LONG-TERM VISION

The Long-Term Vision is an outline of what we hope to achieve in 20 years. The recommendations are constrained by available ROW and the need to accommodate projected traffic. Many of the recommendations will likely be implemented when a road is reconstructed.
LOCAL TRANSIT ROUTES
Corridors with local bus service that foster a pedestrian scale environment where walking and biking actively complement public transit. Dedicated facilities for people who walk and bike are provided, such as separated bike lanes, pedestrian crossings and sidewalks.

GREEN EXPRESS ROUTES
Corridors dedicated to providing direct high amenity connections between key destinations for pedestrians, bicycles, and a variety of zero emission personal mobility vehicles.

CROSSTOWN CORRIDORS
Essential to the flow of people between neighborhoods, these corridors encourage safe speeds to enhance the experience of non-motorized users and improve the overall safety of the roadway. Dedicated facilities for people who walk and bike are provided, such as separated bike lanes, pedestrian crossings and sidewalks.

NEIGHBORHOOD CONNECTORS
Local roads and trails that provide low-stress bicycle and pedestrian connections to neighborhood destinations. These types of routes typically include wayfinding signs, traffic calming and stormwater management features.

GREENWAYS
Pathways shared by pedestrians and bicyclists located away from the roadway that are along and within natural areas.

Below are some examples of improvements to get across these corridors:

- Raised Crosswalk
- Rectangular Rapid Flash Beacon
- Protected Intersection
- Pedestrian Hybrid Beacon
- Crosswalk at Bus Stop
- Pedestrian Crossing Island