

**CITY OF DUNNELLON  
SPECIAL CITY COUNCIL WORKSHOP**

DATE: May 3, 2016  
TIME: 4:00 p.m.  
PLACE: City Hall  
20750 River Dr., Dunnellon, FL 34431

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Vice-Mayor Green called the meeting to order at approximately 4:00 p.m. and led the Council in the Pledge of Allegiance. He asked if any invitee or volunteer was present to open with prayer. There was none. Vice-Mayor Green then called for a moment of silence.

**ROLL CALL**

The following members answered present at roll call:  
Vacant, Seat 2  
Chuck Dillon, Councilman, Seat 3  
Walter Green, Councilman, Seat 4  
Rick Hancock, Seat 5

**ABSENT**

Nathan Whitt, Mayor, Seat 1

**STAFF PRESENT**

Eddie Esch, City Manager  
Dawn Bowne, City Clerk  
Mandy Roberts, Assistant City Clerk

**LEGAL COUNSEL**

None

**PROOF OF PUBLICATION**

Mrs. Bowne announced for the record the agenda for this meeting was posted on the City's website and City Hall bulletin board on Tuesday, April 26, 2016.

**AGENDA ITEM NO. 1 – PENNSYLVANIA AVE. BIKE TRAIL CONCEPT PLAN  
PRESENTATION – MARION COUNTY TPO**

Vice-Mayor Green welcomed and thanked all of those in attendance for their participation in this project as well as the representatives from the Marion County TPO.

Mr. Greg Slay of the Marion County TPO presented a variety of concepts and alternatives, *which are attached hereto and made a part of these minutes.*

Mr. Slay discussed the pros and cons of each with regard to cost, parking, pedestrians and cyclists. He also offered several alternatives and ideas with regard to bridge access to

Blue Run Park that included modifying the existing bridge or possibly installing a prefabricated pedestrian bridge.

Mr. Slay stated TPO hosted a public meeting on March 30<sup>th</sup> at the Dunnellon Bingo Hall to gather input on the five alternatives being proposed. He said there were 46 attendees, of which 32 submitted comment forms. Mr. Slay explained Alternative C had the most community support followed by Alternative D. Eight individuals did not indicate which alternative they would support, but did indicate that they would like to see bicycle access improvements to Pennsylvania Avenue. Two individuals clearly indicated that they would not like to see anything done to the roadway. The other category comprised of individuals who shared concerns for safety, turn lane availability and the impact on businesses.

Mr. Slay explained throughout the stakeholder engagement process, it was clear that the City Council and the residents that participated in the process favored Alternative C. This alternative accomplishes the addition of a shared use path while maintaining on-street parking on the north side of the corridor. This alternative creates a safe facility for non-motorized users and will likely increase usage from non-proficient cyclists and pedestrians and any safety related issues with this option will have to be examined during the engineering design phase.

#### **AGENDA ITEM NO. 2 – COUNCIL COMMENTS**

Council and staff engaged in discussion with Mr. Slay regarding the various options that were presented. They discussed the posted speed limit, traffic flow, turn lanes and parking at Blue Run Park. There was discussion regarding the timeline of the project. Mr. Slay said the project could be completed in 3 to 5 years, depending on the availability of funding. He stated TPO would need direction from the Council at the next meeting with regard to which option they wish to pursue.

Council thanked Mr. Slay and the TPO for their time and efforts.

#### **AGENDA ITEM NO. 4 – PUBLIC COMMENTS**

Mrs. Joan Duggins, 19687 SW 88<sup>th</sup> Loop, commented regarding cost, funding and congestion.

Louise Kenny, 11970 Ibis Court, stated she is not in favor of the plan and that other routes would be safer.

Jerry Vaughn agreed with Mrs. Kenny and stated he would only support Alternatives D or E. He said for many years he has supported the effort to make Dunnellon a walkable community.

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Grant Chance, owner of Blue Run Bicycles, supported the plan and explained the trail would positively benefit the entire community. He reviewed statistics he gathered from other cities that have bicycle paths.

Paul Marraffino, 19544 SW 82<sup>nd</sup> Place Road, discussed funding, on street parking, parking at Blue Run Park and delivery truck access to businesses.

The owner of Go for Donuts spoke in favor of the plan, but said he does not want to lose on street parking.

The meeting was adjourned at approximately 5:40 p.m.

Attest:

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Dawn Bowne, MMC  
City Clerk

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Nathan Whitt, Mayor



# MEMORANDUM

## Pennsylvania Avenue (CR 484) Design Alternatives Study

Prepared for:



APRIL 2016

Prepared By

**Kimley»»Horn**

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## PENNSYLVANIA AVENUE (CR 484) DESIGN ALTERNATIVES STUDY

### Project Background

One of the key recommendations of the City of Dunnellon Bicycle and Pedestrian Master Plan was the re-design of Pennsylvania Avenue with a bike (shared-use) path that connects the downtown area to Blue Run Park. Which ultimately connects to the future Cross Florida Greenway Trail and the Withlacoochee Trail. In addition, in 2013 Marion County and the City of Dunnellon started developing conceptual plans for Pennsylvania Avenue (CR 484) for corridor improvements. The concept plans developed in 2013 depicted potential streetscapes to accommodate non-motorized travel through the corridor. These plans included a 12-foot shared-use path along the southern side of the roadway and a four-foot sidewalk for pedestrian use on the northern side. In addition to the shared-use path, the concepts had 11-foot vehicle travel lanes and an 11-foot two-way left turn lane/median. Public input was gathered to assess support for the suggested modifications. Input from the public stated their desire to maintain on-street parking along the corridor in some way. Local businesses shared concerns that any substantial changes to the roadway may negatively affect their patronage.

