

**MINUTES
CITY OF ORMOND BEACH
CITY COMMISSION
DRAFT 2016 BIKE PLAN WORKSHOP**

April 19, 2016

5:30 p.m.

City Commission Conference Room

I. Call to Order

Mayor Ed Kelley called the meeting to order at 5:30 p.m.

Present were Mayor Ed Kelley, Commissioners James Stowers, Troy Kent, Rick Boehm and Bill Partington, City Manager Joyce Shanahan, Assistant City Manager and Public Works Director Ted MacLeod, City Attorney Randy Hayes, and Planning Director Ric Goss.

II. Draft 2016 Bike Plan

Overview

Ms. Joyce Shanahan, City Manager, stated that the city had been working on the draft bike plan and had taken it to various neighborhood groups and city advisory boards, including the Leisure Services Advisory Board, Public Works Advisory Board, and Quality of Life Advisory Board. She explained that this was just a draft of a bike plan and that the purpose of it was to set the framework of what could potentially exist in Ormond Beach. She further explained that it was more difficult to receive grant funding if a plan was not established. She noted that staff received the most comments about the trail from Tomoka State Park to Sanchez Park. She stated that all of the included projects, much like those in the Utilities Master Plan, had the potential to be done. She explained that when funding became available separate Capital Improvement Plans (CIP) would be prepared for those projects, and that those would be reviewed by the City Commission during the CIP planning process and vetted by neighborhood groups impacted by the pathways.

Ms. Shanahan noted that there were some individuals in the audience that evening and that some individuals had expressed concerns about the plans. She reiterated that nothing was set in stone and that the plan was just a framework for potential bike paths that could exist in Ormond Beach. She noted that the plan was designed to help Ormond Beach be more competitive for grant funding.

Mr. Ric Goss, Planning Director, stated that the plan was started about two years prior and was worked on when staff's schedules allowed for it. He noted that the majority of the plan was accomplished when a University of Florida graduate degree student in the masters program for urban and regional planning was brought on. He explained that the student helped with the final data collection and Geographic Information Systems (GIS) mapping. He noted that his name was Mr. Steven Shams and that he had recently had his dissertation approved. He thanked Mr. Shams for his help.

Mr. Goss displayed a postcard that was sent out for the neighborhood meetings on the draft bike plan. He noted that it was sent to all of the affected neighborhoods

within 300 feet of the Tomoka State Park Trail Phase 2. He stated that they also held a meeting with Chelsea Place because there was a path proposed along Hand Avenue that would connect to a project that was just submitted to the River to Sea Transportation Planning Organization (TPO). He explained that the project would begin at Hand Avenue and Williamson Boulevard and extend all the way over to the existing eight foot sidewalk at Division Avenue and Nova Road. He noted that staff met with advisory boards and also the Scenic Loop organization.

Mr. Goss stated that staff initially determined the city's inventory. He explained that the city had almost 11 miles of paved shoulders, which were basically 4' outside of the white or yellow line on the edge of the road. He noted that a lot of people would use that shoulder to ride their bicycles in. He stated that a paved shoulder was different from a designated bike lane. He explained that a paved shoulder allowed someone to ride their bicycle within the travel lane. He noted that when they started this project, the city had no designated bike lanes but now had two comprising 17.42 miles. He explained that when the Florida Department of Transportation (FDOT) was paving State Road 40 they reduced the widths of the roads and created 4' designated bike lanes with 1' pan and gutters. He stated that bicyclists must stay in the designated bike lanes and could not go out into the travel lanes. He noted that that was a state law. He noted that they also put in a bike lane on US 1. He explained that those bike lanes were put in approximately within the last two years.

Mr. Goss stated that the city had about two miles of shared use paths within parks in the city. He noted that those paths were between 8' and 10' wide, with most of them being 10' wide. He stated that those paths could be shared with a pedestrian. He stated that the city had about nine miles of multi-use paths adjacent to roads. He noted that those had a lower pedestrian use. He stated that about two or three miles were just put in on State Road 40 from Tymber Creek Road to the Airport Road extension. He stated that the Ormond Scenic Loop and Trail ("Scenic Loop") was 33.98 miles.

