

Visioning Workshop

City of Springboro Bicycle and Pedestrian Plan August 7, 2012

City of Springboro, Ohio Bicycle and Pedestrian Plan Visioning Workshop



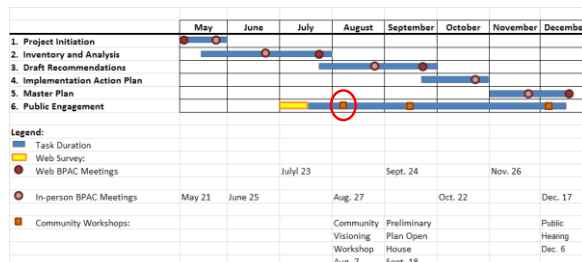
Tuesday August 7, 2012
6:00 PM to 8:00 PM
City Hall

Norman Cox, LLA, ASLA
Carolyn Prudhomme, BLA

The Greenway Collaborative, Inc.
Ann Arbor, Michigan

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Project Schedule



Today's Agenda

- Overview of Best Practices
- Inventory and Analysis Findings
- Web Survey Results
- Individual and Group Exercises:
 - Draft Goal and Objectives
 - Role Playing
 - Priority Corridor Evaluation
 - Neighborhood Connectors and Trails
 - Regional Trail Connections
- Wrap Up and Next Steps



The purpose of today's meetings is to set the course for the preliminary plan

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Why Undertake a Bicycle & Pedestrian Plan

- A means to build consensus on how to accommodate non-motorized Uses
- Improve safety for pedestrian and bicyclists
- Establish a logical framework for implementation
- Promote physical fitness through active transportation
- Improve quality of life for residents



Healthy, Livable Communities
Complete Streets
Cool Cities
Smart Growth
Safe Routes to School

All have common ground in improving non-motorized facilities

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Project Approach



City of Springboro, Ohio Bicycle and Pedestrian Understanding The Users



Key Issues for Pedestrians and Bicyclists

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No Such Thing as a Typical Pedestrian or Bicyclist

- Wide Range of:
- Ages
 - Education
 - Skills
 - Physical abilities
 - Travel speeds

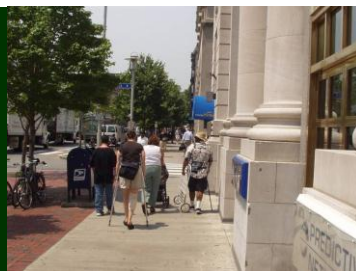


All users though need to be accommodated

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Types of Pedestrians

- Wide range of temporary and long-term physical abilities
- Various Cognitive abilities
- Different degrees of "traffic tolerance"
- Some may be carrying or pushing cargo / kids



There is no required education program or licensing for pedestrians

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Importance of Direct Travel for Pedestrians

- Most walking trips for personal business are about ¼ to ½ mile
 - 5 to 10 minute walk
- Most people will not go out of their way more than 10% total trip distance
- A 10% detour for a ½ mile walking trip is 264'
 - less than a city block



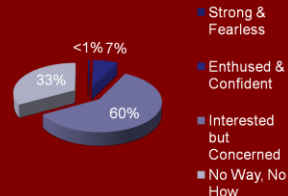
Signs and barriers have little impact on changing people's behaviors

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Different Types of Bicyclists

- Strong & Fearless
 - <1%
 - Always Biking
 - Any Road Regardless of Condition
- Enthused & Confident
 - 7%
 - Frequently Bike
 - Like Designated Facilities Such As Bike Lanes
- Interested but Concerned
 - 60%
 - Occasional Rider
 - Local Roads and Trails
- No Way, No How
 - 33%

Bicycle Types



Not Really This Clear Cut. There Is Movement Between the Groups.

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Developed by Roger Geller, Bicycle Coordinator, Portland Office of Transportation

City of Springboro, Ohio Bicycle and Pedestrian Other Factors that Influence Use

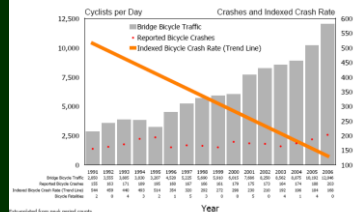


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Safety in Numbers

- The Most Effective Way To Increase the Safety of Pedestrians and Bicyclists is To Increase the Numbers of Pedestrians and Bicyclists
- Pedestrian and Bicycle Safety is A Biggest Concern Where There Are the Fewest Bicycles and Pedestrians

Combined Bicycle Traffic over Four Main Portland Bicycle Bridges Juxtaposed with Bicycle Crashes



Not updated from peak period route

"Crash Rate" represents an indexing of annual reported crashes to daily bicycle trips across the four main bicycle bridges.

In Portland The Number of Crashes Held Almost Steady While the Number of Cyclists Dramatically Increased

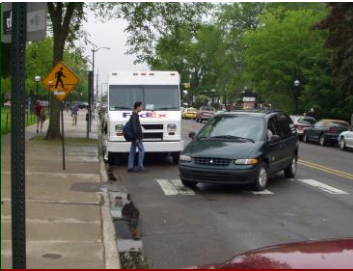
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Safety in Numbers

- The Concept Applies Community Wide and To Specific Locations and Times
- Less Frequent Use Needs More Visible Facilities to Increase Motorists Awareness
- This is The Opposite of How Motorized Facilities Are Dealt With

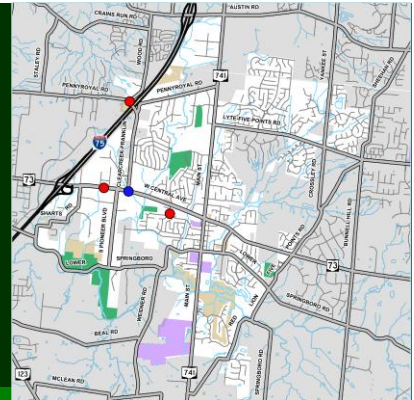


Dangerous Designs and Situations May be Off-Set By Expectations of Encountering Pedestrians.

