



## Visioning Workshop Input Summary:

- Lean towards more of a “Main Street” feel
- Allocate more space to landscaped buffer and designated bike facility
- Parallel parking over angle parking
- Designated transit lane



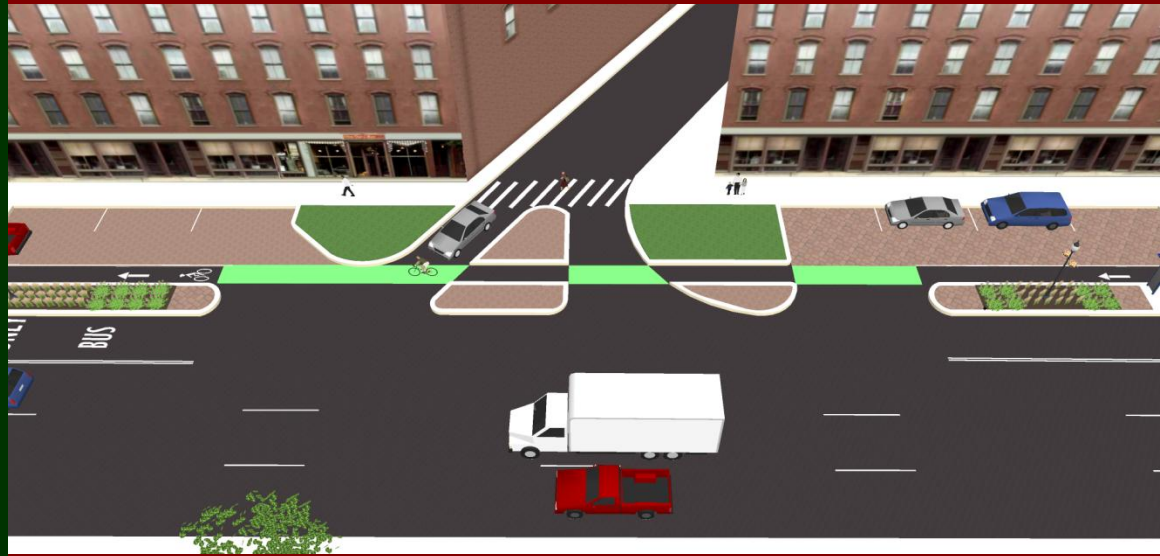
# Woodward Ave (between Oakland Ave and 14 Mile Rd)

## “Main Street” Feel

- Wider sidewalk
- Pavers in service drive and parking
- Wider landscaped buffer with street trees, pedestrian scale lighting and bus shelters
- Could be closed off for special events

## Buffered Bike Lane

- Distinct smooth pavement
- Conflict zones highlighted in green paint
- Wide angled intersections broken up by islands







# Policies, Environment, Programs and Outcomes

- From a master list of best practices employed around the country
- Selected and modified based on input from the on-line survey along the project Vision, Goals and Objectives
- Public Policies
- Physical Environment
- Community Programs
- Quality of Life Objectives

## Public Policies



- Planning and Zoning
- Design Standards
- Performance Measures
- Decision Making Process
- Universal Design
- Public Transit
- School Transportation
- Maintenance
- Enforcement

### COMPLETE STREETS ORDINANCE:

- Set up a system for interdepartmental coordination for all road projects
- Provide citizen oversight on all roadway projects which includes perspectives from a diverse range of travel modes, age groups and mobility issues

### EDUCATION AND ENFORCEMENT:

- In lieu of an actual citation or as a supplement to a violation police may distribute a traffic violation warning sheet that provides a graphic and written explanation of the most common violations related to bicycle, pedestrian and motorist safety
- Provide an optional bicycle education class in lieu of a fine for first time offenders
- Establish a helmet reward campaign to encourage children to use a helmet
- After a period of education and outreach (see community programs) provide targeted enforcement at new crosswalks

### BICYCLE PARKING ORDINANCE:

- Require bike parking hoops on every block with retail in a downtown/commercial zone
- Integrate bike parking requirements into zoning ordinance that address automobile parking requirements - bike parking requirements may be based on a percentage of automobile parking spots required
- Provide a reference or graphical design guidelines with information on the specifics of bicycle rack design and placement

### SNOW REMOVAL:

- Develop educational campaigns to encourage property owners to clear curb ramps and bus stops when shoveling their sidewalks
- Establish a policy for clearing and maintaining crossing islands, and off-road trails of snow and ice
- Assess the effectiveness of the existing snow removal ordinance and determine if the City should take on responsibility for snow clearing on sidewalk along the major roadways

