

## CHAPTER 6: IMPLEMENTATION

### Chapter Outline:

#### 6.0 Overview

#### 6.1 Opportunities and Strategies

#### 6.2 Adopting this Plan

#### 6.3 Key Steps in Implementation

#### 6.4 Staffing Recommendations

#### 6.5 Performance Measures (Evaluation and Monitoring)

#### 6.6 Physical Project Priorities

#### 6.7 Methods for Developing Facilities

#### 6.8 Bicycle and Pedestrian Policies

### 6.0 Overview

The text and images in this chapter describe how the City of Jacksonville, Onslow County and its partners can turn the vision of a connected network of safe bicycle and pedestrian routes into a reality. The strategy for doing so involves some physical changes to the roadway environment and other landscapes, as well as new local government policies and programs. The bulk of this chapter deals with specific recommended physical changes and includes several maps. Following the physical recommendations are the policy and program considerations. All of these fit together to form the implementation program. Key recommendations are summarized on Table 6.1: Action Plan Strategies, which defines recommended actions, responsible agency, resources, keys to success and listing of stakeholders.

### 6.1 Opportunities and Strategies

Improving bicycle and pedestrian transportation in the Jacksonville MPO (JUMPO) area will build on previous efforts to build bicycle facilities, pedestrian sidewalks and crosswalks and multi-use off-road paths or greenways. Three main opportunities available to the JUMPO are 1) taking advantage of land use patterns that have placed many residents within bicycling and walking distance of activities and destinations, 2) working with NCDOT to make necessary improvements to roads and intersections to improve safety and efficiency for bicycle and pedestrian modes, and 3) building on the success

of the community trails program to add more miles off and on-road routes that support bicycling and walking. Jacksonville is a unique community given the high transportation mode share of pedestrians in the community. Therefore, making improvements for bicycling and walking becomes a primary, rather than secondary, strategy for improving transportation for thousands of residents and military personnel.

### 6.2 Adopting this Plan

Before any other action takes place, the City of Jacksonville, Onslow County and JUMPO should adopt this plan as an element of the City and County Comprehensive Plans and as part of the MPO transportation improvements program. This should be considered the first step in implementation. Through adoption of this document and its accompanying maps as the area's official bicycle and pedestrian plan, the community will be better able to shape regional transportation decisions so that they fit with the goals of this plan. The City, County and JUMPO also will more appropriately shape future land development so that the resulting built form achieves the goals and vision of this plan. Most importantly, adoption is key to securing funding from NCDOT and other state and federal agencies in support of implementing the recommendations of this plan.

### 6.3 Key Steps in Implementation

Other key implementation steps may begin after the plan is adopted, some occurring simultaneously:

- 1) Implement priority bicycle and pedestrian projects in accordance with the recommendations of this plan. Specifically, these recommendations are broken into bicycle, pedestrian and multi-use path or greenway improvements.
- 2) Create the necessary governance capability and administration capability to oversee the implementation of this plan and the proper maintenance of the facilities that are developed. This includes broadening the capabilities and membership of the Greenways and Trails Commission, and renaming this group the Bicycle, Pedestrian and Greenways Advisory Committee. Additionally, it is recommended that a bicycle, pedestrian and trails coordinator be hired to oversee the day-to-day implementation of this plan.
- 3) Secure the funding necessary to immediately begin the first year's work, and start working on a funding strategy that will allow the community to incrementally complete each of the

suggested physical, policy and program modifications over a 5-10 year period.

- 4) Produce a Jacksonville Bicycle Map that shows the recommended cycling routes throughout the community that serve a transportation purpose.
- 5) Start the process of education and awareness building by holding a public event to announce the adoption of the bicycle and pedestrian plan, system of signed bicycle routes, and some of the upcoming projects.
- 6) Implement a downtown walking tour program that designates a route of travel and includes signage and brochures to guide users.
- 7) Coordinate all of the recommendations in this plan with Camp Lejeune to ensure that physical, as well as programmatic connections are made between the City and the Marine Base.
- 8) Coordinate the policy recommendations in this plan with the Unified Development Ordinance being prepared by Clarion Associates to ensure that full integration is achieved.

- 9) Develop a “Complete Streets” policy approach to address multi-modal transportation use (see Appendix H).
- 10) Ensure that bicycle and pedestrian planning is integrated with other transportation planning efforts in the community as well as long-range and current land use planning, economic development planning, and environmental planning.
- 11) Begin programming actions defined in Chapter 5 to encourage bicycle and pedestrian use and safety.