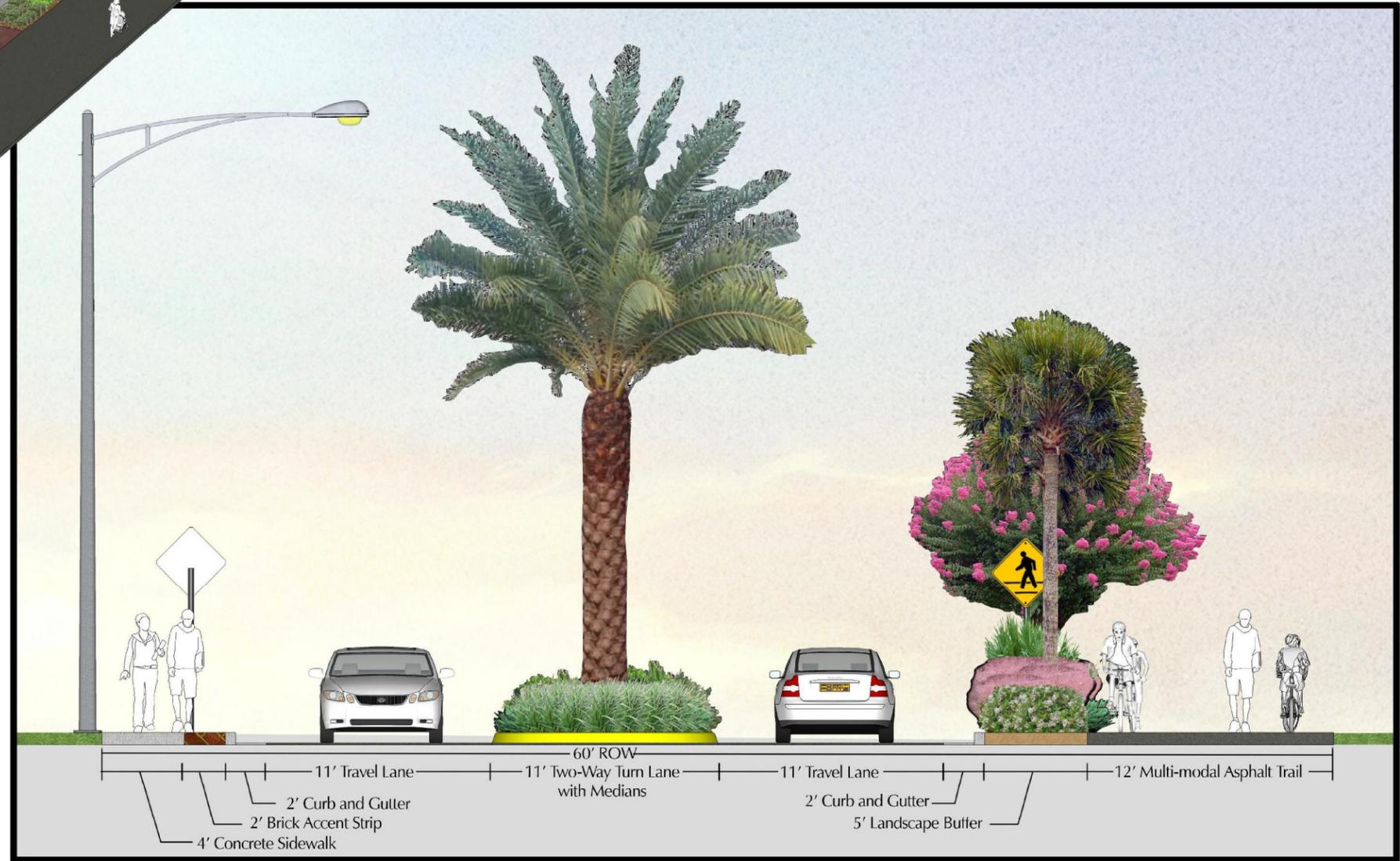
Multi-use trails in the City of Dunnellon and surrounding area could become a major economic driver for the area. The City of Dunnellon finds itself in a unique situation to develop infrastructure that will utilize and integrate with the existing/proposed trail networks and improve access to its already popular natural areas. Plans are in place for the creation of the Heart of Florida Loop which will be a continuous shared-use path within the central Florida region, connecting with other trails that cover the extent of Florida. This trail network enters Marion County from the south near Dunnellon and continues eastward along the Cross Florida Greenway Trail, north toward the Ocala area. The connection of these shared-use paths in Dunnellon will provide economic development opportunities in the form of ecotourism and recreation. Marion County is home to some truly outstanding natural areas, several of which are within or very near Dunnellon. Blue Run Park provides access to the Rainbow River, which is one of Marion County's most visited waterways. This park draws visitors from all around the region to enjoy the crystal clear waters of the Rainbow River. Providing facilities for non-motorized forms transportation allows for the development of on-street businesses and may improve patronage of the local businesses. It is believed that vehicle use and nearby parking is essential for businesses to succeed, but providing improved access for non-motorized users can help improve economic development by catering to additional visitation. Creating a comfortable area for individuals to travel to will help foster a sense of place and can lead to increased economic success.

