

City of River Falls Bike & Pedestrian Steering Committee



AGENDA

**October 5, 2022 at 6:30 p.m.
City Hall – Foster Conference Room
222 Lewis Street River Falls, WI 54022**

6: 30 CALL TO ORDER

APPROVAL OF AGENDA

PUBLIC COMMENTS

ACTION ITEMS

ENGAGEMENT UPDATE

1. Online comments
2. Walking tour
3. Biking tour

BICYCLE AND PEDESTRIAN NETWORK RECOMMENDATIONS

1. Review and respond to draft network improvement recommendations
2. Prioritization of projects

PROGRAM AND POLICY RECOMMENDATIONS

1. Review policy, education, encouragement, and evaluation recommendations

NEXT STEPS

ADJOURN

Next meeting November, 2nd 2022 6:30 PM

PLAN, PROGRAM AND POLICY EVALUATION

To:	Sam Burns and Amy Peterson, City of River Falls
From:	Maria Wardoku and Erin Daly Davenport, Alta Planning + Design
Date:	September 13, 2022
Subject:	River Falls Bike and Pedestrian Plan

INTRODUCTION

The Plan, Program and Policy Evaluation outlines the existing planning foundation for the City of River Falls. Work by City staff, the University of Wisconsin River Falls (UWRF), and a number of partners has helped the city grow to become what it is today. The following sections identify plans, programs and policies from a number of documents that are especially relevant for the future of biking and walking in River Falls. The Bike and Pedestrian Plan is building off of this foundation to guide future plans, policies and infrastructure for biking and walking around the city.

EXISTING PLANS, PROGRAMS AND POLICIES

UNIVERSITY OF WISCONSIN RIVER FALLS

Campus Master Plan (2011)

The transportation components of the Campus Master Plan lay out a vision for a more pedestrian and bicycle friendly campus, with a future horizon year of 2025. While now dated, the plan communicates important priorities for the future of getting around UWRF.

The plan features new automobile circulation and parking placement to get cars out of the central campus, returning that space to pedestrians. The plan outlines an east-west promenade across campus with minor sidewalks connecting the central spine to building entrances. It also calls for two north-south paths to connect the academic core to the south campus sports and recreation complex, as well as

Technical Memorandum

to the north across Cascade Avenue. A new "ring road" parkway would trace along the north side of the river to provide vehicle access away from the campus core, as well as provide bicycle facilities and sidewalks.

The plan also establishes concentrated entry points to campus through a series of gateways. The main entry to campus will be the Sixth Street roundabout, designed with enhanced signage. The other entries to campus will make up a series of minor gateways.

CITY OF RIVER FALLS

Sterling Ponds Park Plan (2020)

The Sterling Ponds Park Plan outlines the current and future land uses around the Sterling ponds residential and corporate developments at the north edge of River Falls. This includes plans for existing and planned park space, as well as the existing facilities for people walking and biking around this portion of the city (see Figure 1). There are currently 494 residents in the Sterling Ponds Neighborhood with an estimated future 1,190 residents upon full buildout of the remaining lots.

The plan states that, as a result of changing market conditions, what began as a master-planned neighborhood developed as a series of independent subdivisions. As a result, it notes that pedestrian connections are lacking between sections of the development. This gap was noted by Public Works before this plan was completed, and also reinforced by residents surveyed on their preferred park amenities. Survey results showed that paved walking or biking paths were the top-rated amenity, with half of respondents choosing paths as their first or second choice amenity.

Two opportunities for improved bicycle and pedestrian access in the future are Old Jersey Road and Huppert Street, which could be developed into non-motorized/emergency-access only trails.

