

WHERE WE'VE BEEN, WHERE WE'RE GOING

Where We've Been

- Trail walkthrough with Advisory Committee on Mar 7 – large degree of agreement
- Internal (city) presentations of agreements reached by Advisory Committee – Mar 10–26
- Presentation to Advisory Committee of modifications made to Mar 7 conclusions – today

Where We're Going

• Present this plan to DOT, ideally next week

• We have buy-in to nearly all of the conclusions reached by the Advisory Committee.

- Two locations where we discussed 8' width with 2' shoulders, proposed revision is 10' width with 1' shoulder.
- Disturbed area is unchanged 12'.

CENTENNIAL TRAIL AT MONROE BRIDGE



CENTENNIAL TRAIL AT MONROE BRIDGE



- Primary design standard is AASHTO's Guide for the Development of Bicycle Facilities
- Secondary design standard is DOT's Design Manual
- Also of relevance is what the City requested in its funding application

- AASHTO's Guide for the Development of Bicycle Facilities says:
 - "The minimum paved width for a one directional shared use path is 10 ft. Typically widths range from 10 ft. to 14 ft."
 - "In very rare circumstances, a reduced width of 8 ft. may be used where the following conditions prevail:
 - Bicycle traffic is expected to be low
 - Pedestrian use of the facility is not expected to be more than occasional"

- DOT's Design Manual indicates 12' desired, 10' minimum
- The City's funding application said 12'

- Given all these various design standards, we are going to have a difficult time getting approval for 8'.
- 8' is not as desirable as 10'.
- Disturbed area is unchanged 12'.

- Multiple locations where we discussed 10' width with 2' shoulders, proposed revision is 11' width with 1.5' shoulders
- Disturbed area is unchanged 14'.

- Multiple locations where we discussed 10' width with 2' shoulders, proposed revision is 11' width with 1.5' shoulders, net disturbed area is unchanged
- AASHTO's Guide for the Development of Bicycle Facilities says:
 - "Wider pathways, 11 to 14 ft., are recommended in locations that are anticipated to serve a high percentage of pedestrians (30% or more)"



