#### **6.4 Staffing Recommendations**

The following are recommendations for increasing the staff within the Jacksonville Urban Area Metropolitan Planning Organization.

##### *Bicycle, Pedestrian and Trails Coordinator*

The Jacksonville Urban Area Metropolitan Planning Organization will need to create and fund the position of Bicycle, Pedestrian and Trails Coordinator to handle the day-to-day implementation of recommended policies, programs and activities described within this plan. The Coordinator will lead efforts to apply for funding, oversee planning, mapping, design and development of bicycle, pedestrian and trail projects. The Coordinator will

assist with programming, public outreach, and monitoring of implementation, The Coordinator will report to the MPO Coordinator and COJ Planning Director.

#### **6.5 Performance Measures (Evaluation and Monitoring)**

The City of Jacksonville, Onslow County and JUMPO should establish performance measures to benchmark progress toward achieving the goals of this plan. These performance measures should be stated in an official report, prepared by the Bicycle, Pedestrian and Trails Coordinator, and filed with the local governments, within one to three years after this plan is officially adopted by the local governments. The performance measures should address the following aspects of bicycle and pedestrian facility development.

- 1) Safety – measure the number of bicycle and pedestrian crashes on an annual basis.
- 2) Usage – target specific facilities and take measurements to determine use by cyclists and pedestrians.
- 3) Facilities – measure how many facilities are constructed, in accordance with the recommendations of this plan. Also report on the quality of these facilities.
- 4) Education and Enforcement – work with local law enforcement to measure the number of people that participate in

education programs and the number that are ticketed for violations of motor vehicle, bicycle and pedestrian laws.

- 5) Institutionalization – measure the total budget spent by local governments on bicycle and pedestrian projects and programs.

When establishing performance measures, the City should consider utilizing data that can be collected cost effectively and reported at regular intervals, such as in a performance measures report that is published annually or biannually.

### 6.6 Physical Project Priorities

The entire Jacksonville Bicycle and Pedestrian Network is described in Chapters 3 and 4. However, the system will be developed incrementally. Development will occur piece-by-piece, in a coordinated effort between the City, County, and NCDOT. Project priorities are further developed in the tables shown in the following pages. The prioritization of all facilities can be found in Appendix B. The top 10 pedestrian corridor, bicycle corridor, and intersection recommendations are found in Table 6-1.

#### Top 10 Pedestrian Corridor Projects

	From	To
Marine Blvd.	Henderson Dr	Gum Branch Rd
NC 24	Sybil St	Chaney Ave
Henderson Dr	River St	Doris Ave
Henderson Dr	US 17	River St
Western Blvd	US 17	Huff Dr
Hargett St	HWY 24	Bell Fork Rd
Western Blvd	Gateway Dr N	US 17
Western Blvd	Gateway Dr N	US 17
Dewitt St	Onslow Dr	Gum Branch Rd

Table 6-1.

#### Top 10 Bicycle Corridor Projects

	From	To
Henderson Dr	River St	Doris Ave
Henderson Dr	US 17	River St
Western Blvd	Gateway Dr N	US 17
Western Blvd	US 17	Huff Dr
Gum Branch Rd	E. Doris Ave	US 17
Hargett St	HWY 24	Bell Fork Rd
E. Railroad St/Chaney Ave	College St	US 17
Gum Branch Rd	Indian Dr	E. Doris Ave
Johnson Blvd	Chaney Ave	Hargett St
Doris Ave	Henderson Dr	Gum Branch Rd

#### Top 10 Intersection Projects

Marine Blvd.	Onslow Drive
Marine Blvd.	Gum Branch Road
Western Blvd.	Country Club Road
Western Blvd.	University Drive
Marine Blvd.	Henderson Drive
Western Blvd.	Marine Blvd.
Henderson Drive	Gum Branch Road
Bell Fork Road	Hargett Street
Western Blvd.	Memorial Drive
Hargett Street	New River Street

Table 6-2. Action Plan Strategies.

