

## **Item 5A: Review of the DRAFT 2040 Long-Range Transportation Plan Bicycle & Pedestrian Network Plan Map**

Following comments by Commissioners at the October 16, 2013 Commission meeting, the draft CATSO 2040 Pedestrian and Bicycle Network Plan Map has been revised. An overview of what the map shows and how it is used, plus a summary of key revisions to the map, are presented below.

### **Overview:**

The CATSO Pedestrian and Bicycle Network Plan Map is a planning document which identifies existing pedestrian and bicycle facilities and proposed new connections and extensions to provide additional connectivity within the network. The map incorporates the City's Parks and Recreation Master Plan (2013) facilities and proposes additional connections outside of the City limits within the CATSO Metro Area boundary. The CATSO Ped/Bike map also indicates roadways which are key to enhanced movement within the Metro Area and connectivity of non-motorized modes onto and off of the bike/ped network. Given this function, these roadways lacking complete streets features (those with bike lanes, sidewalks and/or pedways) should be built or retrofitted as such. The CATSO Ped/Bike map is a **planning tool** to identify trail, pedway and complete street needs within the Metro Area to enhance the non-motorized transportation network and to program funding as funding becomes available.

### **Overview of Changes:**

The CATSO Bike/Ped map categories have been simplified to show existing bicycle and pedestrian facilities, proposed new facilities, and roadways which are important transportation corridors or links within the bike/ped network and thus should be built or rebuilt with non-motorized transportation facilities if lacking them. The internal Rock Bridge State Park Loop, which provides some network connectivity; and parks and greenbelts are also shown for reference. Facility names have been simplified to pedway, trail, sidewalk, and bike lane to reflect commonly understood definitions, and pedways have been defined. The map now also provides descriptions and examples of the facilities shown in each category (existing, proposed, and roadways). These are also included for reference below.

**Staff requests input on the clarity/usability of this map, the appropriate class of each segment shown, and input as to which segments may need to be added, removed or modified.**

NOTE: Some proposed trails/connections are unnamed.

### **Classifications:**

- **Rock Bridge State Park:** This internal trail system at Rock Bridge State Park is shown as it may provide some connectivity to planned additions to the network.
- **Existing Bicycle & Pedestrian Network** (Existing or Underway): This classification includes trails, pedways and other shared-use facilities which are presently built or are funded/underway. This classification is considered the backbone to which new additions to the network should be built.

This broad classification includes a variety of facilities, from the MKT Trail to the South Providence Pedway to the existing Bear Creek Trail segments.

- **Proposed New Additions to Bicycle & Pedestrian Network:** This classification includes proposed new trails along creek/greenbelt corridors and the Columbia COLT Railroad right-of-way, the expansion of existing trails such as Bear Creek Trail, and planned pedways. This classification includes the bicycle and pedestrian facilities recommended in the Parks and Recreation Master Plan (updated in 2013).
- **Roadways Key to Bicycle and Pedestrian Connectivity:** These roadways either have existing bike lanes and sidewalks, or are recommended to be built/rebuilt as complete streets due to the connectivity they provide throughout the Metro Area and their relationship between the bike/ped network as built/planned.

#### **Facility Definition:**

- **Pedways** *are shared-use paths for all non-motorized modes of transportation. They are typically 8-to 10-feet wide and paved. While often adjacent to roadways, unlike bike lanes, pedways provide separation from road traffic. Pedways are often called shared-use paths or urban trails.*
- **Complete streets** *are those designed to accommodate all modes of transportation. They include bicycle and pedestrian facilities such as sidewalks, pedways, bike lanes, refuge medians and often ancillary treatments such as traffic calming measures and street trees. The City of Columbia adopted a complete streets policy in 2004.*