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Bicycle & Pedestrian Crash Locations

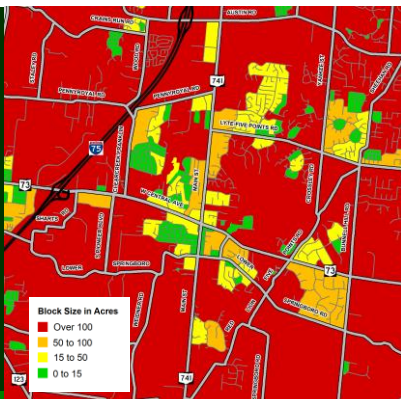
- 5 year period (2006 to 2011)
- 3 Pedestrian Crashes
- 1 Bicycle Crash
- No Fatalities



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Importance of Block Size

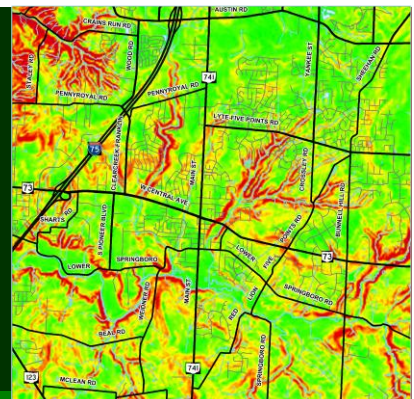
- Numerous studies have shown that the "grain" of the urban fabric is directly associated with the number of people walking and bicycling
- Small blocks permit direct travel
- A grid based network also tends to dissipate traffic and provide alternatives to busy roads



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Influence of Topography

- Study show that utilitarian cyclists would travel 27% farther to avoid each 1% of additional upslope
- Elevation ranges from 693 feet to 1,010 feet, range of 317 feet



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City of Springboro Bicycle & Pedestrian Plan Types of Non-motorized Facilities



- ❖ Along the Streets
- ❖ Crossing Improvements
- ❖ Off-Road Trails

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Providing a Variety of Options

- Need a variety of facilities for both bicycles and pedestrians
- Need to address variables in individual's comfort using different facility types
- May vary by trip purposes




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Options for Travel Along Streets



Bike Lanes & Sidewalks




Shared Roadways



Roadside Pathways

- Bike Routes
- Neighborhood Connectors
- Shared-Use Arrows
- Shared space



Paved Shoulders

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Sidewalk Quality of Service



A – Facility with Vertical Buffer



B – Facility with Buffer



C – Facility along Curb



D – No Facility, but Passable



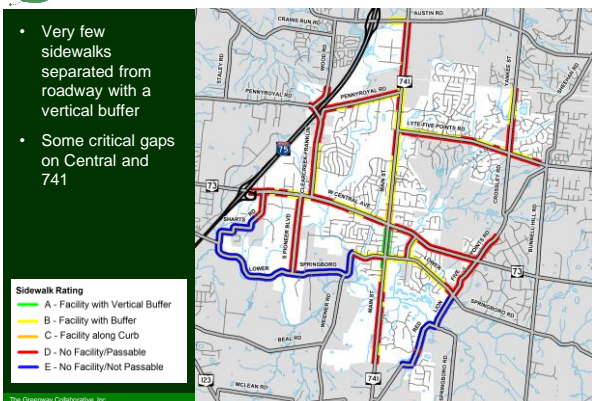
E – No Facility, Not Passable

Sidewalk Widths

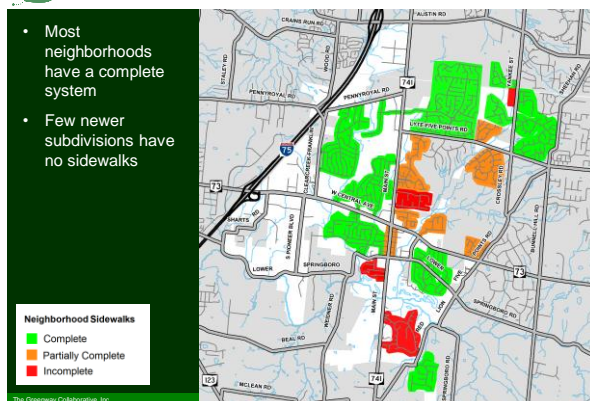
- 5' minimum
- 6' along collectors
- 8' along arterials
- Even wider downtown

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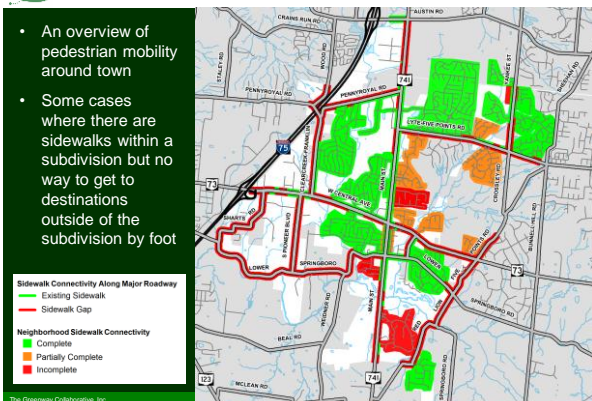
Primary Road Sidewalk Quality of Service



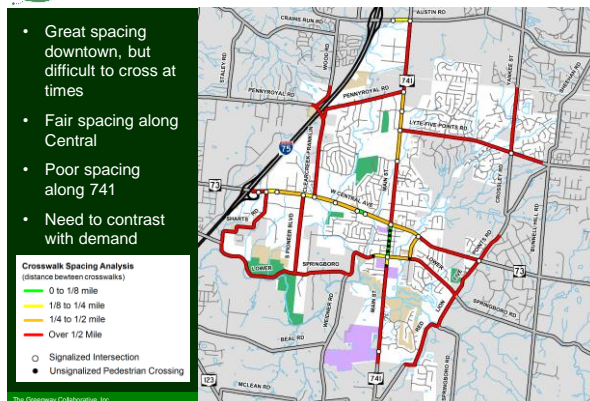
Neighborhood Sidewalk Coverage



Sidewalk Connectivity



Crosswalk Spacing



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Bike Lanes

- Designated travel lane for bicyclists
- Delineated by solid white stripe, bike icon pavement markings and signs
- Bicyclists travel the same direction as motorized vehicles
- 5' minimum width, increase width as speeds and traffic volumes increase



Target Audience: "Enthusied and Confident" Bicyclists

Context: Used on Primary Roads in urban and suburban areas

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Sidewalk/Roadside Pathways vs. Bike Lanes

- Motorists are not looking for bicyclists on sidewalks or roadside paths especially when they are bicycling opposite the flow of traffic
- Bicycling on the sidewalk is generally slower and more inconvenient than bicycling on the roadway.
 - the presence of pedestrians
 - motorists that block the sidewalk or crosswalk.