The Ocala/Marion Transportation Planning Organization (TPO) has undertaken this assessment of the Pennsylvania Avenue corridor for multimodal improvement and has developed new concepts for consideration. These concepts have been developed to improve the multimodal use of Pennsylvania Avenue using varying techniques and modifications to promote both motorized and non-motorized movement through the corridor. The five design alternatives and three Rainbow River Bridge options have been presented during two meetings, one with the Dunnellon City Council on February 17, 2016 and another with the general public on March 30, 2016.

### Previous Concept

The previous design concept created by Kimley-Horn in 2013 had reduced lane size, two-way left turn lane/landscaped median, and added a shared-use path with a landscaped buffer to separate the path from the travel lanes, as shown in **Figure 1**. Through public input it was expressed that this concept had too much landscaping, as well as concerns for medians blocking off business entrances. Marion County engineering developed another concept using significantly less landscaping. This design concept had two 11-foot travel lanes, two six-foot bike lanes and a seven-foot on-street parking area.

Figure 1: Concept Graphics - Typical Section



# Pennsylvania Avenue East Streetscape Concept Graphics - Typical Section

## Existing Conditions

This typical section shows lane widths and current sidewalk and parking conditions on the roadway. Currently the on-street parking is used by weekend visitors to the Blue Run Park and patrons of the local businesses. The parking is also used by delivery trucks servicing the nearby businesses. Pedestrian and bicycle activity has been identified as a major concern for this area as well. Currently cyclists and pedestrians must either share the sidewalks or make use of travel lanes which are not marked for bicycle safety. The five alternatives (listed A-E) have been developed to address the concerns heard from the public. The existing typical section for Pennsylvania Avenue is shown in **Figures 2 and 3**:

- ⊙ 13-foot travel lanes
- ⊙ 7-foot parking on both sides
- ⊙ 5-foot sidewalk on both sides

## New Alternatives

Five alternatives were developed and presented for public comment. Each of these alternatives were designed using the feedback gathered during the 2013 conceptual project and modified to include different facilities. Each of the alternatives below offers a different layout from the existing corridor with an eye toward increasing pedestrian and bicycle use and improving safety throughout the corridor. A description of the alternatives can be found below.

### Alternative A:

This alternative reduces the lane size from 13 feet to 11 feet, which would decrease vehicle speeds, reduces on-street parking to only the northern side of the road which allows for the addition of bike lanes on both sides of the road. This option is relatively low cost can be created through restriping the roadway. The bicycle lanes are not buffered and may exclude non-proficient cyclists from using this facility. This alternative includes the following and can be seen in **Figures 4 and 5**:

- ⊙ 11-foot travel lanes
- ⊙ 5.5-foot bike lanes on both sides
- ⊙ 7-foot parking on north side
- ⊙ 5-foot sidewalks on both sides

