

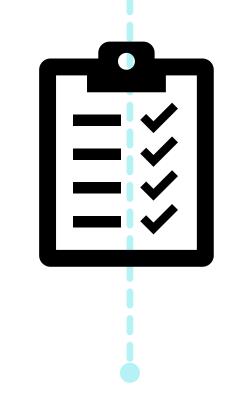




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Create a scheduled list of recommendations for implementation.





Objectives

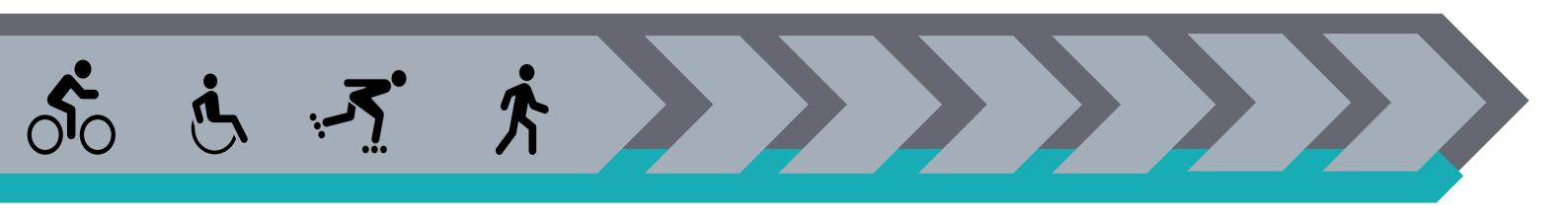
- \rightarrow Prioritize proposed projects can be reasonably implemented within the plan timeframe of 10 years.
- Coordinate improvements with \rightarrow existing roadway improvement projects and partners. Create scalable improvements with the goal of creating facilities fully separated from roadway traffic. Consider tactical urbanism as an interim strategy to "kick-start" or test facilities at new locations.
- \rightarrow For projects outside the current funding envelope, provide a reasonable funding scenario for the project, excluding grant programs (bonds, impact fees, etc.).



Objectives

- \rightarrow Express a preference for facilities that increase separation of users from roadway vehicles and "right-size" roadways within the context of the communities through which they transect. Decrease the number of potential interactions between bicycles and cars. Provide additional separations between cyclists and other users on high use off-street pathways.
- \rightarrow Ensure that all proposed projects provide improvements that are known to reduce fatal, serious, and minor crashes for all users. Keep all cycling and pedestrian facilities clear of debris and in a good state of repair.
- \rightarrow Increase awareness of bicycle safety practices. Implement bicycle safety programs. Include enforcement as a key component in improving user safety.





GOAL

That Safety of all users be a primary consideration for any network improvement.

GOAL

Strive for the Provision of an **Equitable Transportation System** for all, regardless of age, ability, race, ethnicity, or Income.



Objectives

- Ensure that all proposed improvements benefit the greatest number of users.
- \rightarrow Ensure that proposed improvements do not interfere with other equity initiatives.
- \rightarrow The proposed projects should support "aging in place" and practice universal design. Transit services should provide stop requests for those with mobility challenges and/or safety concerns.

- quality.



Create Healthy, Livable Communities.



Improve the Local Economy.



Objectives

 \rightarrow Projects should promote active and healthy lifestyles and provide opportunities (meeting places) for social interaction for all ages. Promote bicycling and walking as a fun, healthy, and easy way to travel within the local community.

 \rightarrow Recommendations should improve the overall environment, protect local ecosystems, and improve air

 \rightarrow Ensure that facilities provide users with adequate levels of lighting and shade and incorporate community values into their design.

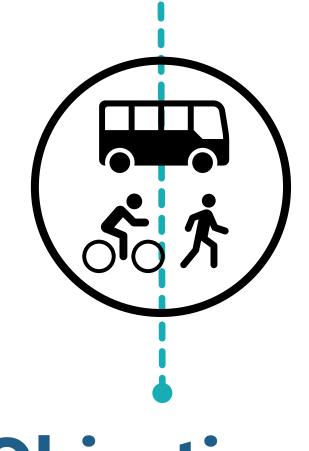


Objectives

- \rightarrow Proposed improvements should provide opportunities for households to reduce their overall transportation costs.
- \rightarrow Proposed improvements should support local tourism, create scenic travelways, and connect to schools, local businesses, medical services, community centers, parks, and regional trails.
- \rightarrow Proposed improvements should avoid locations near intermodal freight facilities and roadways with high truck volumes whenever possible.



Increase Transportation Choice.



Objectives

- \rightarrow Proposed improvements should strive to increase transportation choice for all users and reduce auto dependency, especially those who rely on active transportation for their daily needs.
- \rightarrow Recommendations should provide route redundancy whenever possible, creating multiple routes between destinations as the network grows.
- \rightarrow Strive to provide access for residents to the active transportation network (or transit network) within 2 miles or less.