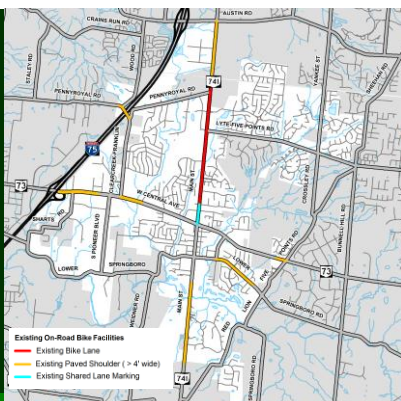


Bike lanes are the current best practice for primary roads to reduce the number of crashes involving motorists and bicyclists

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Existing On-Road Bicycle Facilities

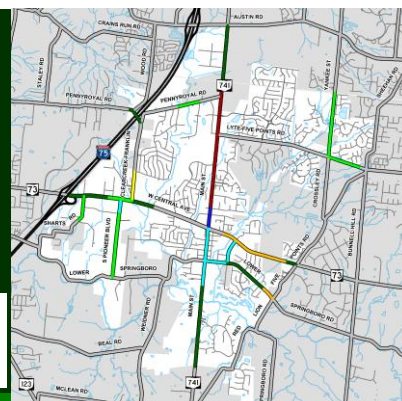
- New bike lanes on 741
- Bits and pieces of paved shoulder / edge stripe on other routes



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Potential Bike Lanes

- Based on Lane Width, Speed Limit, Number of Lanes, & Traffic Volume
- Lane narrowing options on Pioneer Blvd, Yankee St., and Lyte-Five Pointes
- No easy fix for most of Central Ave between Clearcreek-Franklin and 741



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Shared Lane Marking

- Used where a bike lane is not feasible and / or desirable
- Indicated to motorists to expect bicycles
- Indicates to bicyclists to:
 - Ride with traffic
 - Ride a safe distance away from car doors



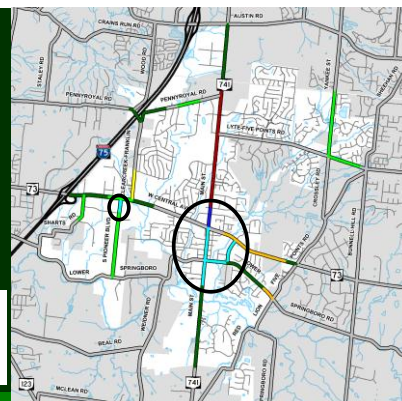
Target Audience: "Enthusied and Confident" Bicyclists

Context: lower speed roads typically in downtown areas with on-street parking

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Potential Shared Lane Markings

- Existing short segment of 741 north of downtown
- Potential in Old Springboro Historic District
- Potential short segment on Pioneer Blvd where bike lanes are not possible



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Bike Routes

- Signs provide wayfinding to key destinations using routes appropriate for most bicyclists
- Often provide a low traffic alternate route to a major road
- Help to identify routes that may not be obvious



Target bicyclist: "Interested but concerned"

Context: generally used on local residential roads and rural routes with moderate speed and traffic volumes.



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Neighborhood Connectors

- AKA Bicycle & Pedestrian Boulevards
- Primarily on low speed, low traffic volume local roads with connecting pathways
- Often include traffic calming
- Often are an alternate route to a major road
- May have sustainable design elements, such as porous pavement and rain gardens



Target audience: "Interested but Concerned" bicyclists

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Neighborhood Greenways

- Neighborhood Connector Plus
 - Rain gardens
 - Permeable pavements
 - Native plantings
- Can be avant-garde or traditional in appearance



Many design elements serve multiple functions; making the street more pedestrian and/or bicycle friendly while introducing sustainable elements



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Additional Neighborhood Greenways Elements

- Art – linear art park
- Community gardens
- Bicycle parking
- Pedestrian amenities
- Make It "Special"



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Developing a Neighborhood Connector

- Start with a typical local roadway



Evolution of a neighborhood connector

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Developing a Neighborhood Connector

- Mark Bike Routes
 - Include destinations and distances
- Put in basic pedestrian facilities



Evolution of a neighborhood connector

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Developing a Neighborhood Connector

- Add traffic calming
 - Mini-roundabouts
 - Curb extensions
 - Medians



Evolution of a neighborhood connector

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Developing a Neighborhood Connector

- Add sustainable street elements
 - Permeable pavements
 - Rain gardens in the curb extensions



Evolution of a neighborhood connector

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Neighborhood Connectors

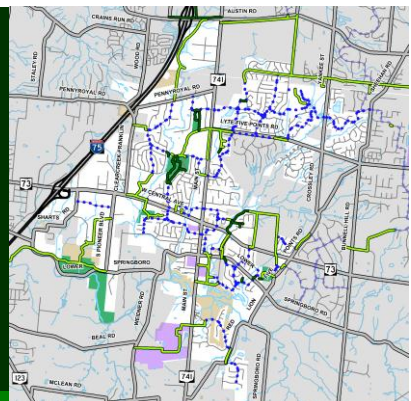
- Provide good crosswalks at major roadway intersections
- Great for Safe Routes to Schools
- Good wayfinding signage is critical
- Some routes may be enhanced to become urban greenways



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Potential Neighborhood Connectors and Trails

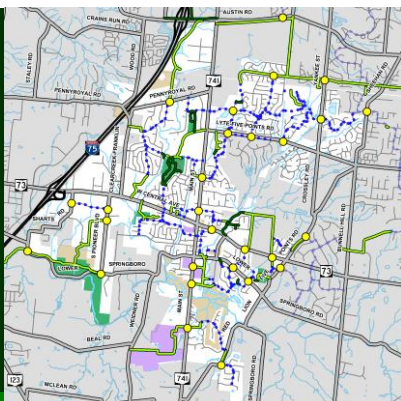
- Provide alternative to busy roads such as 741 and 73
- Provide connections to parks and schools
- Provide access to commercial areas
- Link neighborhoods



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Road Crossing Improvements

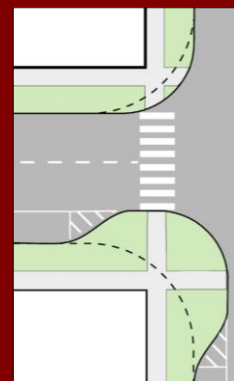
- Provide safe ways to cross busy roads between signals
- Align with Neighborhood Connectors and Trails
- Align with Safe Routes to School



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Curb Extensions

- Minimizes crossing distance
- Better for seniors
- Better visibility at corners
- Reduces illegal parking
- Shorter crosswalk equals longer "walk" signal time and reduces the clearance interval (flashing "don't walk" time)
 - Walking "pace" used to calculate signal timing being slowed from 4 feet per second to 3.5 feet per second