### Alternative B:

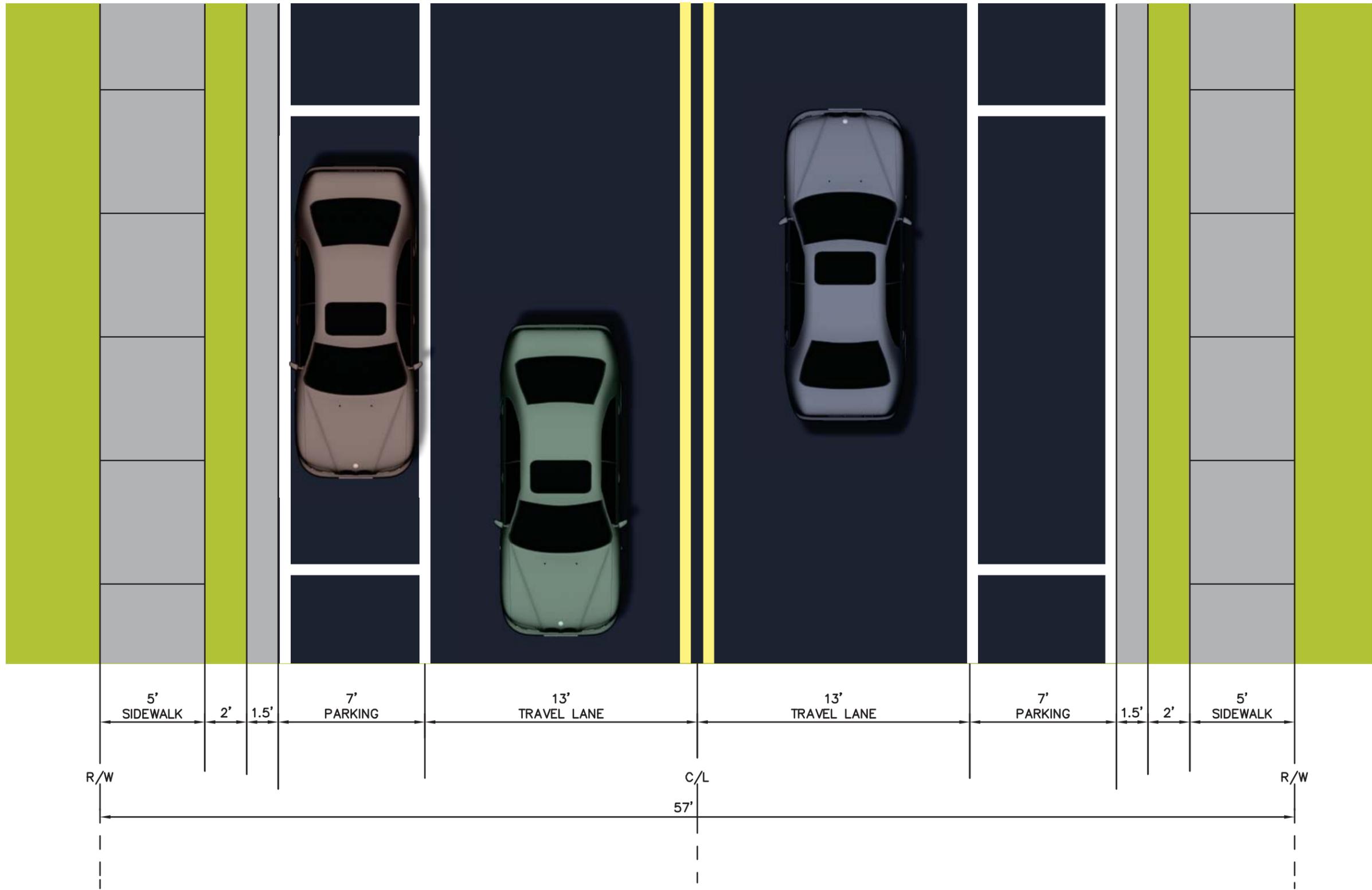
This alternative reduces the lane size to the FDOT minimum width of 10.5 feet, which would decrease vehicle speeds, reduces on-street parking to only the northern side of the road, making available roadway for bike lanes on both sides of the road. With the travel lane width suggested to be 10.5 feet Wide, coordination with Marion County is needed to ensure the roadway will remain compliant with standards. This option is relatively low cost as in many cases the alternative will be created through restriping the roadway. The bicycle lanes are only five feet with a one-foot buffer to allow for more cyclist use of this facility. This alternative includes the following and can be seen in **Figures 6 and 7**:

- ⊙ 10.5-foot travel lanes
- ⊙ 5-foot bike lanes on both sides with a 1-foot buffer
- ⊙ 7-foot parking on north side
- ⊙ 5-foot sidewalks on both sides



Figure 3: Existing Typical Section (Aerial View)

PENNSYLVANIA AVENUE  
EXISTING TYPICAL SECTION



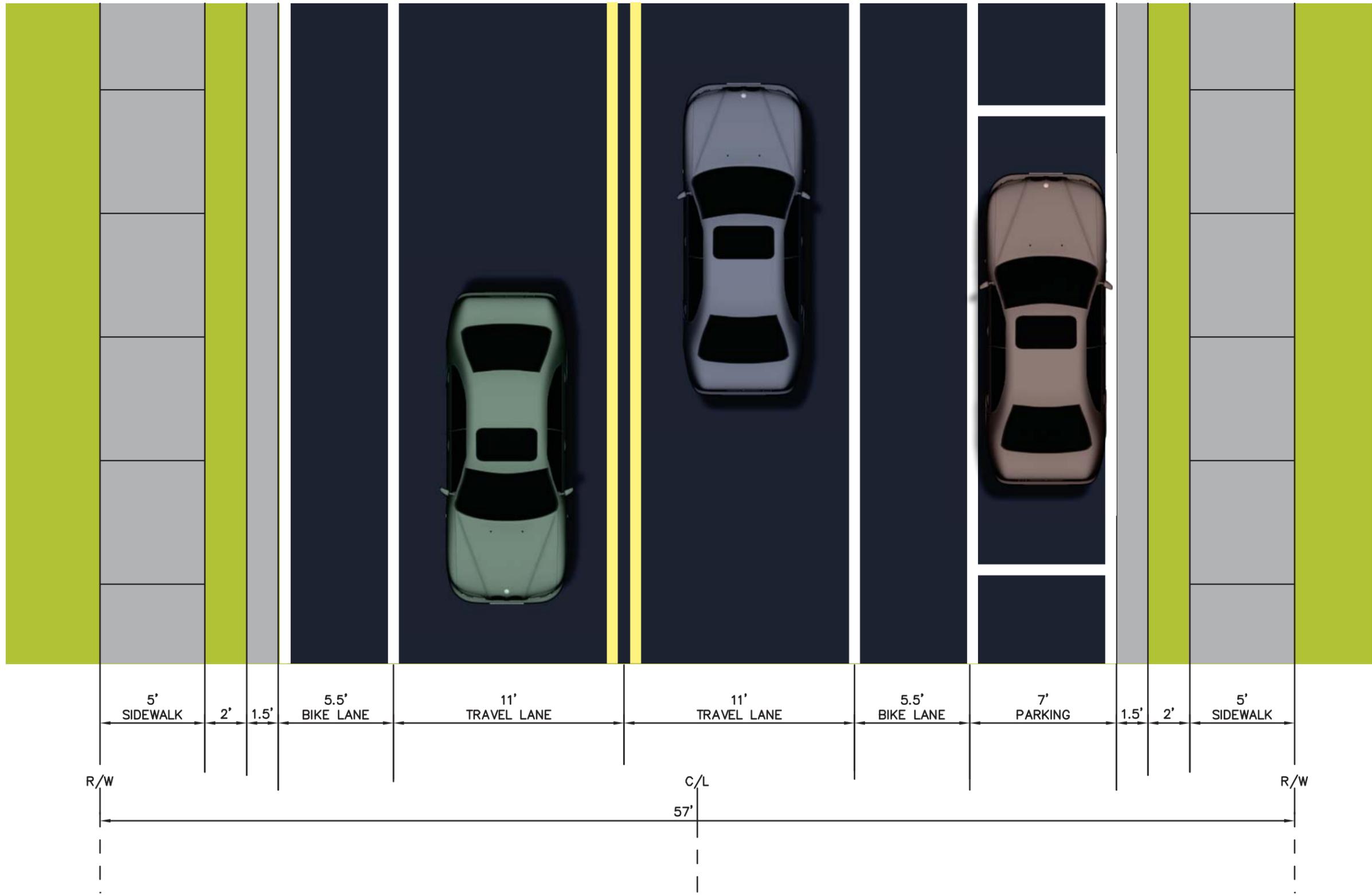
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PENNSYLVANIA AVENUE PREPARED FOR OCALA/MARION COUNTY TPO CITY OF DUNNELLON FLORIDA	EXISTING TYPICAL SECTION	KHA PROJECT 040668019 DATE FEBRUARY 2016 SCALE AS SHOWN DESIGNED BY KHA DRAWN BY DSC CHECKED BY ALG DATE
		LICENSED PROFESSIONAL AMBER L. GARTNER, P.E. FLORIDA LICENSE NUMBER 72294
		© 2016 KIMLEY-HORN AND ASSOCIATES, INC. 1823 SE FORT KING STREET, SUITE 200, OCALA, FL 34471 WWW.KIMLEY-HORN.COM CA 00000896
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Figure 5: Alternate A Typical Section (Aerial View)