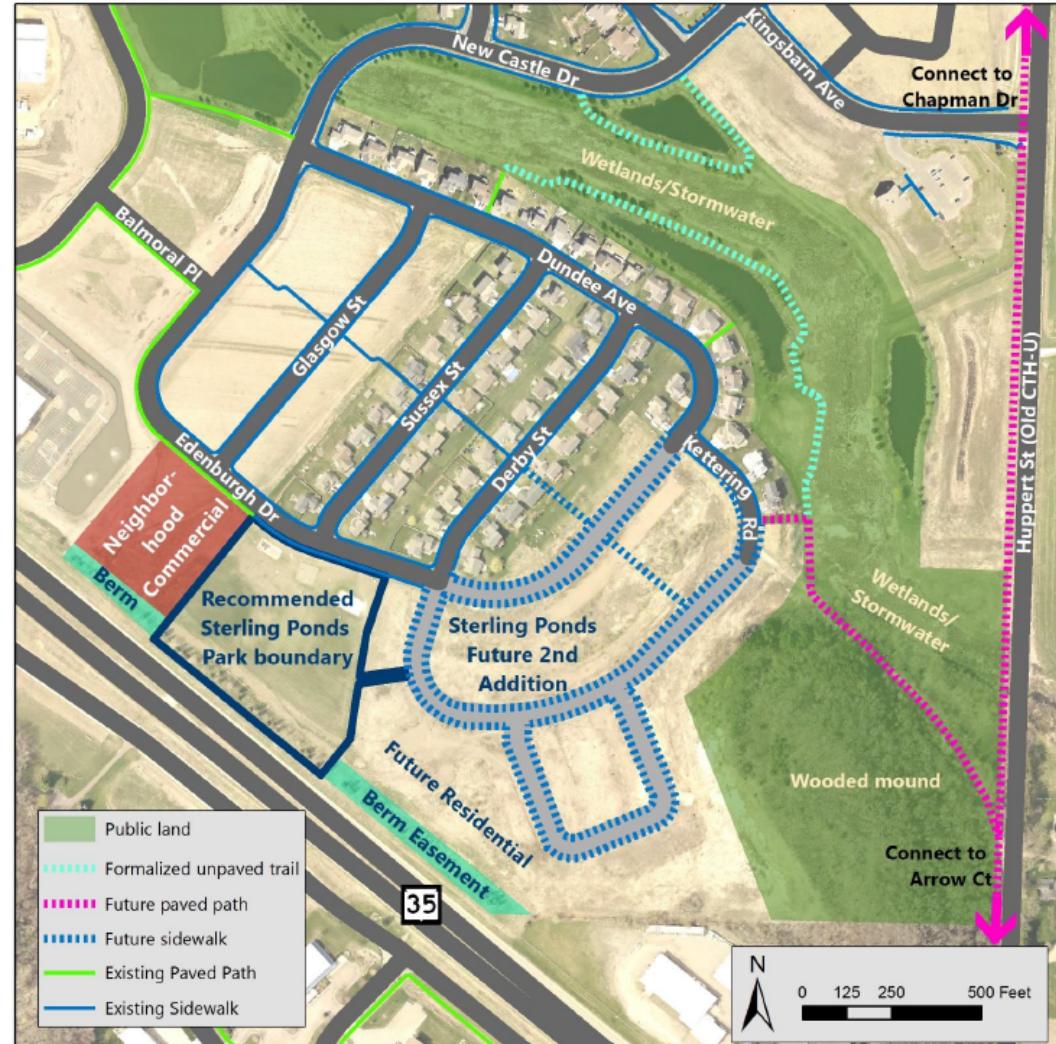


Figure 1 Neighborhood Concept from the Sterling Ponds Park Master Plan

Campus Corridor Concept (2020)

In Partnership with Chippewa Valley Technical College – River Falls Campus and the University of Wisconsin River Falls

This plan outlines a series of redevelopment concepts at campuses across River Falls, consistent with existing City and campus master plans. These concepts are solely a marketing tool for developers and not intended to be a policy tool. However, they do highlight how policy decisions can impact the form of future coordinated development around River Falls. The plan focuses on four districts surrounding the UWRF campus and the CVTC campus, including the Broadway, West Cascade, Central Cascade and East Cascade Districts.

The plan includes notable considerations for biking and walking, based on where future development would create additional trip demand. For one, South Second Street is identified as a natural gateway into the UWRF campus. Plans for the Central Cascade District include a new parking ramp and a mixed use/retail development at South Second Street and East Cascade Avenue. New medium-density student housing is suggested for Spring Street.

In the East Cascade District, the plan looks forward to the four-lane expansion of Highway 65 and the reconstruction of East Cascade Avenue as opportunities for improving biking and walking infrastructure. From a land use perspective, the plan suggests additional student housing on South Wasson Lane. The West Cascade District has potential for additional redevelopment at South Main Street and Cascade Avenue, focusing development density near South Main Street and closing access to Vine Street, as shown in Figure 2. Development here would likely be mixed use residential and retail, catering to students and young professionals.

The Broadway District currently contains offset intersections and vacant properties, along with single and multifamily residential. Redevelopment in this area is proposed to include a mix of housing and services



Figure 2 Future Development Concept for the West Cascade District

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meant to serve the UWRF and broader River Falls community, including office space and housing for UWRF staff and young professionals. To support this vision, the plan proposes changing the street grid to close Park Street to the east of South Main Street, and extend Foster Street (a lighted intersection) to provide access to new development. Plans are shown in Figure 3 below.