Mr. Goss stated that the types of users who used these facilities could be classified into three groups: advanced bicyclists, family bicyclists, and intermediate bicyclists. He stated that advanced bicyclists were the ones who would probably use the Scenic Loop, noting that they would have to share a lane with a car in that location. He stated that families would mostly use the multi-use and shared use paths. He noted that they did not like to go out on the roads. He stated that the intermediate bicyclists would use the designated bike lanes but also the paved shoulders.

Mr. Goss stated that the city looked at its level of service for bicyclists using FDOT software, both for intersections and also road corridors. He noted that they also reviewed crash statistics using a software program from the University of Florida. He stated that the time period they reviewed was from 2010 to 2014. He stated that during that time period there were 90 crashes involving one fatality and 85 injuries. He noted that 32 of those injuries occurred on city roads, while the rest occurred on state and county roads. He stated that most of the crashes occurred during the weekday between 4:00 p.m. and 6:00 p.m. at intersections and driveways. He noted that the majority occurred on Wednesdays. He stated that Ormond Beach had the highest per capita bike crash rate in Volusia County or the state during the period studied.

Mayor Kelley inquired about the per capita; whereby, Mr. Goss clarified that it was per 10,000. Mayor Kelley hypothesized that the city had more bicyclists.

Mr. Goss stated that the city did have a lot more bicyclists and noted that during the time period reviewed the city did not have the designated bike lanes. He stated that that was why he believed FDOT added the bike lanes when they paved the roads. He stated that the most common crash type was the right angle. He explained that a right angle crash occurred when a car was pulling out at an intersection or driveway and the bicyclist was on the sidewalk to the driver's right, which meant that he was treated as a pedestrian. He noted that the bicyclists should be in the bike lanes if the lanes were provided in the roadway. He explained that if they were on the sidewalk they were treated as pedestrians and that if they were on the roadway they were treated as a vehicle, unless they were in the designated bike lane.

Mr. Goss stated that the plan proposed about 15 miles of multi-use paths. He noted that there was one small fixed span bridge proposed on Saint Andrews Street that would go across an existing small retention pond that spanned two city blocks. He stated that the cost of the plan was estimated at \$5.36 million, but with the revised alternate for Tomoka State Park it would come in around \$4.88 million. He noted that those costs did not include specialty costs and gave an example of the demolition of existing sidewalks. He stated that they also performed a cost/benefit analysis of the plan by looking at the health benefits and costs with regards to injuries and deaths, using FDOT's process, over a 10 year horizon. He stated that using the \$4.88 million figure, the city was around \$11.5 million in reduced injury savings and health benefits to the community.

Forest Hills Shared Use Path Connector

Mr. Goss stated that the first project in the plan was the Forest Hills Shared Use Path Connector. He noted that the project was already before FDOT and that the Local Assistance Program (LAP) agreement was being signed. He stated that this project might even come off of the plan if construction was started before the plan was completed. He stated that the path went from Scottsdale Drive and Military Boulevard to Old Tomoka Avenue via the Misner Creek Channel. He explained that this project came from an elementary school study that was done for the safety of children. He stated that the path would be about 5,600 linear feet of concrete with boardwalk decking and lighting. He stated that the cost was \$510,250 and that the annual maintenance cost was estimated to be \$2,200.