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Raised Intersections

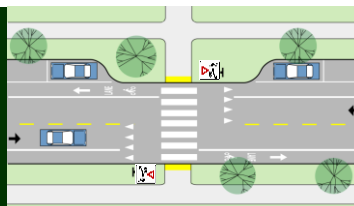
- The entire intersection is raised to the level of the sidewalk
- Gentle ramp up to intersection provides a traffic calming effect
- Can be used in combination with special paving to further emphasize pedestrian nature of the area



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Mid-block Crossing with On-Street Parking

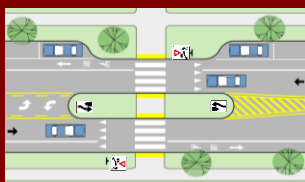
- Curb extension places pedestrian into the sightlines of oncoming vehicles
- Reduces the potential of "dart-out" type crashes
- Areas simply marked off for no-parking often become default loading zones



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Crossing Islands

- Ability to cross the street in two stages
- Only requires a gap in traffic from one direction at a time
- Zig-Zag Crossing Provide Room for Multiple Bicycles, Trailers and Tandems
- Lighting is key



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Rectangular Rapid Flash Beacon

- High intensity LED flashers that are paired with crosswalk signs to get motorists attention when the crosswalk is in use
- Push-button or passively activated (automatic detection)
- Can be linked to advanced warning signs with LED flashers
- Can be used in conjunction with crossing islands



Most important aspect is that the flashers are only on when someone is about to or is crossing the road

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Pedestrian Hybrid Beacon

- Good for locations where crossing islands are not practical or feasible
- Evaluation of 21 locations found a 69% reduction in pedestrian crashes after installation
- Minimal delay to motorized vehicles



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Off-Road Trails

- A Shared Use Path Outside of a Road ROW
- Suitable for Bicyclists and Pedestrians
- Complement, But Do Not Replace On-road Facilities
- Wonderful Recreation Resource
- Great Place for Inexperienced Bicyclists to Build Skills



Provide Transportation and Recreation Links with Minimal Exposure to Motorized Vehicles

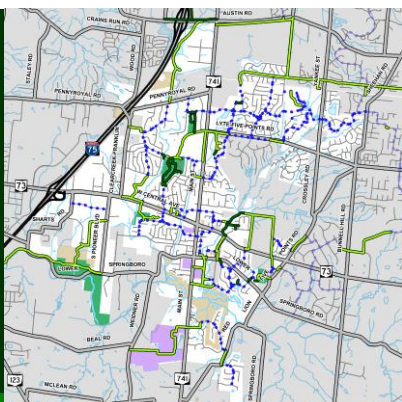
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Potential Off-Road Trails

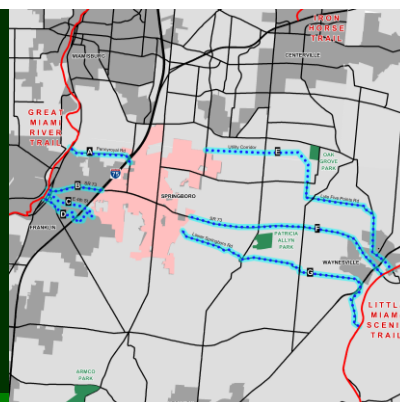
- Along Utility Corridor
- Connecting schools
- Provide connections to Clearcreek and E. Milo Beck Park
- Short pathways connecting neighborhoods
- Utilize Undeveloped Areas



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Regional Off-Road Trail Connections

- Great Miami River Trail
- Little Miami Scenic Trail
- Iron Horse Trail



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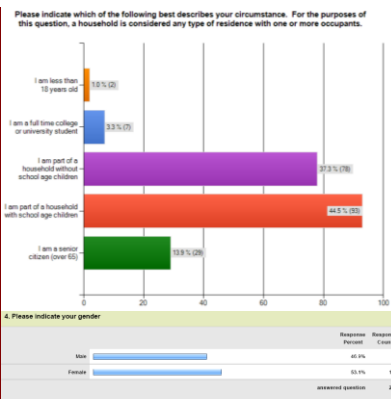
City of Springboro, Ohio Bicycle and Pedestrian Plan Web Survey Results



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Web Survey

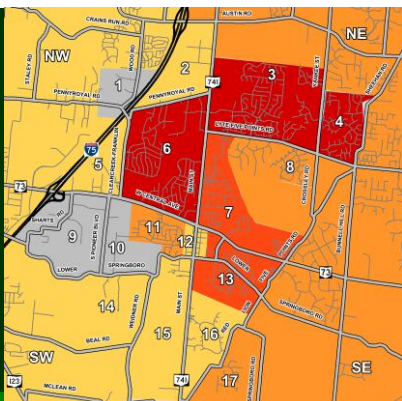
- Available July 9th - 20th
- 213 surveys started
- 180 surveys completed
- 83% of respondents are Residents of the City of Springboro



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Web Survey – Where Participants Live

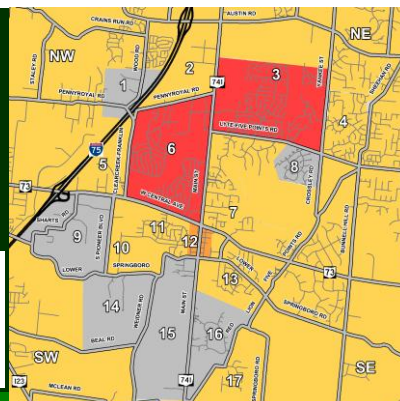
- Zones 6, 3, & 4 heavily represented



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Web Survey - Where Participants Work

- Zones 6 and 3 heavily represented



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Web Survey – Primary Mode of Transportation

Current Primary Mode of Transportation to Work:

- 67.3% Drive
- 3.9% Bicycle
- 0.5% Walk

3. What is your primary mode of transportation for the following types of trips? Please select walking, bicycling, bus, motorcycle, drive yourself, passenger or other. If you don't typically make a particular trip type select "Not Applicable"