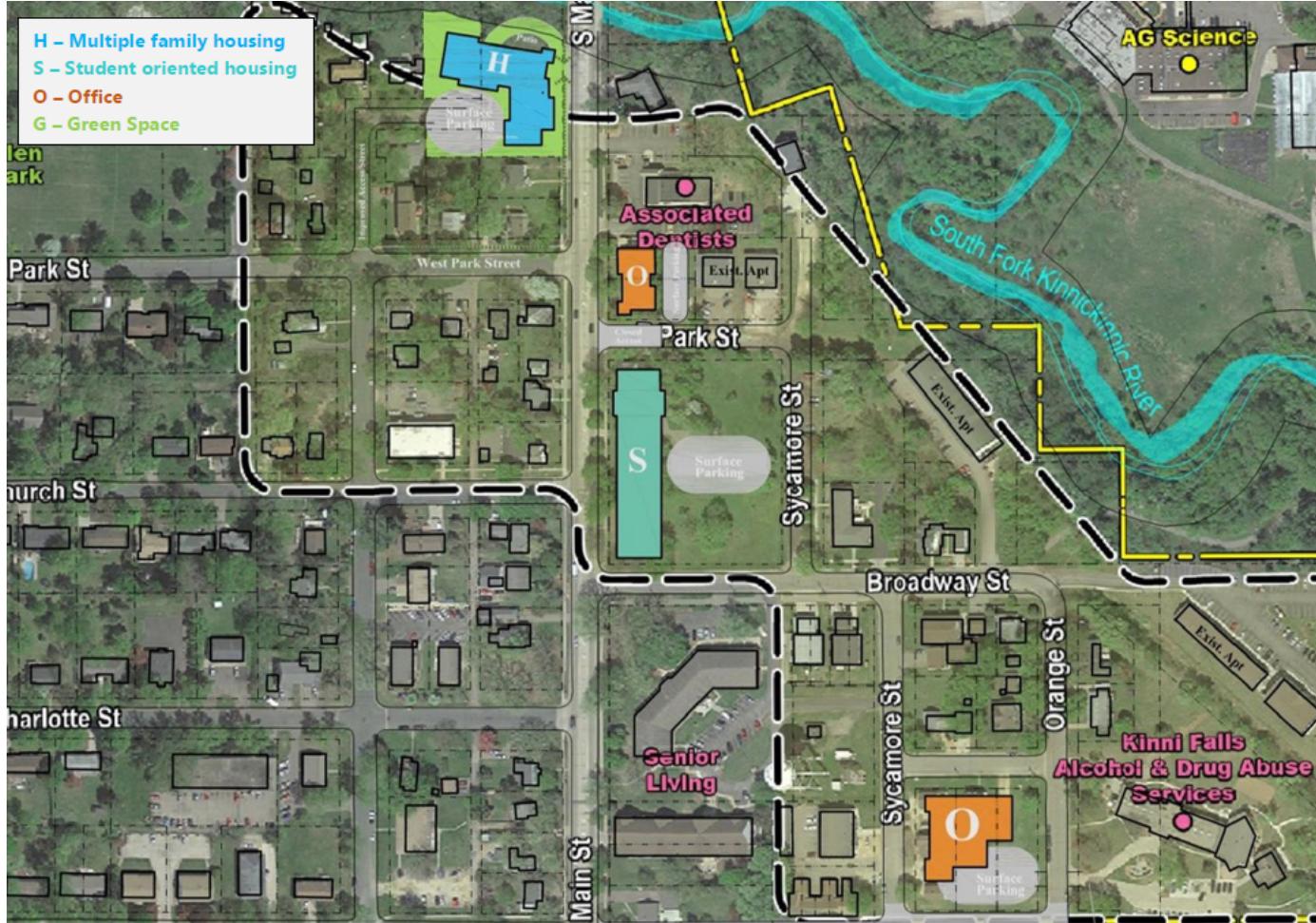


Figure 3 Future Development Concept for the Broadway District

Kinnickinnic River Corridor Plan (2018)

This plan provides a community-based vision and framework for the future of the Kinnickinnic River corridor. It includes consideration of parks and recreation, natural resources, access and connectivity, and land use and economic development. As a foundational part of the plan, the project team pulled together a list of access and connectivity priorities that residents had expressed in previous public engagement efforts around the river. These include, but are not limited to:

- Better connect the community with the river
- Enhance the River Walk
- Address ADA (accessibility)
- Enhance hiking and biking opportunities
- Complete gaps in sidewalk/trail connections
- Include more bike/ped bridges
- Better connect the north and south sides of the city
- Create more loop trails
- Create more trailheads downtown
- Implement safe roadway crossings
- Improve on-street bicycle facilities
- Provide more off-road ped/bike paths
- Use railroad grade to develop regional trail

Opportunities identified in the plan are organized into three sections along the Upper, Middle, and Lower Kinnickinnic, or "Kinni." Strategies for more biking and walking infrastructure along the Upper Kinni include widening and paving shoulders on county roads, and implementing more off-road trails along the riverfront. For the Middle Kinni the plan recommends resurfacing the old railroad trestle bridge to connect the east-west sides of the river, extending Elm Street as a festival street to Second Street/Ostness Park, adding a path/trail connection from Junction Dam to the Lower Glen Flats area, and incorporating loop trails. Along the Lower Kinni the plan recommends adding a trail connection to downtown/Main Street. The full recommended network of biking and walking infrastructure is mapped in the plan in Figure 5.4 (not pictured here).

The plan also includes recommendations for green infrastructure throughout the study corridor. The plan provides a number of green infrastructure ideas based on the context, from small to large sites, street design, regional and building design. Specifically, the plan recommends integrating permeable paving, rain gardens and bioswales with the expansion of biking and walking infrastructure and new public space.

South Main Street Corridor Study (2016)

This study focuses on the future of South Main Street from Cascade Avenue to Cemetery Road. The corridor is becoming increasingly dense with new UWRF, retail and residential land uses, and this study sets a vision for the future (re)development of the corridor. Development projections and recommendations are provided, organized into four key segments of South Main Street, shown in Figure 4.