Tomoka State Park Shared Use Path – Phase 2

Mr. Goss noted that the next project was the one that Ms. Shanahan had mentioned earlier, the Tomoka State Park Shared Use Path – Phase 2. He stated that two alternatives were shown. He stated that the first alternative was from Sanchez Park to Inglesia via Tomoka State Park. He stated that that alternative was about 12,667 linear feet of 10' sidewalk and 700 linear feet of boardwalk at a cost of \$946,000. He noted that a suggestion had been made that that sidewalk should be asphalt rather than concrete. He stated that the second alternative was to pick up at the existing 8' sidewalk at Burton Street and take it down to Domicilio Avenue where it would pick up more 8' sidewalk to the school down North Ridgewood Avenue and go along the north side of Sanchez Park where there was already an 8' sidewalk, except in one section which would have to be specially designed. He stated that 6,650 linear feet of

new 8' sidewalk would be constructed. He stated that they estimated \$319,500 for that alternative, noting that it did not include removing existing sidewalk along North Beach Street and that a specialty design was needed along the ditch at the north side of Sanchez Park. He stated that the annual maintenance cost was estimated to be \$4,983.

Ms. Shanahan stated that there had been some question about whether the path could take a wider course and be moved further away from some homes. She asked Mr. Goss if he had looked at that.

Mr. Goss stated that the plan showed possible corridors. He explained that he had expressed at the neighborhood meetings that while the map looked like the path was very close to the residential areas, it was just a corridor and that the alignment would be designed by engineering as part of the CIP project when it was submitted to TPO. He explained that during the alignment design there would be neighborhood meetings. He noted that presently they did not know exactly where the alignment would be.

Mayor Kelley asked if that was state property; whereby, Mr. Goss replied that it was a combination of state land, city land, and a huge right-of-way about 120' wide, which aligns at some point where Nova Road intersected with US 1.

Mayor Kelley asked how far the current proposed path was from property lines.

Ms. Shanahan noted that it was not proposed. She stated that she believed the concept closely followed the existing fire road; whereby, Mr. Goss stated that it did in certain portions.

Mayor Kelley stated that the path would have to be hundreds of feet away from property lines.

Mr. Goss stated that the narrowest property was about 350' and that the widest property was almost 750' in the state park area. He noted that he believed that there was a way to design it away from the residents.

Mayor Kelley asked if this was south of the existing path and if it would go back and west; whereby, Mr. Goss noted that two alternatives were displayed and that it would be up to the Commission.

Ms. Shanahan explained that there was no decision to be made at that point. She noted that the alternatives were being presented and that staff could come up with a third alternative if that was the Commission's desire. She reiterated that what was shown were corridors and were not final alignments. She stated that when the project was moved to CIP planning, there would be neighborhood meetings for additional feedback and scale drawings would be created.

Mr. Goss stated that he would not recommend deleting any alternative. He explained that he would keep them in the plan since they could always decide which alternative they wanted to use at the design phase. He stated that the whole area being discussed was part of the River to Sea Loop, which was a regional trail being funded through Sun Trail. He stated that it went from A1A all the way down to North Beach Street. He explained that money was set aside by Sun Trail in each region. He stated

that this River to Sea Loop, including this alignment, would be eligible for funding from Sun Trail. He explained that the only problem was that it had to be a separate path.

Mayor Kelley stated that he knew that in some other counties people scrambled to get close to an access point for a trail. He stated that they desired to live close to them. He noted that he was a little surprised that some homeowners did not want a path located 100 or 200 feet away from their property lines.

Mr. Goss noted that some people were concerned about where it would be located.

Ms. Shanahan stated that the other issue she had heard raised was that there was a concern that it might be a pathway for criminal activity or homeless encampments.

Commissioner Kent stated that when trees were put in on Arlington Way he heard comments that those trees would be used by criminals to hide behind.

Mayor Kelley stated that there were five to seven miles of trails in The Trails subdivision. He noted that one was right next to his property on two sides. He stated that people enjoyed walking and biking through them.

Mr. Goss stated that there was a ranger complex north of Sanchez Park and explained that providing some type of trail would allow them to access the area.

Commissioner Boehm noted that there was an existing trail there now.

Mr. Goss stated that it was a dirt trail; whereby, Commissioner Boehm replied that it had been paved.

Mayor Kelley stated that this area was south of that trail.

Commissioner Boehm noted that it was near Tomoka State Park. He asked if there was any known problem with homeless or criminal activity in that area; whereby, Ms. Shanahan replied that there was none that she was aware of.