Recommended Action	Responsible Agency	Resources	Key to Success	Stakeholders
<b>Adopt this Action Plan</b>				
The City of Jacksonville, Onslow County and the Jacksonville Urban Metropolitan Planning Organization will need to adopt this plan as the official bicycle and pedestrian plan for the JUMPO planning area.	City of Jacksonville, Onslow County and JUMPO	JUMPO Staff and Greenways Incorporated	Presentations should be made on key recommendations of the Plan to City, County and JUMPO	Community residents, agency staff, NCDOT District Office, NCDOT OBPT
<b>Implement Priority Projects</b>				
The City of Jacksonville, Onslow County and JUMPO should work cooperatively with each other and their partners, including NCDOT, to implement the priority projects defined in this Plan, and described in Appendix B	City of Jacksonville, Onslow County and JUMPO	JUMPO Staff and design consultants	Use the matrix provided in Appendix B to guide implementation activities. Regularly update list of projects. Record reasons for success and failure of implementation.	NCDOT District Office, NCDOT OBPT
<b>Top Policy Priority - Multi-Use Paths</b>				
Community residents interested in off-road, multi-use paths as the preferred facility for bicycle and pedestrian travel. The City, County and JUMPO need to revise subdivision ordinance, zoning code and land use development process to ensure that necessary land is set aside for the future development of greenways. Also funding needs to be pursued to support facility development.	City of Jacksonville, Onslow County and JUMPO	City, County and JUMPO Staff, design consultants, land developers	Appropriate land resources are set aside through the land development process to accommodate greenways. Funding is secured to build and operate greenway trails. Use list of priority paths in Appendix B to guide implementation.	City and County elected officials, local government agency staff, landowners, land developers, Greenways, Bikeways and Pedestrian Committee, community residents
<b>Top Policy Priority - Pedestrian Facilities</b>				
The City of Jacksonville has an exceptionally high mode share when it comes to the number of people that walk for transportation purposes. Future land development activity must recognize this mode share as an important element for all types of urban and suburban development, zoning and site plan approval.	City of Jacksonville, Onslow County and JUMPO	City, County and JUMPO Staff, design consultants, land developers	Appropriate pedestrian facilities are installed as a normal part of the land development process. Additionally, targeted pedestrian facilities are installed as recommended in Chapter 4.	City and County elected officials, local government staff, Greenways, Bikeways and Pedestrian Committee, NCDOT
<b>Top Policy Priority - Bicycle Facilities</b>				
The City, County and JUMPO need to work with NCDOT District Office to ensure that bicycle facility development meets the future transportation needs of the community.	City of Jacksonville, Onslow County and JUMPO	City, County and JUMPO Staff, design consultants, NCDOT	Bicycle facilities are developed in conjunction with standard roadway improvements. Targeted bicycle facilities are installed as recommended in Appendix B	City and County elected officials, local government staff, Greenways, Bikeways and Pedestrian Committee, NCDOT

Table 6-2. Action Plan Strategies.

<b>Recommended Action</b>	<b>Responsible Agency</b>	<b>Resources</b>	<b>Key to Success</b>	<b>Stakeholders</b>
<b>Produce Jacksonville Bicycle Map</b>				
The City, County and JUMPO should work cooperatively to produce a bicycle map for the area. The purpose of this map is to provide an accurate depiction of the suitability of existing streets to support bicycle transportation, to define commuting routes and to illustrate links between bicycle routes and greenways.	JUMPO	JUMPO and consultant	User friendly bicycle map of the JUMPO area depicting best routes of travel for bicyclists.	Community residents, JUMPO staff, Greenways, Bikeways and Pedestrian Committee
<b>Develop Downtown Walking Tour</b>				
The City should produce a map and wayfinding signage to define a walkable route of travel through the downtown area and along the waterfront. Purpose is to enhance tourism and economic development.	City of Jacksonville	City staff and consultant	Designated walking tour with appropriate maps and signage that enables residents and visitors to travel a scenic and interesting pedestrian travel route.	Community residents, City staff, Greenways, Bikeways and Pedestrian Committee
<b>Bike/Ped Law Enforcement Actions</b>				
City Police and County Sherrif officers should receive regular training and briefings about bicycle and pedestrian laws and regulations. Enforcement actions should be undertaken to reduce conflicts and fatalities, including speed enforcement.	City of Jacksonville Police and Onslow County Sherrif	NCDOT Office of Bicycle and Pedestrian Transportation	Officers in both City Police and County Sheriff are able to attend training sessions. Regular reports are kept on bicycle and pedestrian conflicts and fatalities. Measures are taken to enforce applicable laws and regulations.	City Police Officers and County Sherrif officers, community residents, Greenways, Bikeways and Pedestrian Committee
<b>Coordination with Camp Lejeune</b>				
The City and County will need to continue to work closely with Camp Lejeune in light of recent announcements concerning growth and expansion of military personnel. Of primary importance is the need for Marine base residents to walk and bike to popular destinations in the community. The City and County should also work with congressional representatives to secure special appropriations that enable the community to provide transportation facilities that meet anticipated demands of growth.	City of Jacksonville and Onslow County	Ctiy and County Staff, Camp Lejeune Marine Base General, Congressional representatives	Future growth and expansion of the Marine base includes funding and provisions for bicycle and pedestrian facilities that link the base to the adjacent city infrastructure and popular destinations.	Local government agencies, Camp Lejeune Marine Base residents