Overall the study identifies insufficient biking and walking infrastructure as notable weaknesses along the corridor. This includes missing or inadequate sidewalks (including on the bridge), missing trail connections, and unprotected bike lanes. Looking forward, the plan suggests the following goals for the South Main Street corridor:

- Focus on transportation facilities to improve connectivity through the corridor and to adjacent neighborhoods for all modes of transportation.
- Enhance South Main Street as an important City gateway by improving the overall aesthetics of the corridor, (lighting, landscaping, signage (wayfinding) etc.

The study includes further recommendations for pedestrian and bicycle access, traffic calming, and additional elements of walkway and streetscape design that would result in an improved pedestrian experience along South Main Street.



Figure 4 South Main Street Subareas

Sidewalk Infill Report (2016)

This report compiled a database of existing and potential sidewalks, including priority attributes for park or school proximity, speed limit and characteristics of the adjacent street, etc. Data also included cost attributes such as the number of trees and distance of driveway crossing, as well as general attributes such as the length and width of the existing sidewalk. City staff then surveyed residents about the features that are most important to them and where they frequently walk. Using the results, staff created a priority ranking for sidewalk improvements, identifying the top ten percent of infill sidewalks.

Figure 5 identifies infill sidewalks across River Falls in red, with the top ten percent of priority infill sidewalks highlighted in yellow.

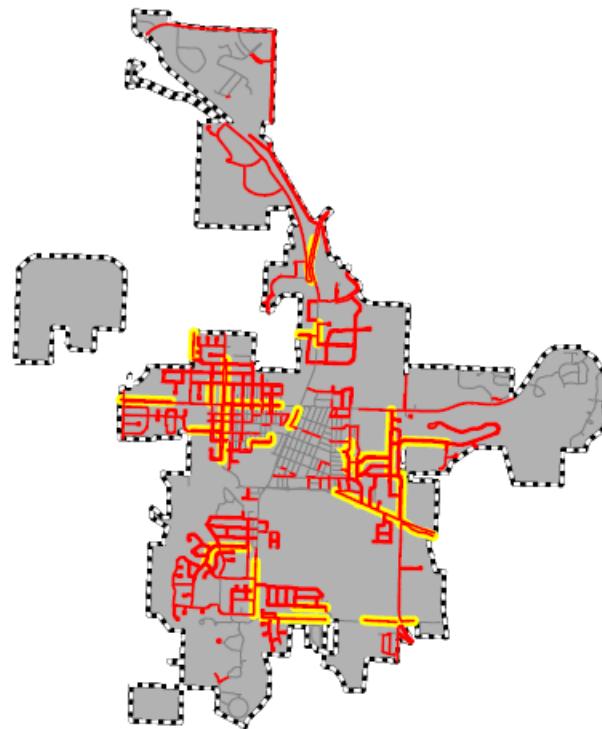


Figure 5 Infill Sidewalks Across River Falls - Top Ten Percent Highlighted in Yellow

Hoffman Park Master Plan and Glen Park Master Plan (2015)

The combined Hoffman and Glen Park Master Plans include a vision for the next 20 years at two of River Falls' largest parks.

Hoffman Park

The City and partners recently constructed a new baseball stadium in Hoffman Park, First National Bank of River Falls Field, that draws heavy event traffic. The park is also used for its walking and hiking trail network, disc golf, and the recently constructed Tri-Angels Playground. Accordingly, one of the main concerns for Hoffman Park is access, including trail connectivity to surrounding trails and neighborhood sidewalks.

In line with this concern, one of the goals for Hoffman Park is to "establish a paved and non-paved system of trails for pedestrians and bicycles that accommodates all-season use and connects with scout trails, cemetery trails, and Division Street." The resulting recommendations include trail connections on the west edge of the park to link existing trails with the neighborhood, as well as a number of improved connections inside the park.

Glen Park

Glen Park is popular with residents for the natural scenery, trails, outdoor swimming pool, and variety of athletic fields. Like Hoffman Park, it is not well connected to surrounding neighborhoods for people biking and walking. One of the goals for Glen Park is to "establish a paved and non-paved system of trails for pedestrians and bicycles with better connections between upper and lower park areas, and with adjacent neighborhoods." Specific recommendations include adding a multi-use trail connection to existing regional trails north and south of Lake George, and adding a multi-use trail along West Park Street and Glen Park Road.

At the time of the 2015 plan, the park lacked good internal circulation on paved trails because people on bikes had to share a circuitous route with vehicles; as a result of this plan, the internal road along the South Fork of the Kinnickinnic River has now been closed to vehicles and is bicycle and pedestrian-only.

Comprehensive Plan (2005)

The last Comprehensive Plan in the city was completed in 2005, and is now being updated. However, there are a number of themes and guiding policies that help explain the planning momentum that has driven the city since that time. These include:

- Maintain and promote alternative modes of transportation.
- Maintain and foster an urban fabric that promotes vehicular/pedestrian circulation, parks, conservation/open space areas and neighborhood services.
- Maintain and respect River Falls' unique personality, sense of place, and character.

The Comprehensive Plan was different in one significant way compared to the update currently underway – the old plan focused on the automobile as River Falls residents' predominate way of getting around, and plans for biking and walking only as an accommodation after the needs of drivers have been addressed. The plan focused on safety for drivers, citing a recent four-to-three lane conversion on Main Street to reduce severe crashes, an emphasis on not building streets too wide, and the City's work to signalize intersections and coordinate access management. The plan does mention Transportation Demand Management, but mainly as an area for further study.