PENNSYLVANIA AVENUE  
ALTERNATE A  
TYPICAL SECTION



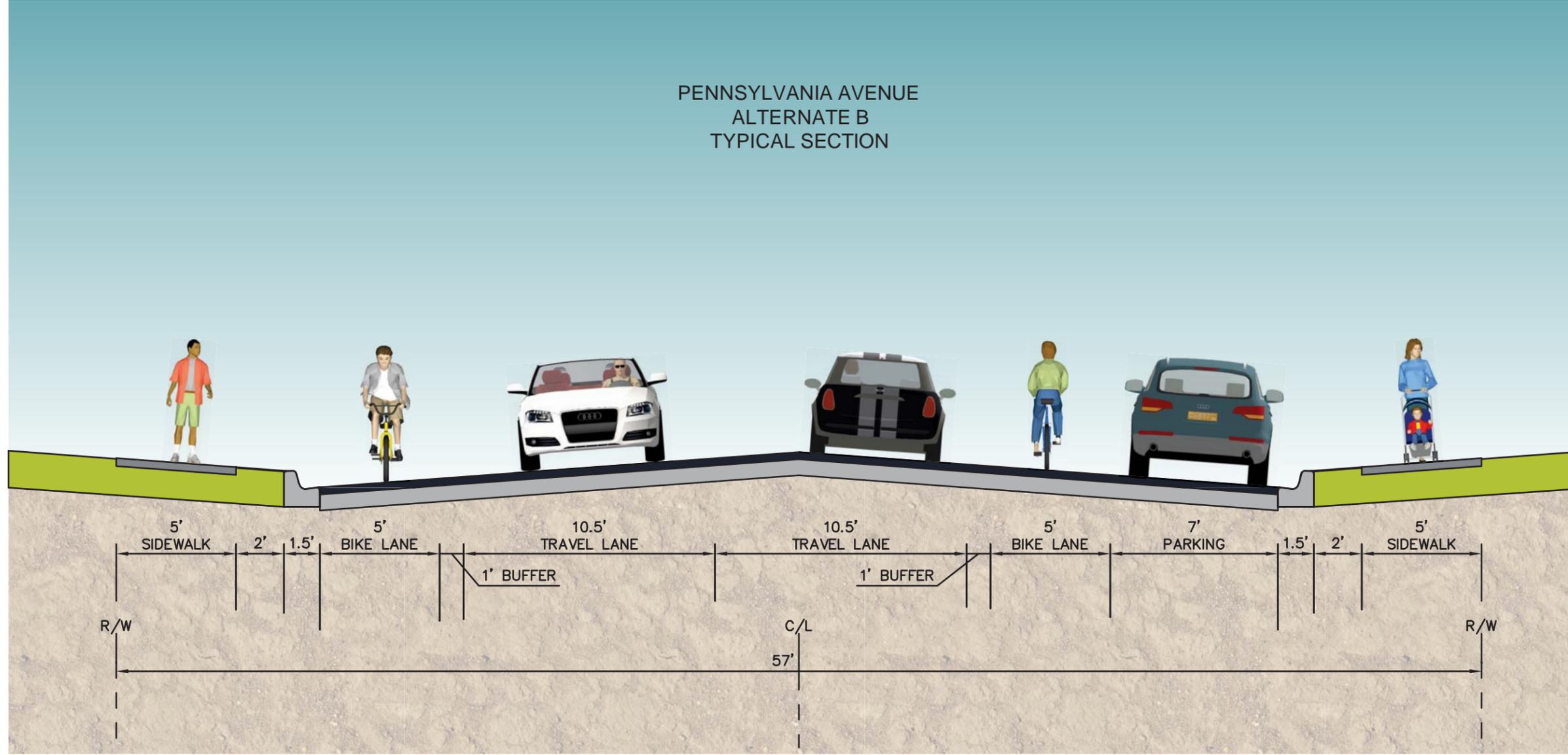
R/W 5' SIDEWALK 2' 1.5' 5.5' BIKE LANE 11' TRAVEL LANE 1' 11' TRAVEL LANE 5.5' BIKE LANE 7' PARKING 1.5' 2' 5' SIDEWALK R/W