Table 6-2. Action Plan Strategies.

Recommended Action	Responsible Agency	Resources	Key to Success	Stakeholders
<p><b>Expand Role of Greenways Commission</b>                      The City of Jacksonville has benefited from the active involvement of a citizens-based Greenways and Trails Commission. It is recommended that the duties of this Commission be expanded to consider the implementation of bicycle and pedestrian facilities, programs and policies defined in this Plan.</p>	City of Jacksonville in partnership with Onslow County and JUMPO	City and County Elected officials, City and County staff	Expanded Greenways, Bikeways and Pedestrian Committee is in operation and provides advisory assistance to City, County and JUMPO on implementation of this plan.	Community residents
<p><b>Monitor NCDOT Roadway Improvements</b>                      The City of Jacksonville, Onslow County and JUMPO should work with NCDOT District Office to ensure that as roadway improvements are made that bicycle and pedestrian improvements are part of these projects.</p>	JUMPO	JUMPO staff and NCDOT District Office staff	As roadway improvements take place, appropriate coordination occurs and bicycle and pedestrian facilities are developed in accordance with the recommendations of this plan.	NCDOT District Office, JUMPO, City and County
<p><b>Create Bicycle, Ped and Trails Staff Position</b>                      The City, County and JUMPO should create a new staff position in JUMPO, titled Bicycle, Pedestrian and Trails Coordinator. The responsibilities of the position would include: managing the bicycle, pedestrian and trails mapping, overseeing Plan implementation, working with Advisory Committee and residents, and reporting progress to City and County.</p>	JUMPO, City and County	JUMPO Staff	Upon adoption of Plan, new Bicycle, Pedestrian and Trails Coordinator position is advertised and filled.	JUMPO, City and County
<p><b>Pursue Grant Funding for Implementation</b>                      The City, County and JUMPO should pursue all available grant funds and use local funding to match grant awards. A list of potential grant sources is provided in Appendix D</p>	JUMPO, City and County in cooperative effort	Local government staff	Local funding is used to leverage and match a variety of state and federal grants to implement the recommendations in this plan.	Local governments
<p><b>Enhance Transit System</b>                      The bicycle and pedestrian facilities in the JUMPO area can be greatly enhanced by a more robust and interconnected transit system. Specifically, transit connections between Camp Lejeune and popular community destinations should be considered.</p>	JUMPO and City of Jacksonville	NCDOT	The transit system is expanded to accommodate needs of multi-modal local travelers. Trip chaining makes it possible to offer affordable local travel options for commuters. Transit improvements include new bus shelters, bike racks on busses and bicycle racks at destinations.	Community residents

Table 6-2. Action Plan Strategies.

Recommended Action	Responsible Agency	Resources	Key to Success	Stakeholders
<p><b>Incorporate Recommendations into UDO</b>                      Bicycle and pedestrian facility development must be included in the new Unified Development Ordinance work that is being completed for Jacksonville and Onslow County. At a minimum, bicycle and pedestrian facility standards should be incorporated into all aspects of the UDO. Multi-modal transportation, connectivity, and linkage should be key goals of the UDO. Mandatory dedication of greenway easements and right-of-way should also be a consideration.</p>	<p>City of Jacksonville and Onslow County Planning</p>	<p>City and County Staff and Clarion Associates</p>	<p>The UDO incorporates, in a holistic manner, provisions for bicycle and pedestrian transportation as elements of future land use development throughout the JUMPO area. The new way of doing business in the City and County is to embrace these elements as a normal course of land development activity.</p>	<p>Community residents, landowners, land developers, city and county planning agencies and commissions.</p>



## 6.7 Methods for Developing Facilities

This section describes types of transportation facility construction and maintenance projects that can be used to create new bicycle and pedestrian facilities. Note that roadway re-construction projects offer excellent opportunities to incorporate facility improvements for bicyclists and pedestrians. It is much more cost-effective to provide a bicycle or pedestrian facility when these road projects are implemented than to initiate the improvement as a “retrofit.”