Bicycle and pedestrian takeaways are quoted from the River Falls Bicycle and Pedestrian Plan described below.

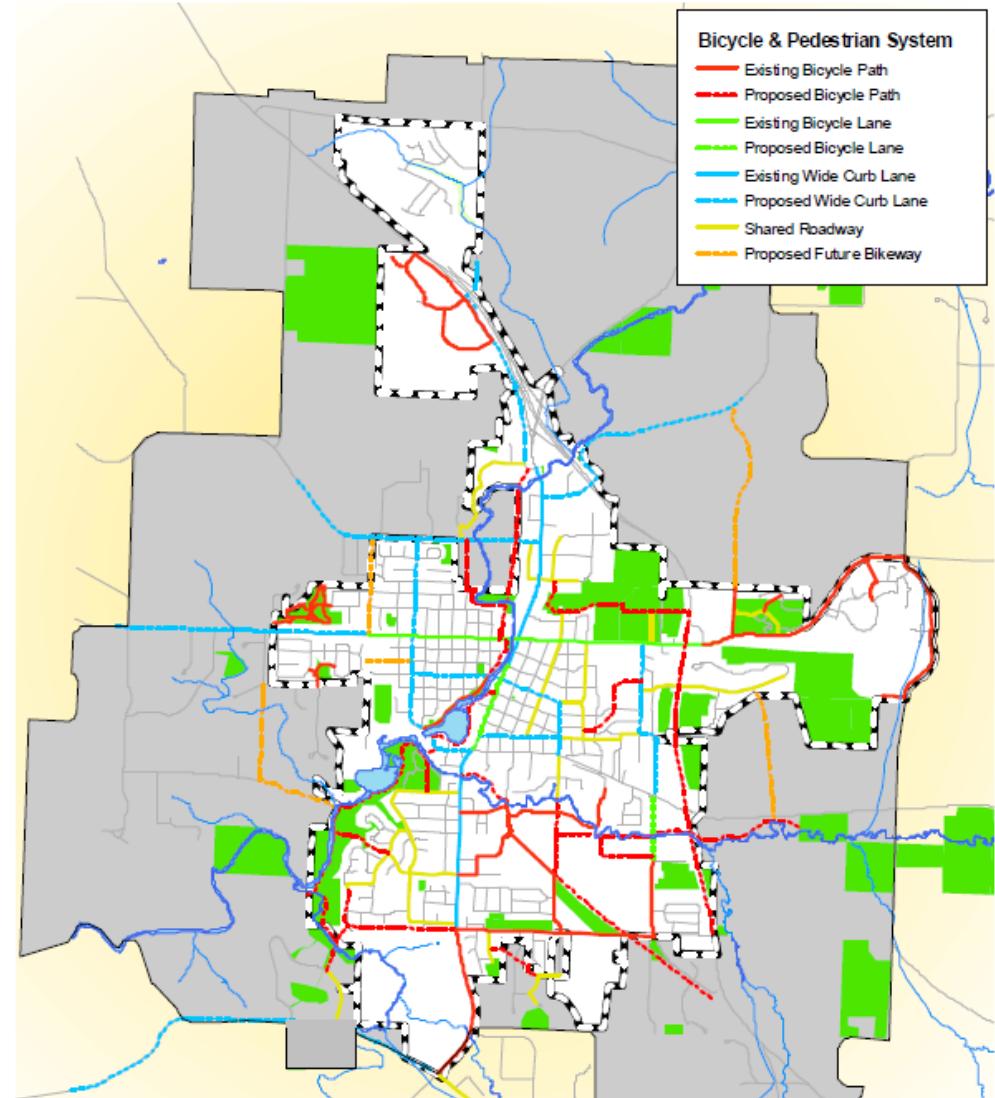


Figure 6 Existing and Proposed Bicycle Network from the 2005 River Falls Comprehensive Plan, Based on the 1995 River Falls Bicycle and Pedestrian Plan

River Falls Bicycle and Pedestrian Plan (1995)

The Bicycle and Pedestrian Plan aimed to attract a wide range of people by designing a system for biking and walking that is easy to access, barrier free, and provides relatively safe and direct routes to major destinations. The plan set a goal of making a bicycle transportation system accessible within a two-minute ride of all urban residences, and a pedestrian system accessible within a one-minute walk. To reach that goal, the City set a number of objectives:

- Focus the development of facilities on schools, the downtown area, other commercial areas, transportation nodes, and the University.
- Design an off-street, grade/automobile separated, bicycle and pedestrian system integrated into the overall transportation system.
- Recommend bicycle and pedestrian support facilities at transportation nodes, schools and businesses.
- Integrate the plan with adjoining towns and counties.
- Recommend community policies such as minimum road width standards and options to accommodate bicyclists on all streets.

The plan identifies a recommended bicycle facility network across the city, shown in Figure 6. It also recommends improving bicycle parking opportunities at destinations around the city by implementing a citywide bicycle parking requirement for new developments and enhancing bicycle parking on City owned right-of-way.

