

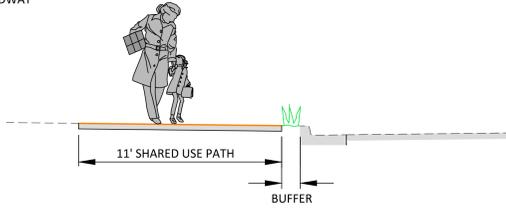
SNOWY RANGE ROAD PATHWAY / BICYCLE OPTIONS

WEST OF INTERSTATE-80

OPTION 1

SHARED USE PATH ON NORTH SIDE OF SNOWY RANGE ROAD

NORTH SIDE OF ROADWAY



POSITIVES:

- IMPROVEMENTS WILL FIT INSIDE EXISTING RIGHT OF WAY

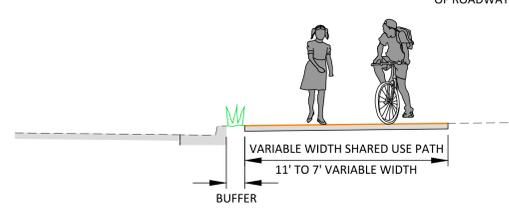
DETRACTORS:

- MORE DRIVEWAYS ON THE NORTH SIDE OF THE ROADWAY CREATES MORE PATHWAY USER AND VEHICLE INTERACTION VERSUS SHARED USE PATHWAY ON SOUTH SIDE OF ROADWAY

OPTION 2

SHARED USE PATH ON SOUTH SIDE OF SNOWY RANGE ROAD

SOUTH SIDE OF ROADWAY



POSITIVES:

- FEWER DRIVEWAYS ON THE SOUTH SIDE OF THE ROADWAY ALLOWS FOR A LESS PATHWAY USER AND VEHICLE INTERACTION VERSUS SHARED USE PATHWAY ON NORTH SIDE OF ROADWAY

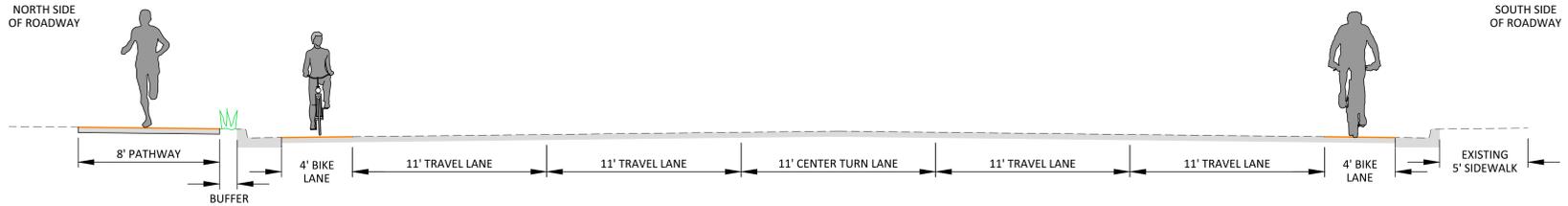
DETRACTORS:

- IMPROVEMENTS WILL NOT FIT INSIDE EXISTING RIGHT OF WAY
- EXISTING BUILDINGS ON SOUTH EAST CORNER OF GRANT ST. AND SNOWY RANGE ROAD, AND FOREST SERVICE BUILDING BETWEEN HAYES ST. AND CLEVELAND ST. WILL ONLY ALLOW FOR A 7' WIDE PATH.

OPTION 3

ON-STREET BICYCLE LANES AND ENHANCED SIDEWALK ON NORTH SIDE OF SNOWY RANGE ROAD

NORTH SIDE OF ROADWAY



POSITIVES:

- IMPROVEMENTS WILL FIT INSIDE EXISTING RIGHT OF WAY
- LESS IMPACT TO LAND USES ON NORTH SIDE OF ROADWAY VERSUS A WIDER SHARED USE PATH
- ON-STREET BIKE LANES ALLOW FOR SEPARATION OF MORE EXPERIENCED RIDERS FROM PATHWAY USERS

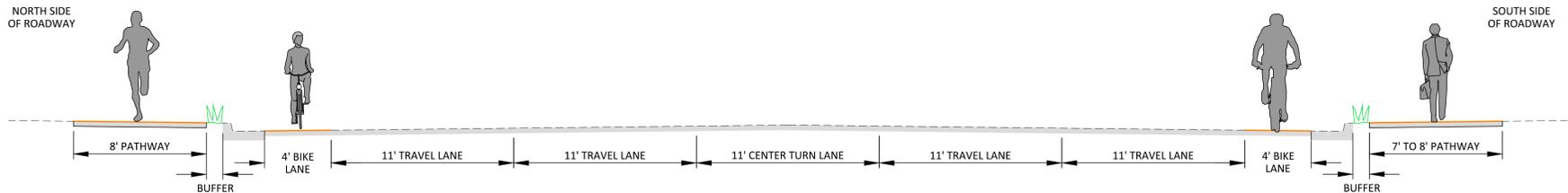
DETRACTORS:

- SIDEWALK WIDTH NOT INCREASED ON SOUTH SIDE OF ROADWAY

OPTION 4

ON-STREET BICYCLE LANES AND ENHANCED SIDEWALK ON BOTH NORTH AND SOUTH SIDES OF SNOWY RANGE ROAD

NORTH SIDE OF ROADWAY



POSITIVES:

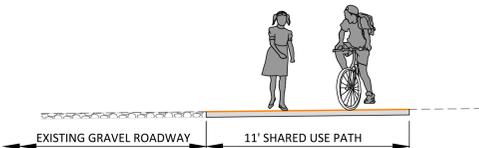
- PROVIDES PATHWAY ON BOTH SIDES OF ROADWAY
- LESS IMPACT TO LAND USES ON NORTH SIDE OF ROADWAY VERSUS A WIDER SHARED USE PATH
- ON-STREET BIKE LANES ALLOW FOR SEPARATION OF MORE EXPERIENCED RIDERS FROM PATHWAY USERS

DETRACTORS:

- IMPROVEMENTS WILL NOT FIT INSIDE EXISTING RIGHT OF WAY
- EXISTING BUILDINGS ON SOUTH EAST CORNER OF GRANT ST. AND SNOWY RANGE ROAD, AND FOREST SERVICE BUILDING BETWEEN HAYES ST. AND CLEVELAND ST. WILL ONLY ALLOW FOR A 7' WIDE PATH.

OPTION 5

SHARED USE PATH ON EITHER MONROE STREET OR HARRISON STREET



DETRACTORS:

- NO EXISTING CURB AND GUTTER TO CREATE SEPARATION BETWEEN VEHICLES AND PATHWAY USERS
- SAFETY CONCERNS AT CROSSING OF SIDE STREETS
- NO EXISTING CURB AND GUTTER TO PREVENT PARKING ON TOP OF THE PATHWAY
- MAINTENANCE CONCERNS FOR DRAINAGE AND SNOW PLOWING
- LESS POTENTIAL FOR INTERACTION BETWEEN LOCAL BUSINESSES AND PATHWAY USERS

NOTE: BECAUSE OF THE SAFETY AND MAINTENANCE CONCERNS, THIS IS NOT CONSIDERED A VIABLE OPTION UNTIL MONROE AND/OR HARRISON STREETS ARE PAVED.

WHAT ARE YOUR IDEAS?