C/L 57'

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Figure 6: Alternate B Typical Section



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**Alternative C:**

This alternative reduces the lanes from 13 feet to 11 feet which would reduce vehicle speeds. In addition this alternative would also reduce on-street parking to only the northern side of the road, which allows for the creation of a side path on the southern side of the roadway. This side path would be separated by some type of vertical separator such as a vertical delineator or vehicle curb separator. These provide a buffer allowing for more comfortable use of the side path for trail users. Roadway delineators can vary from rumble strip materials on the ground, low barriers, to vertical delineators of multiple designs and heights. This alternative will likely be more expensive than alternatives A and B. The following can be seen in **Figures 8 and 9:**

- ⦿ 11-foot travel lanes
- ⦿ 8-foot side path on south side with a 3-foot buffer and delineators on the road
- ⦿ 7-foot parking on north side
- ⦿ 5-foot sidewalks on both sides



⦿ [www.fhwa.dot.gov](http://www.fhwa.dot.gov)



⦿ [www.en.zicla.com](http://www.en.zicla.com)

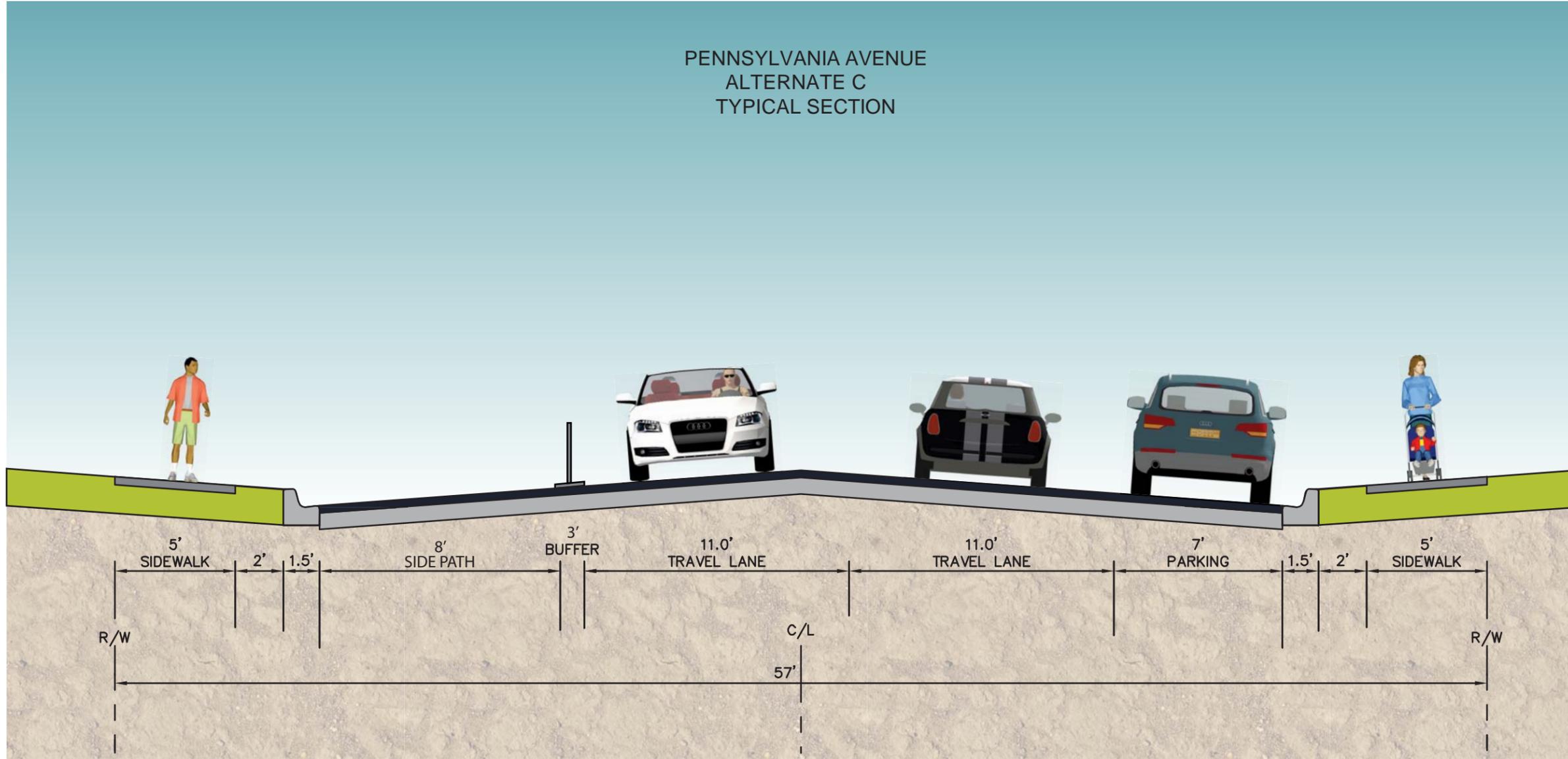


⦿ [www.fhwa.dot.gov](http://www.fhwa.dot.gov)