Pedestrian considerations in the plan are focused on two main goals: avoiding conflict with vehicles, and increasing pedestrian activity. It includes general support for pedestrian design features such as bump-outs and wider sidewalks, especially around UWRF and downtown. These areas would also benefit from street furnishings and other pedestrian amenities in retail zones, according to the plan. At the more rural edges of town, the plan recommends wide gravel shoulders for pedestrians to travel along.

RECOMMENDATIONS

As River Falls continues to develop, the following plan and policy recommendations will help ensure coordinated growth that aligns with the City's goals.

COORDINATE WITH NEW AND INFILL DEVELOPMENT

As the population of River Falls grows, so will the overall footprint and density of the City. As new pockets of residential and commercial development are constructed, the city should partner with developers to make the most efficient use of construction disruptions, while ensuring that transportation and economic goals for the City are met.

- Review and revise subdivision ordinances to align with ambitious biking and walking goals. Ensure consistent and high-quality requirements for pedestrian infrastructure in new developments. Lay out new streets to create/extend the street grid, rather than a circuitous street network.
- Update zoning policy to require sidewalk or trail construction with any development over a certain number of units, within a designated growth area, or in an existing gap in the current biking and walking network.
- Create a flexible pool of City funds to capitalize on areas of need adjacent to private development, as those projects are under construction. In addition to a long-term plan for sidewalk and trail investment, the City should prepare to take advantage of construction disruptions or infrastructure removal and replacement to build out the sidewalk or trail network adjacent to new development, in tandem with private development efforts.

BRING FORWARD KEY NETWORK RECOMMENDATIONS INTO THE FOCUS RIVER FALLS PLANS

The plans referenced above all account for different but significant impacts of River Falls population growth and a growing UWRF campus community. In future planning efforts, the following geographic areas and location types should be considered:

- Plan for second street as main gateway to UWRF
- Growth areas in the four districts identified in the Campus Corridor Plan: Broadway, West Cascade, Central Cascade and East Cascade Districts
- Growth areas identified in South Main Street Study – specifically focused on areas with projected traffic increases, focus on accommodating new growth with a robust walking and biking network, especially connecting to campus and residential areas

- Connecting gaps in the existing sidewalk, bikeway and trail networks between parks (including the Kinnickinnic River corridor), neighborhoods and downtown
- Safe crossings of major roadway barriers, such as Main Street and Cascade Avenue

PRIORITIZE TRAIL DEVELOPMENT IN PARK AND RECREATION AREAS

The Kinnickinnic River Corridor Plan emphasized the City's desire to grow outdoor recreation opportunities and access to the river. The following recommendations will help to grow the network of biking and walking facilities in these valuable green spaces.

- Create a policy for strategic investment and partnerships to develop trails along old rights of way, such as railroads and access roads
- Create a policy to work with landowners to allow for trail connections through conservation easements

BICYCLE AND PEDESTRIAN PLANNING

A key to coordinated growth and development over the coming years is the continued focus on bicycle and pedestrian planning.

- Update the Bicycle and Pedestrian Plan every five years. The previous Bicycle and Pedestrian Plan was completed in 1995 and called for the City to reassess facility improvements every five years. The City should put a plan in place to fund planning efforts as well as physical facility maintenance moving forward.
- Use the updated Bicycle and Pedestrian Plan to apply for grant funding to implement infrastructure recommendations on an accelerated timeline. More information on funding will be included in the implementation section of the Plan.
- Include shared use path condition in the City's biannual survey of pavement quality and subsequent maintenance planning.
- Develop an ADA transition plan with an inventory of curb ramp and sidewalk conditions.
- Develop a Safe Routes to School program for all K-12 schools in River Falls.
- Create a Bicycle and Pedestrian Advisory Committee (BPAC) to formalize another form of citizen input in the active transportation planning process. Work with community partners to recruit a diverse group of residents and widely promote the new opportunity to be involved. The BPAC should represent a wide range of geographies, lived experiences, comfort levels on a bicycle, and disabilities.
- Institute a bicycle count program using multiple methods of data collection to measure infrastructure use before and after bicycle facility installation. User counts are not the only metric that matters for constructing and advocating for new facilities, but counts provide an additional data point to help understand community trends over time.

INFRASTRUCTURE GUIDELINES

Having robust policies in place to shape future biking and walking infrastructure will help ensure that quality facilities are constructed.

- Develop a Complete Streets policy to prioritize the needs of people biking and walking in River Falls. Include clear implementation guidance for City staff.
- Create a design manual with preferred bicycle facility standards and examples of appropriate solutions for different local contexts. Utilize state and national standards, such as the NACTO Urban Bikeway Design Guide and FHWA's Small Town and Rural Multimodal Network Guide.
- Create a staff position focused on improving conditions for people who walk and bike in River Falls, such as a City Bicycle and Pedestrian Coordinator. This position could also oversee Safe Routes to School programming.

EDUCATION

Many people who are interested in biking may not have a history of biking in River Falls, or even know how to. Providing the following educational opportunities will help to empower residents and promote active transportation as a viable activity in the city.