In order to take advantage of upcoming opportunities to incorporate bicycle and pedestrian facilities into routine transportation projects, the City and County should continue to track the NCDOT repaving schedules, and other lists of projects. As the long range transportation plan is updated in future years, bicycle and pedestrian improvements should be included in all programmed projects.

### 6.7.1 Restriping

The simplest type of restriping project is the addition of bicycle lanes, edgelines, or shoulder stripes to streets without making any other changes to the roadway. Bicycle lanes, edgelines and shoulder stripes can also be added by narrowing the existing travel lanes or removing one or more travel lanes. In some locations where the existing lanes are 12- or 13-foot wide, it may be possible to narrow them to 10 feet. This requires changing

the configuration of the roadway during a resurfacing project.

### 6.7.2 Removing Parking

Some neighborhood collector roadways are wide enough to stripe with bike lanes, but they are used by residents for on-street parking, especially in the evening. In locations like this, removing parking is likely to create considerable controversy and is not recommended unless there is no other solution (unless the parking is never used). In the rare case that removing parking is being considered, the parking should not be removed unless there is a great deal of public support for the bike lanes on that particular roadway, and a full public involvement process with adjacent residents and businesses is undertaken prior to removing parking.

If it is not practical to add a bike lane, edgelines and shared lane markings may be considered. On roads where the outside lane and parking area combined are more than 17-foot-wide, 10-foot-wide travel lanes can be striped with an edgeline, leaving the rest of the space on either side for parking. The stripe would help slow motor vehicles and provide extra comfort for bicyclists, especially during the daytime when fewer cars would be parked along the curb. On roads with outside lane and parking areas that are narrower than 17-foot-wide, shared lane markings can be provided every 100 to 200 meters on the right side of the motor vehicle travel lane to increase the visibility of the bike route.



*A curb ramp on a section of the rail trail being installed at Marine Blvd. and Bell Fork Road.*

### **6.7.3 Repaving**

Repaving projects provide a clean slate for revising pavement markings. When a road is repaved, the roadway should be restriped to create narrower lanes and provide space for bike lanes and shoulders. In addition, if the space on the sides of the roadway has a relatively level grade and few obstructions, the total pavement width can be widened to include paved shoulders.

### **6.7.4 Roadway Construction and Reconstruction**

Bicyclists and pedestrians should be accommodated any time a new road is constructed or an existing road is reconstructed. In the long-term, all roadways should have on-road bicycle facilities and sidewalks. However, sidepaths can be an acceptable solution in the short-term when a road has few driveways and high-speed, high-volume traffic.

### **6.7.5 Bridge Replacement**

All new or replacement bridges should accommodate bicycles with on-road facilities on both sides of the bridge. If the bridge is in a developed area or an area that may experience development in the future, it should also have wide sidewalks on both sides to accommodate all types of bicyclists and pedestrians.

Federal law, as established in the Transportation Equity Act for the 21st Century (TEA-21), makes the following statements with respect to bridges:

“In any case where a highway bridge deck is being replaced or rehabilitated with Federal financial participation, and bicyclists are permitted on facilities at or near each end of such bridge, and the safe accommodation of bicyclists can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations.” (23 U.S.C. Section 217)

On urban and suburban bridge projects, bridge shoulders should be a minimum of 5.5-feet wide and sidewalks should be a minimum of 5.5-feet wide if traffic volumes are projected to be less than 15,000 vehicles per day. If traffic volumes are projected to be 15,000 or more vehicles per day, the shoulders should be at least 6.5-feet wide and sidewalks should be at least 7-feet wide.