	Not Applicable	Walking	Bicycling	Bus	Motorcycle	Drive Yourself	Passenger	Other	Response Count
To Work	24.9% (51)	0.5% (1)	3.9% (8)	0.5% (1)	1.5% (3)	67.3% (138)	1.0% (2)	0.5% (1)	205
Education/School	66.9% (127)	0.5% (1)	1.0% (2)	10.0% (21)	0.0% (0)	19.1% (37)	1.0% (2)	0.5% (1)	194
Shopping & Personal Business	0.5% (1)	0.0% (0)	3.4% (7)	0.0% (0)	0.0% (0)	93.7% (193)	1.9% (4)	0.0% (0)	206
Leisure & Recreation	1.0% (2)	9.3% (19)	24.4% (50)	0.0% (0)	2.4% (5)	67.8% (138)	1.5% (3)	0.5% (1)	205
Other	25.7% (29)	20.4% (23)	15.9% (18)	0.0% (0)	0.9% (1)	31.9% (36)	0.9% (1)	4.4% (5)	113
Other (please specify)									25
answered question									208
skipped question									5

Web Survey – Frequency of Walking and Bicycling

Transportation Trips:

- 12% WALK daily or weekly
- 16% BIKE daily or weekly
- 34% said they would WALK daily or weekly if facilities were available
- 39% said they would BIKE daily or weekly if facilities were available
- Significant potential increase in number of walk or bicycle for transportation

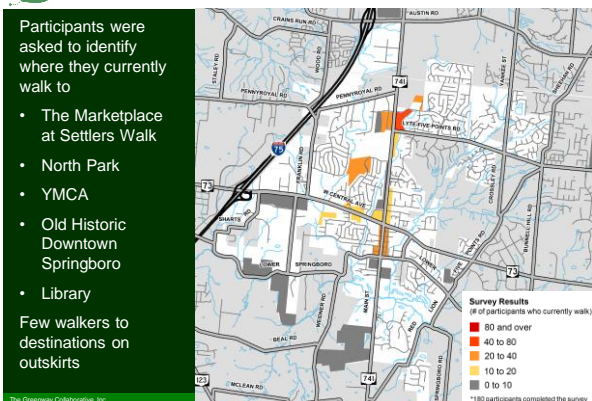
1. Please describe how frequently you walk and bicycle for the following types of trips.

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Walk for fun and/or exercise	54.8% (88)	33.0% (56)	17.0% (28)	11.5% (19)	4.0% (6)	208
Walk for transportation	2.6% (5)	9.2% (15)	9.7% (16)	46.8% (78)	37.2% (61)	196
Bicycle for fun and/or exercise	13.0% (21)	30.8% (52)	14.0% (23)	10.7% (18)	22.2% (36)	203
Bicycle for transportation	4.6% (8)	11.9% (20)	6.2% (10)	25.3% (42)	52.0% (86)	194
Run/Jog for fun and/or exercise	16.7% (27)	14.6% (24)	7.6% (12)	19.7% (32)	40.4% (66)	168

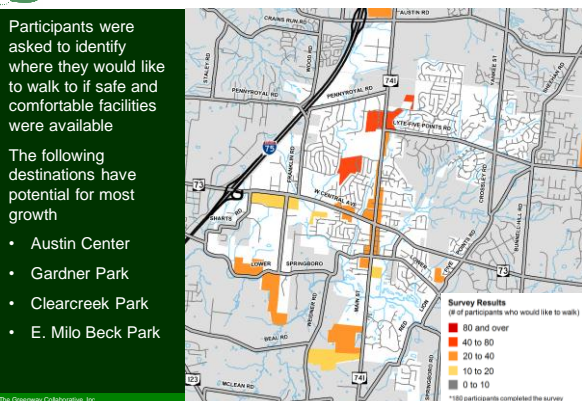
2. If a system of sidewalks, pathways, crosswalks, bike lanes, etc. is constructed that you would be comfortable using, how do you think that would change your walking and bicycling habits?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Walk for fun and/or exercise	44.7% (88)	28.9% (57)	10.2% (20)	9.6% (19)	6.6% (13)	197
Walk for transportation	12.4% (24)	21.6% (42)	19.6% (39)	36.2% (71)	30.1% (59)	194
Bicycle for fun and/or exercise	26.0% (51)	32.0% (64)	16.0% (32)	6.0% (12)	14.0% (28)	208
Bicycle for transportation	10.6% (21)	21.9% (43)	14.3% (28)	20.4% (40)	26.8% (53)	196
Run/Jog for fun and/or exercise	22.2% (42)	15.9% (30)	8.5% (16)	12.7% (25)	40.7% (77)	189

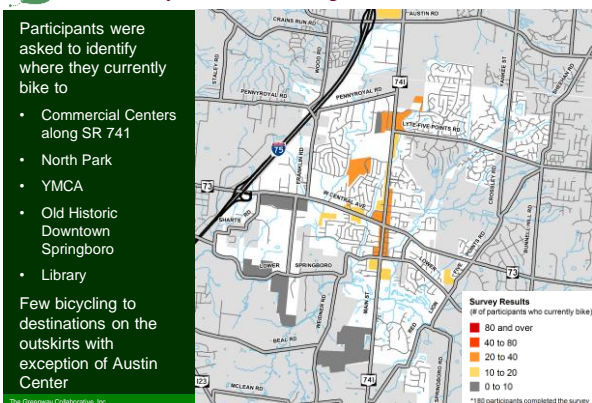
Web Survey – Current Walking Destinations



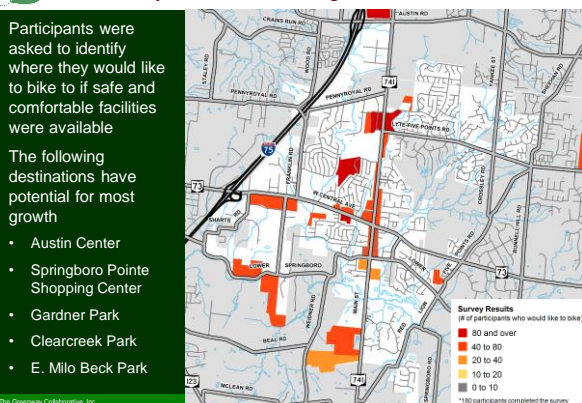
Web Survey – Potential Walking Destinations



Web Survey – Current Biking Destinations



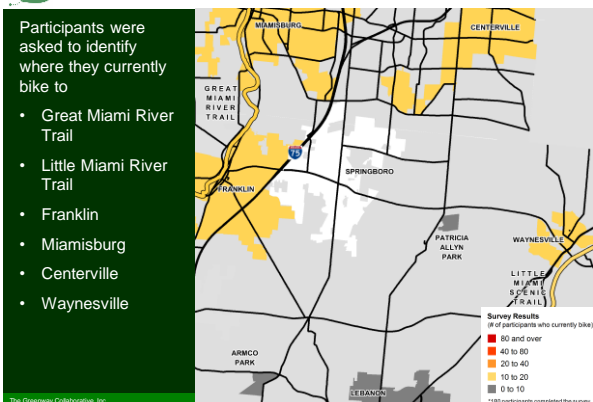
Web Survey – Potential Biking Destinations