- Use demonstration projects as a way to educate and engage community members on their preferred type of biking and walking facilities. Opportunities for demonstration projects are identified later in this plan along with network recommendations.
- Develop bicycle education opportunities for adults. Prioritize serving those who currently do not feel safe or comfortable riding.
- As a part of Safe Routes to School efforts, partner with schools for middle and high school bicycle education efforts.

NETWORK RECOMMENDATIONS NOTES

To:	Sam Burns and Amy Peterson, City of River Falls
From:	Maria Wardoku, Alta Planning + Design
Date:	September 13, 2022
Subject:	River Falls Bike and Pedestrian Plan

OVERVIEW

Bicycle and pedestrian network recommendations were developed based on public input, City staff input, and analysis of existing conditions. Approximately 26 miles of facilities are included in the draft recommendations, available in an [online interactive map](#). This document is meant to provide context to city staff in reviewing the interactive map. Notes on facility type selection and factors impacting implementation for each street segment are included in the "Notes" field, which is in the information box that pops up when clicking on a line or point on the online map.

IMPLEMENTATION TIMELINES

An implementation timeline is identified for each project:

- Short-term projects are those that can occur as part of a currently programmed project or as a [quick-build project](#) or [demonstration project](#).
- Medium-term projects are those that A) require new pavement or concrete (including sidewalk infill, shared use paths, and widening shoulders on rural roadways) or B) can occur as part of a project that is on the horizon, but is not yet programmed.
- Long-term projects are those that likely require street reconstruction or should take place with future development.

Note: cost estimates will be developed in October.

NETWORK RECOMMENDATIONS

The goal of the network recommendations is to connect River Falls' neighborhoods, parks, schools, and commercial areas with bicycle and pedestrian facilities that are comfortable for people of all ages and abilities.

Bicycle facility type selection is informed by the National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide contextual guidance for selecting all ages and abilities bikeways](#) as well as the Federal Highway Administration (FHWA) [Bikeway Selection Guide](#).

The pedestrian network builds on the bicycle network. Greenways and shared use paths (defined below) serve both people walking and biking. Sidewalk infill is recommended where there are key gaps in the network. In some cases, shared use paths are recommended in lieu of providing both a sidewalk and an on-street bicycle facility. Bicycle boulevards calm and divert traffic, and may allow streets to serve as shared spaces for people walking, biking, and driving. Bicycle boulevards may be a more cost-effective option than sidewalk infill, particularly on streets without any existing sidewalks.

SPOT IMPROVEMENTS

Spot improvements are broken down by type and implementation timeline (short, medium, and long-term) in the table below.

Table 1 Spot Improvements

Facility Type/Implementation Timeline	Short-term	Medium-term	Long-term	Total
Enhanced Crossing	13			13
Intersection Improvement	2	1	3	6
Total	15	1	3	19

Enhanced Crossing

Enhanced crossings occur at midblock or minor street intersections, and may include geometric changes to the roadway that slow motor vehicle traffic and make people crossing more visible, such as bump-outs, median crossing islands, crosswalks, raised crosswalks, lighting, signage, rectangular rapid flashing beacons (RRFBs), and pedestrian hybrid beacons (PHBs).

Intersection Improvement

Intersection improvements occur at signalized intersections or major street intersections, and may include the elements listed under enhanced crossings, as well as signal upgrades, roundabouts, and other changes that may require traffic studies.

LINEAR IMPROVEMENTS

Linear facilities are broken down by type and implementation timeline (short, medium, and long-term) in the table below. For all facilities, explore opportunities to add shade trees, benches, restrooms, water fountains, bicycle racks, and other elements that create a comfortable and convenient active transportation experience.

Table 2 Miles of Linear Improvements

Facility Type/Implementation Timeline	Short-term	Medium-term	Long-term	Total Mileage
Shared Use Path	0.7	4.4	3.7	8.8
Protected Bike Lane	1.2		1.6	2.8
Buffered Bike Lane	1.8			1.8
Standard Bike Lane	0.8			0.8
Wide Shoulder		2.0		2.0
Bicycle Boulevard	7.6		0.1	7.7
Greenway		0.8	1.0	1.8
Sidewalk		2.1		2.1
Total	12.1 mi	7.3 mi	6.4 mi	25.7 mi

Sidewalk

Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space.

Shared Use Path

A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic.

Protected Bike Lane

Protected bike lanes, also known as separated bikeways or cycle tracks, are on-street bikeway facilities that are separated from vehicle traffic. Physical separation is provided by a barrier between the bikeway and the vehicular travel lane. These barriers can include flexible posts, bollards, parking, planter strips, extruded curbs, or on-street parking. Separated bikeways using these barrier elements typically share the same elevation as adjacent travel lanes, but the bikeway could also be raised above street level, either below or equivalent to sidewalk level.

Buffered Bike Lane

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

Standard Bike Lane

On-street bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signs. The bike lane is located directly adjacent to motor vehicle travel lanes and is used in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.

Wide Shoulder

Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. In this plan, widened shoulders are recommended only on rural roadways. With future development, shared use paths may be called for on these roadways.