Bridge replacement projects on controlled access freeways where pedestrians and bicyclists are prohibited by law will generally not include facilities to accommodate bicyclists and pedestrians. In cases, however, where a bridge replacement project on a controlled access freeway impacts a non-controlled access roadway (i.e., a new overpass over an arterial roadway), the project should include the necessary access for pedestrians and bicyclists on the non-limited access roadway (i.e., paved shoulders, sidewalks, and pedestrian/bicycle crossing improvements).

#### ***6.7.6 Retrofit Roadways with New Bicycle Facilities and Sidewalks***

There may be critical locations in the Bicycle and Pedestrian Route Network that have bicycle and pedestrian safety issues or are essential links to destinations. In these locations, it may be justified to add new bicycle facilities and sidewalks before a roadway is scheduled to be repaved or reconstructed.

In some places, it may be relatively easy to add extra pavement for shoulders, but others may require removing trees, moving landscaping or fences, or regrading ditches or hills. Retrofitting roadways with sidepaths creates similar challenges. Improvements in these locations are typically recommended in the long-term.

#### ***6.7.7 Signage and Wayfinding Projects***

Signage along specific routes or in an entire community can be updated to make it easier for people to find destinations. Bicycle route signs are one example of these wayfinding signs, and they can be installed along routes independently of other signage projects or as a part of a more comprehensive wayfinding improvement project.

### **6.8 Bicycle and Pedestrian Policies**

Creation of a successful Bicycle and Pedestrian Network will involve more than facility improvements. The long-term success of the bicycle and pedestrian network will also depend on how the City and County builds facil-

ity maintenance and long-term facility planning into its existing maintenance and planning practices. The subsections below detail these critical policy areas. More detailed policy examinations and language update recommendations are discussed in Chapter 5.

#### ***6.8.1 Maintenance***

Regular maintenance of the community's bicycle and pedestrian facilities will be essential to maintain the safety of the facilities and their overall usability. To facilitate the practice of regular maintenance, the City and County should integrate bicycle and pedestrian facility maintenance into the maintenance routines.

Types of maintenance required include:

- Repair of pavement
- Restriping of lanes/remarking of pavement
- Replacement or repair of route signs due to damage caused by vandalism or general wear
- Removal of debris from sidewalks roadway shoulders, bike lanes, and shared-use paths (including trash and vegetation)
- Replacement and repair of bicycle parking and storage facilities

Many of these maintenance projects are already regularly completed for the area's roadways. They now should be expanded to include the bicycle and pedestrian fa-

cilities as well. Off-road bicycle routes may require the attention of separate agencies.

### **6.8.2 Context Sensitive Design**

Context Sensitive Design changes the thinking and design of transportation planning so that roadways accommodate communities rather than communities accommodating roadways. Many of the principles of Context Sensitive Design are reflected in the planning documents of JUMPO, but it is still important that the community establish policy standards that reflect these principles.

These policies should ensure that all roadway projects are designed to maximize the safety of the facility user and the safety of the surrounding community. The policies should also require that all transportation facility construction be completed in a manner that is consistent with the community's economic, social, and environmental objectives.

In the end, the benefits of embracing this type of approach to transportation planning are more efficient use of transportation construction dollars, better preservation of community resources, increased safety, and improved livability in the community.

Continued adherence to the principles of Context Sensitive Design will require the full support of the locally elected officials as well as continued support through state-level transportation actions.

### **6.8.3 Future Bicycle and Pedestrian Facility Development**

Elected leaders should allocate sufficient resources on an annual basis to regularly expand the bicycle and pedestrian network and maintain the facilities as they are completed. This will ensure that the bicycle and pedestrian facilities recommended in this Plan and requested by the residents of the community will come to fruition. There must be commitment to a phased time line of roadway modification and facility construction must be adopted and followed.

Regarding bicycle facilities on county and state roads, it will be important to understand how NCDOT and the City and County are involved in the approval process for reconstruction, repaving, and restriping projects on different roads in the Jacksonville Urban Area. In some cases, the recommended facilities in the bicycle plan will not match the cross-sections recommended by the long range transportation plan. If NCDOT or either the City or County has the authority to deny a recommendation from this Plan, it will be important to discuss controversial issues with them during the planning process. The issues could potentially include:

- Striping 10-foot-wide motor vehicle travel lanes to slow traffic and provide space for bicycle lanes
- Striping bicycle lanes instead of providing

- wide outside motor vehicle travel lanes
- Adding shoulders to roads, which will require regrading the shoulder/ditch area and relocating existing mailboxes