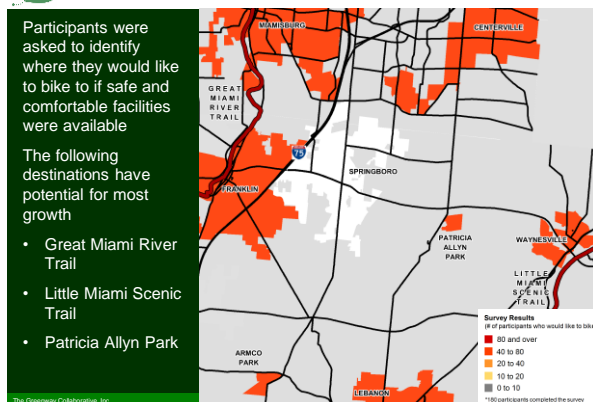
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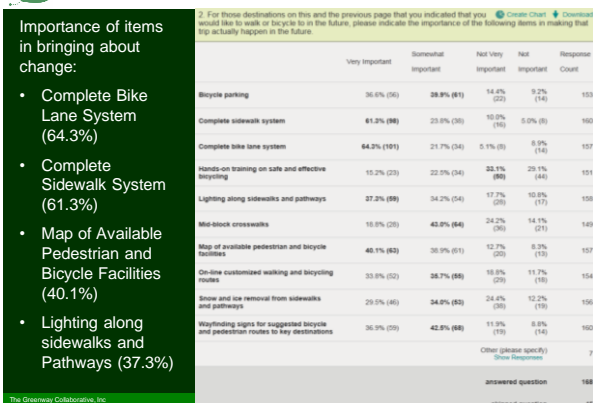
Web Survey – Currently Bike to Regional Destinations



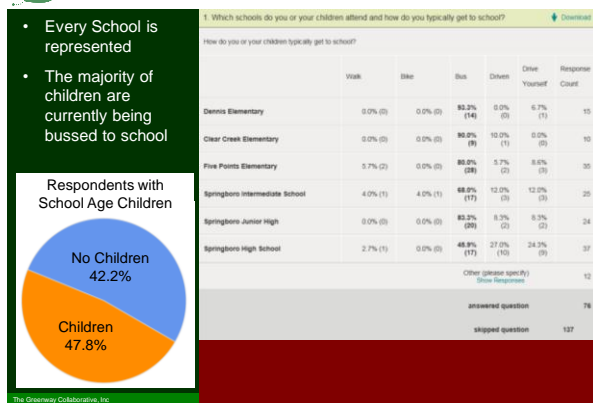
Web Survey – Potential to Bike to Regional Destinations



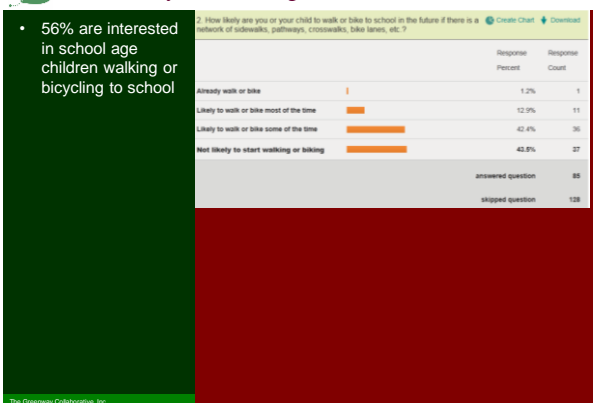
Web Survey – Bringing About Change



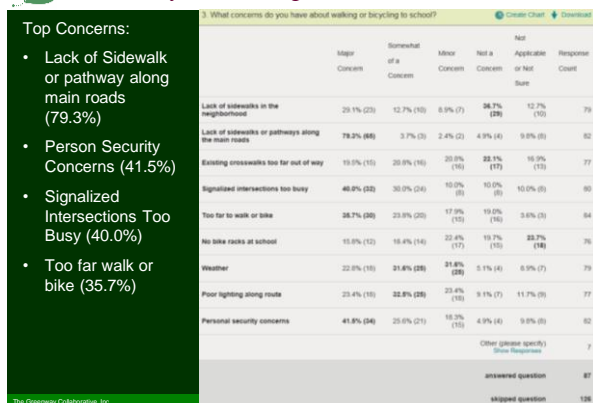
Web Survey – School Age Children



Web Survey – School Age Children



Web Survey – School Age Children Concerns



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Web Survey – Off Road Trails

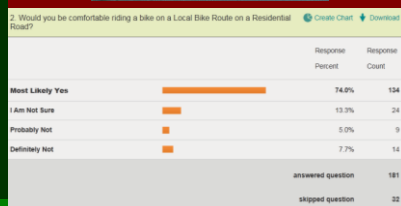
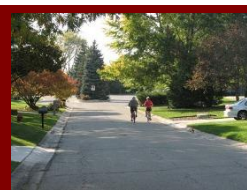
- A paved pathway that is located away from the roadway that are at least 10' wide
- Found along utility corridors, abandoned rail corridors and undeveloped land



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Web Survey – Local Bike Route on a Residential Road

- Residential or local road that is 2 lane road, 25 mph and may include short connecting pathways
- Routes includes wayfinding signage to near-by destinations



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Web Survey – Bike Lane on a Minor Road

- Travel lane dedicated to bicycle travel that are at least 5' wide where bicycle travel the same direction as motor vehicle traffic
 - 2 to 3 lane road
 - 35 mph
 - few trucks



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Web Survey – Bike Lane on a Major Road

- Travel lane dedicated to bicycle travel that are at least 5' wide where bicycle travel the same direction as motor vehicle traffic
 - 4 to 5 lane road
 - 45 mph or greater
 - Truck traffic



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Web Survey – Regional Bike Route on Rural Road

- Bike Routes that is designated with signage where bicyclist ride in the roadway with the flow of traffic
 - 2 lanes
 - 45 to 55 mph
 - No paved shoulder