## Physical Environment



- Urban Form
- Public Rights-of-way
- Public Spaces
- Off-road Trails
- Wayfinding
- Bicycle, Pedestrian and Transit Support Facilities
- Transit Operations
- Environmental and Art Enhancements

### PEDESTRIAN & BICYCLE WAYFINDING:

- Place bicycle route guide signs along the proposed neighborhood connector route system to indicate designated routes to specific destinations
- Provide wayfinding signage for the existing Rouge Trails
- Provide wayfinding kiosks at key locations around town that provide information on local and regional bicycle and pedestrian routes, events, local businesses and general tourism information

### TRANSIT FACILITY AMENITIES:

- At a minimum, all bus stops should provide a concrete pad so wheelchair users can safely access the bus stop
- Consistent bus stop signs should be used throughout the City
- In areas with a high number of people boarding or existing buses, provide additional amenities such as shelters, lighting, benches, route maps and schedules

### BICYCLE PARKING GUIDELINES:

- Bicycle racks should be placed on a hard surface with ample lighting and high visibility to discourage theft and vandalism
- Bicycle racks should be placed to avoid conflicts with pedestrian and when installed in public spaces there needs to be at least 5 feet of clear sidewalk space for pedestrians
- Bicycle racks should be covered whenever there is opportunity to do so
- Temporary seasonal bike racks should be provided where and when there is high demand for bicycle parking, such as in high density commercial areas and the downtown
- Provide temporary staffed bike corrals during special events to encourage bicycling and provide a secure environment for bikes
- Enclosed and secured parking should be placed in areas where bikes are kept for extended periods of time, such as near areas of employment
- Provide enclosed and secured parking in downtown parking decks
- Provide amenities such as compressed air and basic public bike fix stations at key locations around town

## Community Programs



- Ongoing Assessment
- Resources
- Campaigns
- Marketing/Outreach
- Special Events
- Targeted Encouragement
- School Age
- Safety Education

### WALKING & BICYCLING MAPS:

- A walking map should be developed that includes community destinations, suggested walking routes, local walking events and safety information
- A bike map should be developed that includes the entire street network, community destinations, existing bicycle facilities, recommended bicycling routes and information on bicycle laws and safety recommendations

### COMMUTER CHALLENGE PROGRAM:

- Develop a fun and competitive competition between local businesses to see who can get the most employees to try an alternative commute (walking, biking, transit, carpooling, etc.)

### WALKING SCHOOL BUS AND BIKE TRAIN:

- Create a walking school bus program where a group of children walk to school accompanied by one or more adults that functions similar to a regular bus with a time table and regularly rotated schedule of trained supervisors or volunteers
- Create a bike train program where a group of children ride bikes to school accompanied by one or more adults that functions similar to a regular bus with a time table and regularly rotated schedule of trained supervisors or volunteers

### STUDENT BICYCLE ACADEMY:

- Develop a Bicycle Academy that can be integrated into third grade physical education that teaches children basic cycling skills and safety
- Children who complete the academy are presented with a certificate permitting them to bicycle to school unaccompanied by an adult in fourth grade

### NEW FACILITY EDUCATION & OUTREACH:

- With the adoption of this plan, provide information on bicycle and pedestrian safety through the City's media outlets
- Place decorative street banners that provide simple information about bicycle and motor vehicle etiquette along the street to introduce and educate users about new facilities

## Quality of Life Objectives



- Increased Activity Levels
- Crash Reduction
- Improve Personal Safety
- Enhance Health and Wellbeing
- Energy Savings
- Pollution Reduction
- School Age
- A Strong Sense of Place

### PEDESTRIAN & BICYCLE COUNTS:

- Pedestrian and bicycle counts should be conducted every year as part of the National Bicycle and Pedestrian Documentation Project

### CRASH RATE REDUCTION:

- Crash rates should be analyzed on a yearly basis by comparing the number of crashes with pedestrian and bicycle counts that were conducted in the same year

### MEASUREMENTS OF INFRASTRUCTURE PROGRESS:

- The miles of built facilities, in comparison to all the road miles, should be documented on a yearly basis to track the development of the multi-modal network and apply for awards
- These statistics should be provided on the City's web site

### COMMUNITY RECOGNITION:

- The city should apply for the Bike Friendly Community Award and the Promoting Activities Communities Award
- Local Businesses should be encouraged to apply for the Bicycle Friendly Business Award
- Brag about the rewards and accomplishment that the community received because it helps to promote current programs and provide leverage for future initiatives