Mr. Goss stated that when he was at TPO state park officials had explained to him that there had been an increase in people using the park since that trail was built.

Mayor Kelley stated that that was a positive thing; whereby, Mr. Goss agreed and noted that when park closures occurred because of funding, the parks that would be closed were the ones that were least utilized. Mr. Goss stated that that was why he thought that their management plan was asking for Volusia County, the City of Ormond Beach, and the state to work together to put some type of trail up through Bulow Creek State Park.

Commissioner Stowers stated that he was curious about the old fire road mentioned. He stated that the area north in Tomoka State Park had no homes around it. He stated that he thought the experience would be undermined if homes were visible from the path. He noted that they were not getting into specifics and alignments but explained that any way that the path could be taken from Sanchez Park west to match up with the road and somehow connect east and west higher to avoid all of those homes would be preferable to him. He stated that he thought that there was

utility to avoiding alternative two. He explained that he thought that they would be asking for trouble putting in an 8' sidewalk. He stated that North Beach Street had a smaller sidewalk which was bursting at the seams.

Commissioner Stowers stated that he was not supportive of the Beach Street option and also not supportive of coming close to residential homes. He noted that he lived in one of those neighborhoods. He stated that many of the homes backed up to that area without fences. He stated that he favored making this a state park type of amenity and not something that connected to the residential neighborhoods.

Commissioner Partington stated that those who bought to the east had an expectation that they would always have untouched, pristine state park behind their homes. He noted that it was a pristine wildlife environment and one could kayak from Sanchez Park to Tomoka State Park. He expressed his deep concern for the environmental impacts. He noted that deer, Florida panther, wild boar, wild turkey, and a number of wildlife utilized that area. He stated that the concerns of those who lived in that area should not be taken lightly. He noted that there was a homeless problem up there and there had been fires in that area. He stated that creating a trail would make it easier for the homeless to get up there and go even deeper into the woods. He stated that it was critical that there be very well advertised neighborhood meetings so that citizens could share their concerns. He noted that he would prefer the second alternate and using the existing sidewalks as the trails.

Ms. Shanahan asked how Commissioner Partington would bring it down.

Commissioner Partington explained that he would use alternate two but not make the sidewalks 8' and instead use the existing ones. He noted that he frequently was through that area and that the sidewalks were well used.

Ms. Shanahan stated that she also used the area and noted that the sidewalk would have to be replaced because it was pretty uneven in a lot of places.

Commissioner Boehm asked about the trees that were located there; whereby, Ms. Shanahan stated that if it was replaced in the same configuration those trees could probably be saved.

Commissioner Partington noted that he had grown up in Ormond Beach and understood the deep concerns that longtime citizens had. He stated that that area held a special place in the hearts of the citizens of Ormond Beach. He reiterated that the project needed to be looked at very carefully before anything was done.

Commissioner Stowers stated that he did not think that the existing trail undermined the natural elements. He noted that he believed that the existing trail was 8' wide. He stated that the Tomoka State Park trails had not undermined the wildlife either. He explained that he was suggesting something that did not come remotely close to what was shown, other in that it could come out close to Sanchez Park. He noted that Sanchez Park went back into the woods anyway and that if someone wanted to go there and wander off into the swamp woods they could do so. He stated that what he was suggesting was probably not financially viable and would veer so far to the west that no person would get off the path, go through the swamp, and across the creek to get to those homes.

Commissioner Stowers noted that he was mostly in agreement with Commissioner Partington. He stated that he understood that a lot of residents had concerns and that this issue deserved time. He noted that he was still in favor of the possibility of a pedestrian trail going through Sanchez Park north and west. He stated that he did not think that the cost would be agreeable for that, noting that it would require a bridge over the creek that might cost a few million dollars. He stated that he was not in favor of the presented configuration or anything that came within even 100' of the homes.