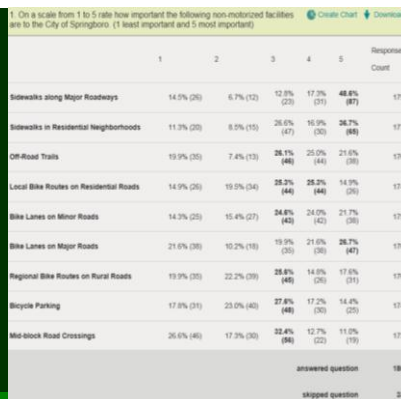


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Web Survey – Non-motorized Plan Priorities

Top Priorities:

- Sidewalk Along Major Roadways (48.6%)
- Sidewalks in Residential Neighborhoods (36.7%)
- Bike Lanes on Major Roads (26.7%)



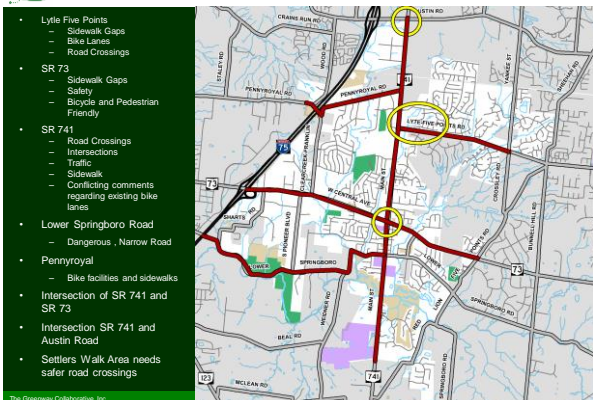
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Web Survey – Places of Concern



Web Survey – Projects Outcomes

Top Outcomes:

- More Sidewalks
- Bike Trails separate from Motor Vehicles
- Connections to Major Destinations
- More Bike Lanes
- Connections to Existing Trails

Project Outcomes

	Priority 1	Priority 2	Priority 3	Total
1 More Sidewalks in General	15	12	9	31
3 Bike Trails separate from Motor Vehicles	16	9	6	31
2 Connections to Major Destinations	10	11	6	22
3 More Bike Lanes	5	11	6	20
4 Connections to Existing Trails	10	4	5	19
5 Safety	12	3	2	17
5 Exercise / Health	8	7	1	16
6 Increase in Non-motorized Trips	7	8	0	15
7 Connections to Regional Destinations	5	2	5	12
7 Bike Friendly Community	2	5	5	12
8 Bike to School	4	3	3	10
8 Sidewalk on Major Roads	5	4	1	10
9 Crosswalk Improvements	2	5	2	9
9 Motorist Education	1	6	2	9
9 Walk to School	3	5	1	9
10 Family	7	2	0	9
10 Bike to Businesses/Commercial Centers	3	4	2	9
11 Recreation	4	1	2	8
11 Lighted Walkways	3	2	1	6
12 Non-motorized Education	1	4	1	6
12 Bike Parking	0	0	6	6
13 Maintenance	0	5	0	5
13 Easy/Convenient Facilities	4	1	0	5
13 Connections to Parks	3	2	0	5

Only comments listed 5 or more times were included in this spreadsheet. Some of the other items that were mentioned included: signage, concerns with cost, eco-friendly, more sidewalks in neighborhoods, connections between neighborhoods, friendly community, respect between motorists and bicyclists



Draft Vision and Goals and Objectives

Vision

A family friendly bicycle and pedestrian community that provides safe, convenient and comfortable access to parks, schools and business areas around town as well as connections to regional trails.

Goals

- Infrastructure**
Establish a multi-faceted bicycle and pedestrian infrastructure to serve the needs of a variety of bicyclists and pedestrians.
- Behavior Change**
Inspire residents of Springboro and surrounding areas to walk and bicycle more for both recreation and transportation
- Culture Change**
Institute a culture that embraces all modes of transportation and promotes understanding between individuals regardless of their means of transportation or abilities



Infrastructure Goal

Goal

Establish a multi-faceted bicycle and pedestrian infrastructure to serve the needs of a variety of bicyclists and pedestrians.

Objectives:

- Ability to walk to all destinations throughout the city on a complete network of sidewalks
- A network of bike trails separate from roadways
- Safe and comfortable connections to surrounding communities and regional trails
- A system of bike lanes and road crossing improvements on the major roadways



Behavior Change Goal

Goal

Inspire residents of Springboro and surrounding areas to walk and bicycle more for both recreation and transportation

Objectives:

- Increase in the number of children walking and bicycling to school
- Improve the safety for those who choose to bike or walk through the number of users and education
- A marked improvement in community health achieved through increased physical activity
- Encourage increased walking through well maintained facilities and community outreach



Behavior Change Goal

Goal

Institute a culture that embraces all modes of transportation and promotes understanding between individuals regardless of their means of transportation or abilities

Objectives:

- Ability of persons with physical or cognitive impairments to travel throughout the community independently and with dignity
- Improved understanding of the key safety issues between the different modes
- Reduction in the number of harassment and verbal altercation between the different modes



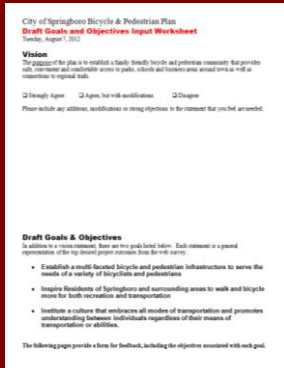
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Exercise: Draft Goals and Objectives

- Select if you Strongly Agree, Agree or Disagree with the Vision, Goals and Objectives
- Provide comments on any additions, modification or strong objections for each section
- You have 10 Minutes for this exercise



Group Exercise: Role Playing

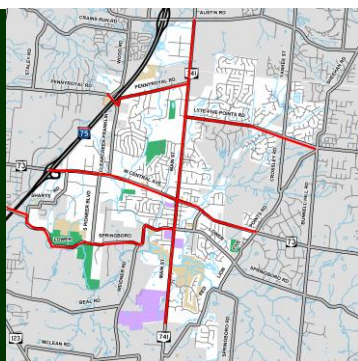
- Each group has been given a different character that needs help navigating the non-motorized system in Springboro
- Determine the route you would take and describe the issues and potential solutions
- At the end of the exercise each group is going to present
- You have 10 minutes for this exercise



Using the Yellow Marker, Highlight Route on Map.