# Proposed Policy Focus Areas



## Public Policies

- Planning & Zoning
- Design Standards
- Performance Measures
- Decision Making Process
- Universal Design
- Public Transit
- School Transportation
- Maintenance
- Enforcement

- Complete Streets Provisions
  - Interdepartmental Coordination
  - Multi-modal Community Input
- Education & Enforcement
  - Warning sheets with information
  - Education classes for violators
  - Helmet reward program
  - Targeted enforcement for new facilities
- Bicycle Parking Ordinance
  - Spell out number required
  - Placement
- Snow Removal
  - Education for property owners to encourage to clearing ramps and bus stops
  - Program to clear new crossing islands



# Proposed Physical Environment Focus Areas



## Physical Environment

- Urban Form
- Public R.O.W.
- Public Spaces
- Off-Road Trails
- Wayfinding
- Bicycle, Pedestrian and Transit Support Facilities
- Environmental and Art Enhancements

- Pedestrian and Bicycle Wayfinding
  - Wayfinding signs for trails and neighborhood greenways
  - Orientation kiosks
- Transit Facility Amenities
  - Accessibility for all stops
  - Shelters at high use stops
  - Uniform signage
- Bicycle Parking Guidelines
  - Standards
  - Seasonal racks
  - Covered and enclosed parking in decks
  - Amenities such as compressed air



# Proposed Community Program Focus Areas



## Community Programs

- Ongoing Assessment
- Resources
- Campaigns
- Marketing/ Outreach
- Special Events
- Targeted Encouragement
- School Age
- Safety Education

- Walking and Bicycling Maps
- Commuter Challenge Program
  - Fun competition to encourage walking, bicycling and transit
- Walking School Bus & Bike Train
  - Scheduled and monitored like a regular bus
- Student Bicycle Academy
  - Train third graders to ride by themselves in fourth grade
- New Facility Education and Outreach
  - Use City media outlets
  - Decorative street banners





# Proposed Quality of Life Objective Focus Areas



## Quality of Life Objectives

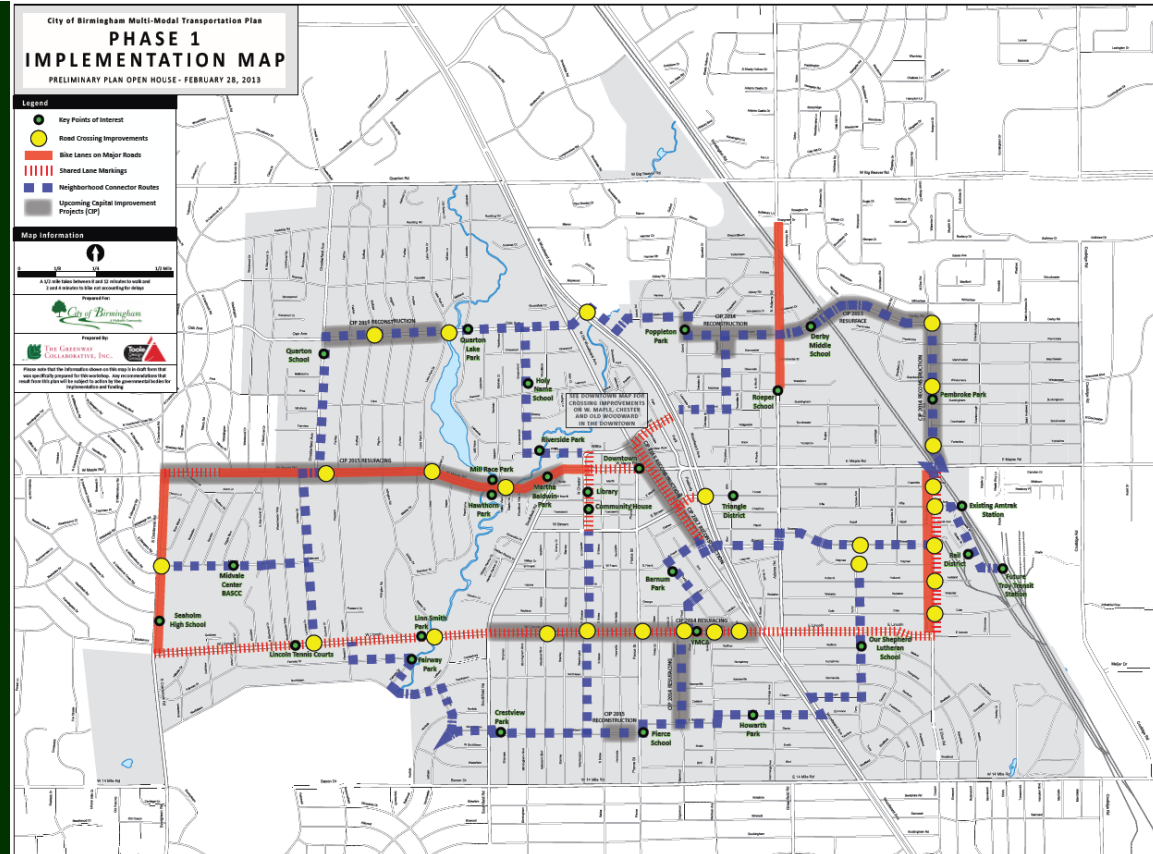
- Increased Activity Levels
- Crash Reduction
- Improved Personal Safety
- Enhanced Health and Wellbeing
- Energy Savings
- Pollution Reduction
- A Strong Sense of Place