⦿ [www.wamu.org](http://www.wamu.org)

Figure 8: Alternate C Typical Section



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### Alternative D:

This alternative reduces the lane size from 13 feet to 11 feet which would decrease vehicle speeds and removes all on-street parking and adds a two-way left turn lane/landscaped median. A sidewalk is proposed on the northern side, while a 12-foot shared-use path is recommended on the southern side. This alternative is one of the safer options as it completely separates motor vehicles from other users and provides a turn lane/median area that separates the travel lanes. This alternative will likely be the highest cost of implementation. This alternative includes the following and can be seen in **Figures 10 and 11**:

- ⊙ 11-foot travel lanes
- ⊙ 11-foot turn lane and/or landscaped median
- ⊙ 12-foot shared-use path on south side, off the road
- ⊙ 5-foot sidewalk on north side

### Alternative E:

This alternative reduces lane size from 13 feet to 11 feet which would reduce vehicle speeds, maintains on-street parking on the northern side. A sidewalk is present on the northern side, while a 12-foot shared-use path is implemented off the road on the southern side. This is the best overall option for safety and connectivity, by separating motorists from other users and continuing to provide on-street parking for the local businesses. This alternative has higher predicted costs for implementation. This alternative includes the following and can be seen in **Figures 12 and 13**:

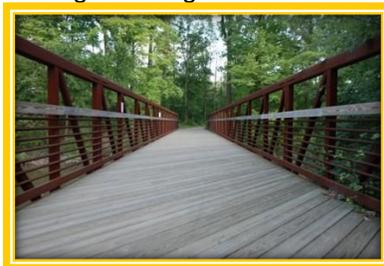
- ⊙ 11-foot travel lanes
- ⊙ 12-foot shared-use path on south side, off the road
- ⊙ 7-foot parking on north side
- ⊙ 5-foot sidewalk on north side

### Bridge Options:

During the Stakeholder meetings, modification of the Rainbow River Bridge was discussed to integrate with the proposed CR 484 design alternatives. Three options were discussed in the meetings:

- ⊙ Use the existing shoulder along the bridge
- ⊙ Develop a separate bicycle/pedestrian bridge
- ⊙ Do nothing

Use of the existing shoulder is only recommended for a temporary solution. Use of the existing shoulder would require either the implementation of roadway barriers or crosswalks to allow bi-directional travel of pedestrians over the bridge. The stakeholder input indicated that the public favored the implementation of a bicycle/pedestrian bridge over the Rainbow River. This separate bridge option will increase pedestrian and cyclist safety by separating them from the vehicle travel lanes while providing adequate width for bi-directional travel. Additionally, this option will allow for more direct travel between the downtown area, Blue Run Park, and the nearby trail system. Both suggested improvement options will require additional engineering design to connect the bridge with the Blue Run Park. The implementation of a new bridge is a longer term project due to anticipated cost. Implementation of the separated shoulder option will also require funding for design and construction however, at far less cost than the separate bicycle/pedestrian bridge.



⊙ [www.artthuresoninc.com](http://www.artthuresoninc.com)