Group Exercise: Priority Corridors

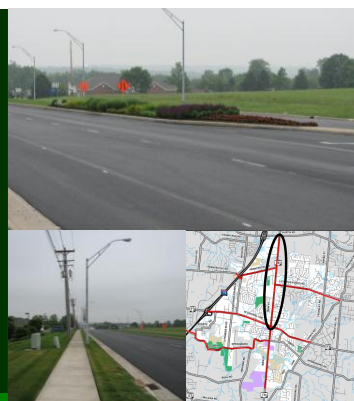
- Based on web survey input, a few corridors have been identified as issue areas to focus on
 - S.R. 741 / Main Street
 - S.R. 73 / Central Ave
 - Lytle-Five Points Road
 - Lower Springboro Road
 - Pennyroyal Road



First we are going to give a brief overview of each corridor before you split back into your groups to do the exercise.

S.R. 741 / Main St (North of S.R. 73)

- Commercial Destinations
- Busy Road
- Lots of Traffic
- Sidewalk Gaps
- Large Gaps between Road Crossings
- Conflicting opinions regarding the new bike lanes
- Safety Concerns



S.R. 741 / Main St (Old Historic Downtown Springboro)

- Commercial Destinations
- A Complete Sidewalk System
- Difficulty crossing road at intersections



S.R. 741 / Main St (South of Old Historic Downtown)

- Five School located along this Corridor
- Sidewalk Gaps
- School Traffic
- Large Gaps between Road Crossings
- High Speeds near High School Campus
- Existing Wide Paved Shoulders
- Safety Concerns



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S.R. 73 / W Central Ave (West of S.R. 741)

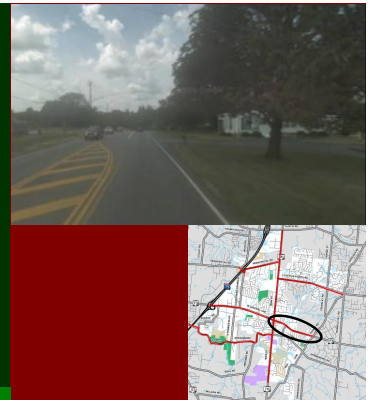
- Many Commercial Destinations
- Busy Road
- Lots of Traffic
- Sidewalk Gaps
- Existing Road Crossings Need Improvements
- Bicycle and Pedestrian Friendly Corridor Desired
- Safety Concerns



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S.R. 73 / E Central Ave (East of S.R. 741)

- Sidewalk Gaps
- Large Gaps between Road Crossings
- Safety Concerns



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Lytle-Five Points Road

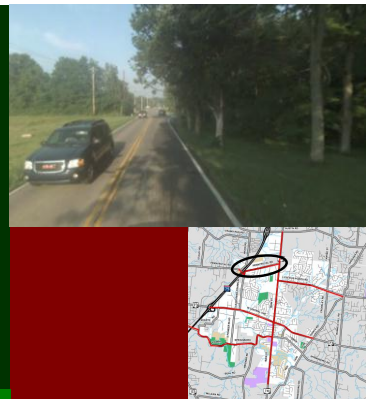
- Services Residential Neighborhoods
- Sidewalk Gaps
- Large Gaps between Road Crossings
- Bicycle Facilities Desired
- Used to get to the Little Miami Scenic Trail



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Pennyroyal Road

- Services Residential Neighborhoods
- Sidewalk Gaps
- Large Gaps between Road Crossings
- Bicycle Facilities Desired
- Used to get to the Great Miami River Trail



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Lower Springboro Road

- Connects to Parks
- Sidewalk Gaps
- Large Gaps between Road Crossings
- Bicycle Facilities Desired
- Narrow Road
- Steep Elevation Changes
- Limited Visibility
- Used to get to the Great Miami River Trail



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Group Exercise: Priority Corridors

- As a group discuss the potential improvements for each corridor
- Individually put a check in the box of the improvement that you would like to see along each corridor
- Grey box mean that the improvement is not a realistic solution for that corridor
- You have 10 minutes for this exercise

Corridor	Improve	Improve	Improve	Improve	Improve	Improve
S.R. 73 / W Central Ave (West of S.R. 741)	III	II	I	II	II	I
S.R. 73 / E Central Ave (East of S.R. 741)						
Lytle-Five Points Road						
Pennyroyal Road						
Lower Springboro Road						

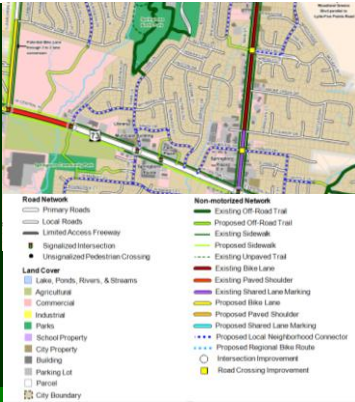
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Group Exercise: Neighborhood Connector and Trails

- **Please Review:**
 - Neighborhood Connector Routes
 - Proposed Pathways
 - Road Crossing Improvements
- **Use markers on map to indicate**
 - Alternative routes
 - Alternative facilities
 - Concerns with proposals
- **15 Minutes**



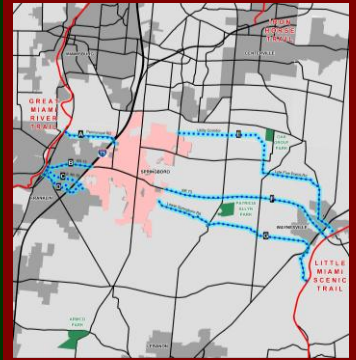
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Group Exercise: Regional Trails

10 Minutes

- Determine which route is the best way to get to the near-by regional trail and identify some of the current issues with those routes



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Comment Cards

- Due to the tightly structured meeting, comment cards are available for any additional comments you would like to share with the design team

[illegible]

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Next Steps

- Evaluate Visioning Workshop Input
- Draft Recommendations
- Preliminary Plan Open House
 - Tuesday, Sept. 18th at City Hall
 - 6:00 to 8:00 PM

Legend:

- Task Duration
- Web Webinar
- Web CPAC Meetings
- in-person CPAC Meetings
- Community Workshops

Timeline:

Task	Start Date	End Date
Project Initiation	May 21	June 25
Inventory and Analysis	May 21	July 23
Draft Recommendations	May 21	Sept. 14
Implementation Action Plan	May 21	Oct. 22
Master Plan	May 21	Dec. 17
Public Engagement	May 21	Dec. 17

Community Workshops:

Workshop Name	Date
Community Plan Open House	Aug. 7
Preliminary Visioning Workshop	Sept. 18
Public Hearing	Dec. 4

The Information Gathered at These Meetings are Critical in Guiding the Project

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Questions or Comments



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