- Bicycle & Pedestrian Counts
  - Participate in national program
- Crash Rate Reduction
  - Monitor changes
- Measurements of Infrastructure Progress
  - What percentage of the roadway system have facilities for different modes
- Community Recognition
  - Bicycle Friendly Communities
  - Promoting Active Communities Awards
  - Bicycle Friendly Business



# Phase 1 – Implementation Plan

- Create a basic neighborhood connector route to key destinations
- Provide key road crossing improvements
- Integrate proposed improvements with planned projects
- Include low-cost primary road improvements
  - 4 to 3 lane road conversions
  - Shared lane markings





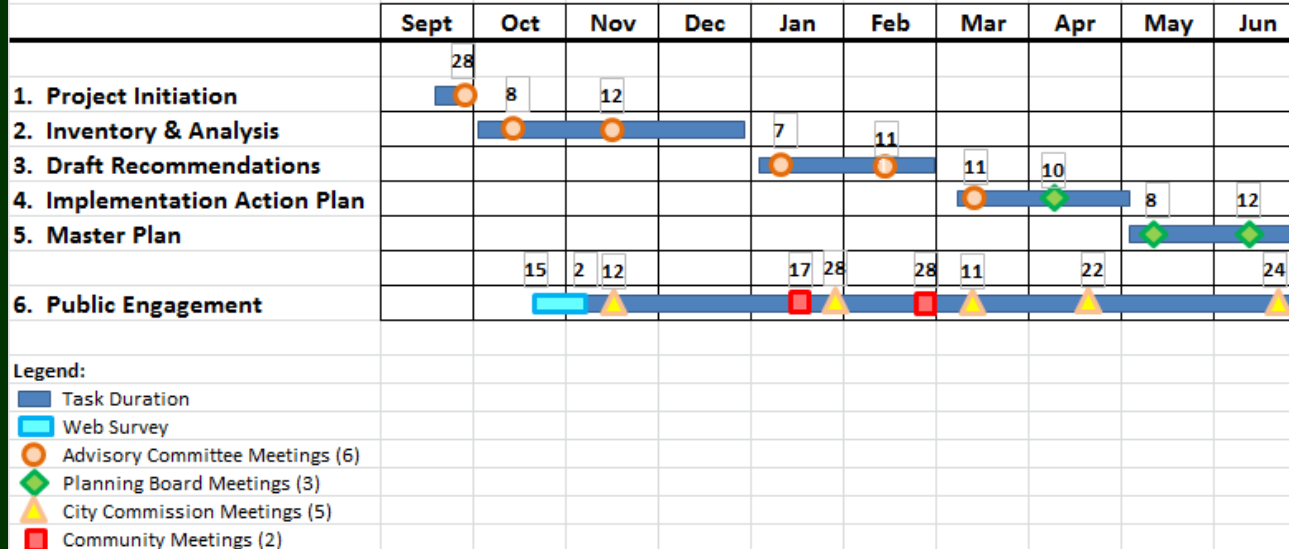
# Next Steps



- Review Open House Results with Steering Committee and City Commission, March 11
- Refine and cost implementation plan in March and April
- Compile into Master Plan in May and June

## City of Birmingham Comprehensive Multi-modal Transportation Plan

Revised, September 22, 2012



Please visit the project website at:  
[www.greenwaycollab.com](http://www.greenwaycollab.com)

- Public input results and meeting materials
- Progress documents
- Draft reports



# Questions or Comments



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COLLABORATIVE, INC.