Bicycle Boulevard

A bicycle boulevard is a low-speed, low-volume roadway that is designed to enhance comfort and convenience for people bicycling. It provides better conditions for bicycling while improving the neighborhood character and maintaining emergency vehicle access. Bicycle boulevards are intended to serve as a low-stress bikeway network, providing direct, and convenient routes across Rochester. Key elements of bicycle boulevards are unique signage and pavement markings, traffic calming and diversion features to maintain low vehicle volumes, and convenient major street crossings.

Greenway

Greenways are neighborhood streets with a dedicated shared use path where motor vehicle traffic has been limited or eliminated. Greenways reduce impermeable space, add green space, and store and clean stormwater runoff with green infrastructure (such as with bioswales, flow

Technical Memorandum

through planters, permeable pavement, etc.) They may be designed to function as linear parks. The extent to which motor vehicle access is limited may depend on available right of way, community input, cost, alley access, and more.

Greenways represent an opportunity to implement the Kinny Corridor Plan, and bring the spirit of the plan into the community by reinforcing the river as the heart of the community and using neighborhood street right-of-way to enhance water quality and provide habitat.

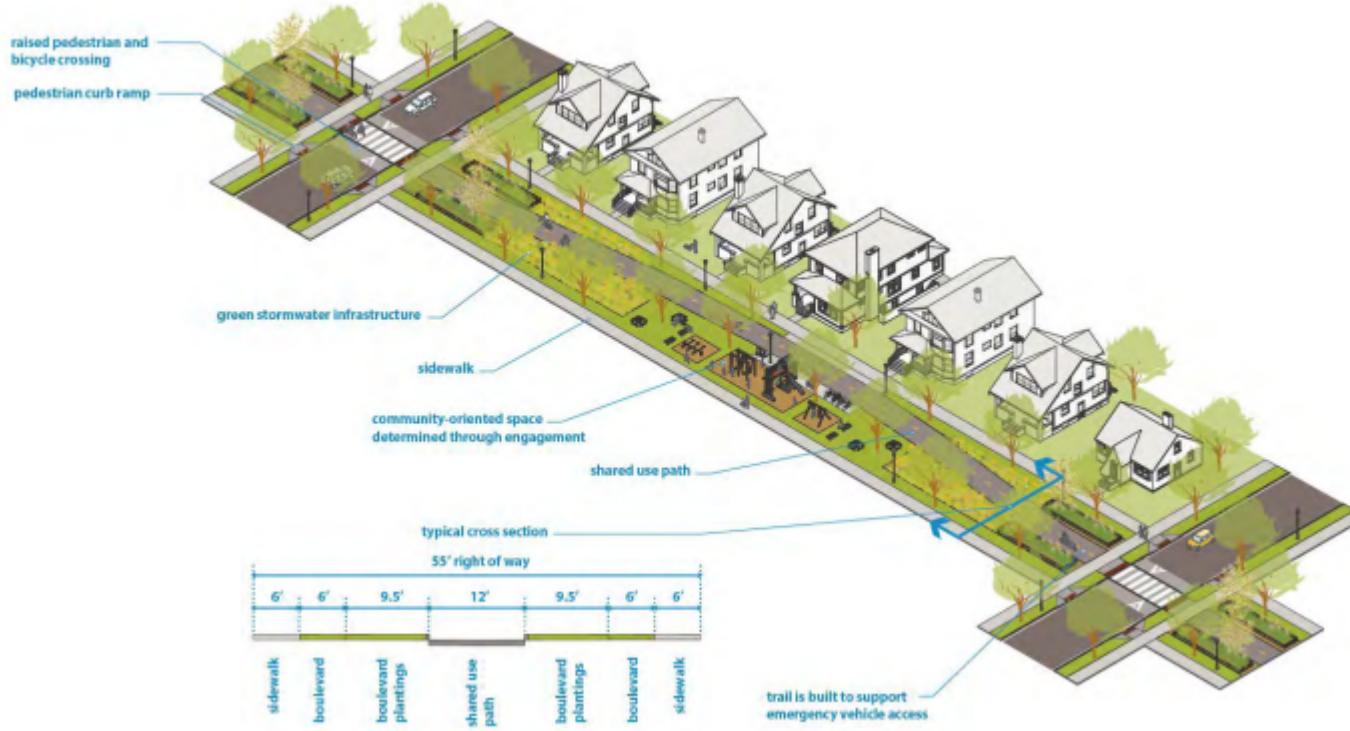


Figure 1 City of Minneapolis Neighborhood Greenway Example Diagram (no adjacent vehicle access)

Note: in this draft of the recommendations, greenways have only been recommended for streets where reconstruction is already needed (W Cedar St and N 7th St) and as part of the stormwater project near the middle school, because of a lack of identified funding sources for local street reconstruction. However, the City could consider a greenway on any street, especially those with alley access and those identified in the Kinny Corridor Plan as good candidates for green infrastructure.

Legend

Spot Bike Ped Improvements:

Recommendation Type

- Enhanced crossing
- Intersection improvement

Linear Bike Ped Improvements:

Recommendation Type

- Shared Use Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Widen shoulder
- Bicycle Boulevard
- Greenway

0 0.5 1 Miles



Recommended Bike Ped Improvements