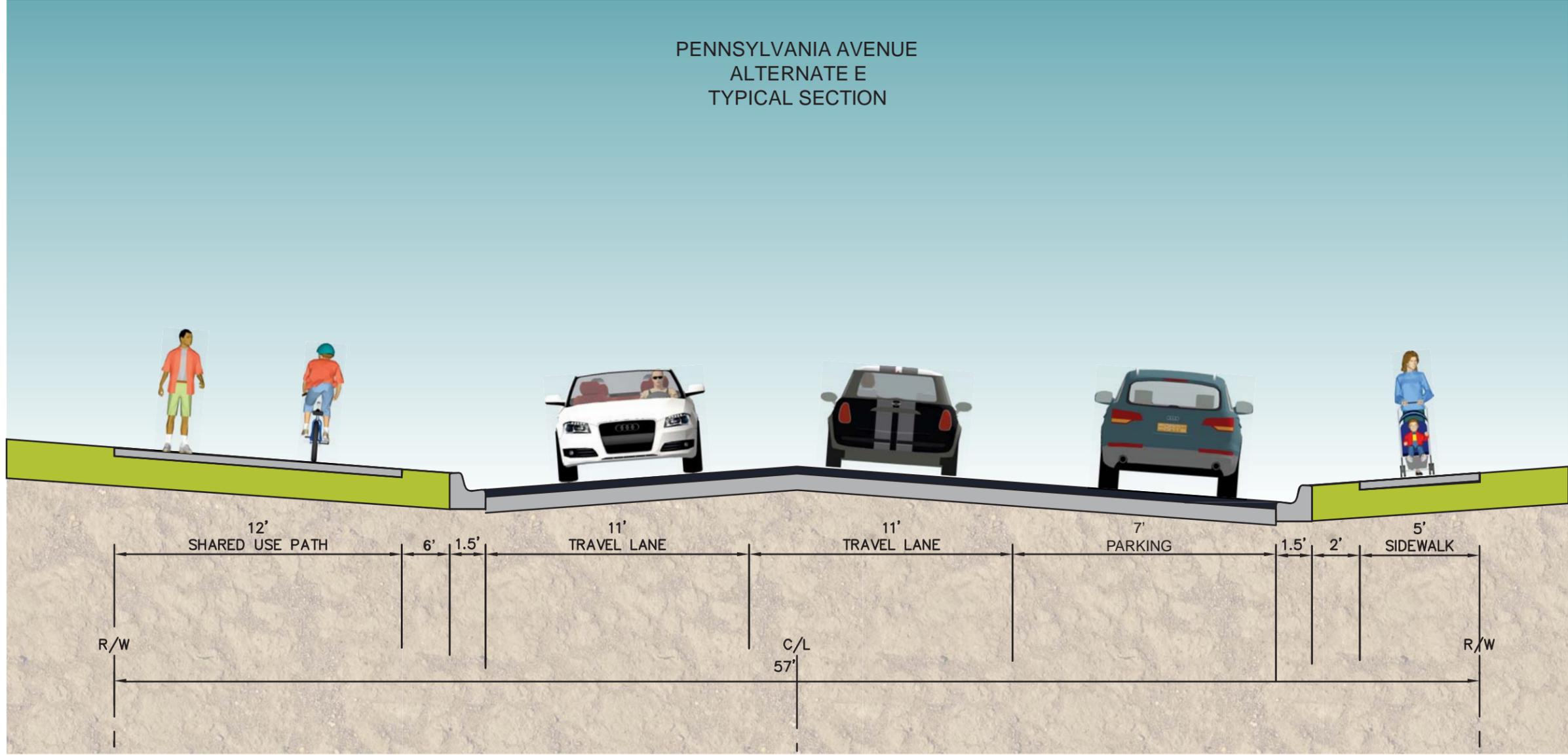


⊙ Site Visit





Figure 12: Alternate E Typical Section



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## Stakeholder Outreach

### Dunnellon City Council – February 17, 2016:

A meeting was held with the Dunnellon City Council to gather input on the newly developed design alternatives for the Pennsylvania Avenue corridor. The Council generally agreed that Alternative C was the preferred option. This option contained the features that the Council desired to see from a streetscape such as maintaining some of the on-street parking and implementing a shared-use path, while requiring a more modest budget to implement. The Council expressed concerns over the types of vertical barriers/delineators and signage that could be used in the design. Concerns over the aesthetics of the delineators and the implementation of other options were discussed to increase the safety of the corridor. Additionally, the Council expressed a desire to explore external funding sources such as the Florida Department of Environmental Protection's Recreational Trails Grant Program. This is a competitive grant program that allows local governments to compete for federal funding for trail facilities.

### Public Meeting - March 30, 2016:

A public meeting was held at the Dunnellon Bingo Hall on Wednesday, March 30, 2016. The meeting was held to gather public input on the Pennsylvania Avenue alternatives. There were 46 attendees who participated, and there were 32 comment forms submitted. Alternative C had the most community support followed by Alternative D. Eight individuals did not indicate which alternative they would support, but did indicate that they would like to see bicycle access improvements to Pennsylvania Avenue. Two individuals clearly indicated that they would not like to see anything done to the roadway. The other category is comprised of individuals who shared concerns for safety, turn lane availability, and the impact on businesses. Several individuals indicated they were in favor of Alternative E, but made the decision to support other options due to the potential costs and time it would take to implement.

## Results

Throughout the stakeholder engagement process, it was clear that the City Council and the residents that participated in the process favored Alternative C. This alternative accomplishes the addition of a shared-use path while maintaining on-street parking on the north side of the corridor. This alternative creates a safe facility for non-motorized users and will likely increase usage from non-proficient cyclists and pedestrians. Any safety related issues with this option will have to be examined during the engineering design phase. The design phase will have to address the curb cuts to existing land uses, on-street parking, and the Alternative C bicycle facility. The on-street parking will remain on the north side of the road to service the local businesses as well as weekend visitors to Blue Run Park. Additionally, the long term option of building a separate bicycle/pedestrian bridge was favored over using the existing shoulder along the Rainbow River Bridge. This bridge option will be used to create a safe and efficient route for cyclists and pedestrians to travel between the downtown Dunnellon area and Blue Run Park and ultimately to other regional trails. Any modification to Pennsylvania Avenue or the bridge will require coordination with Marion County Engineering. Additionally, Marion County Engineering should be coordinated with to make the connection from the bridge to the Blue Run Park. The proposed modifications to Pennsylvania Avenue will allow Dunnellon to make the necessary changes to accommodate increased cycling in the area as well as draw new visitors to this area.

The results of this report are to examine Alternative C with further engineering analysis and design to ensure the safety and access features have been properly addressed. In addition, the results suggest the consideration of the long term goal for the implementation of a separate bicycle/pedestrian bridge over the Rainbow River. These actions will require engineering design to be completed as the next phase.