Sanchez Multi-Use Path

Mr. Goss stated that the second part of the project would be two alternatives, either putting in a 60' span bridge at Andrews Street that would connect Sanchez Park to Wilmette Avenue, using the road as the shared bicycle lane, or using the existing 8' sidewalk along Yonge Street. He stated that the 8' sidewalk would be picked up for a pedestrian improvement at the signal at US 1 and Wilmette Avenue. He noted that the first alternative would cost about \$96,000, based on FDOT's cost estimate for a steadfast type of pedestrian bridge. He stated that design costs were not included and that annual maintenance would cost around \$750.

Thompson Creek Multi-Use Path

Mr. Goss stated that the Thompson Creek Multi-Use Path Project was just submitted to TPO. He stated that the first alternative was to put a 10' path all the way up from Thompson Creek, with an improvement at State Road 40 with a pedestrian mid-block crossing, and then continue up the Florida Power and Light line to Division Avenue. He noted that Division Avenue would be connected to Wilmette Avenue. He stated that all of the paths would be interlinked between parks. He stated that the second alternative would be to take it out to Orchard Street, widen the sidewalk, and go across State Road 40. He noted that they would need to do a pedestrian signal improvement for enhanced pedestrian crossings. He stated that it would be taken along a side road back to the Florida Power and Light easement. He stated that alternative one was about \$666,500 and that alternative two was \$355,250. He noted that the annual maintenance cost would be approximately \$2,363.

US 1 Shared Use Path

Mr. Goss stated that the next project was a US 1 Shared Use Path, which had been submitted to TPO. He explained that this project came out of the US 1 Corridor Study. He stated that the path would go from US 1 all the way up to Pine Tree Drive. He noted that he thought that it should probably be taken to Broadway Avenue. He explained that when new development opened up and Broadway Avenue opened up, there would be a possibility of putting a bike path in.

Mayor Kelley asked if it would be located on the east or west side; whereby, Mr. Goss stated that it would be on the east side.

Commissioner Boehm asked if these projects were ever federally funded; whereby, Mr. Goss replied that they absolutely could be. Mr. Goss stated that the annual maintenance cost would be \$10,675.

East Coast Greenway Trail

Mr. Goss stated that the next project was the East Coast Greenway (ECG) Trail. He explained that this was studied back in 2001 and 2002 by FDOT. He stated that it went up North Beach Street, across the bridge, and out to the intersection at US 1 and State Road 40, and up along A1A. He noted that Halifax Drive was already improved with paved shoulders and stated that it might be better to use an alternate up Halifax Drive and Neptune Avenue. He stated that this project would cost about \$306,000 with an annual maintenance cost of \$2,513.

Hand Avenue Multi-Use Path

Mr. Goss stated that the next project, the Hand Avenue Multi-Use Path Project, was recently discussed with Chelsea Place. He noted that there was already an 8' sidewalk coming down Division Avenue from Central Park to Nova Road. He stated that an 8' or 10' sidewalk would be picked up from that location and taken all the way out to Williamson Boulevard, probably on the north side since that side seemed to have the most right-of-way. He noted that there was some flooding in the area of the right-of-way by Chelsea Place which would need to be specially designed around. He stated that the path could be sidewalk or asphalt. He explained that a doctor had suggested that it be asphalt since asphalt was easier to run and bike on.

Mayor Kelley stated that asphalt required a much higher level of maintenance. He noted that it was a bike path and not a track.

Mr. Goss explained that when the county widened Williamson Boulevard, which they planned to do in the future, they would put in a sidewalk.

Mayor Kelley stated that the Governor would likely sign off on the Williamson Boulevard widening project if TPO would put it on a preferred list. He noted that TPO would not recommend the project and that was why it did not get approved that year.

Mr. Goss stated that the Hand Avenue Multi-Use Path Project was estimated to cost \$615,000. He noted that the annual maintenance cost would be \$5,050. He explained that the figures he was stating came from FDOT's long-range cost estimates. He noted that these figures were from a 2014 estimate.

Kings Highway Heritage Shared Use Path

Mr. Goss stated that the next project was the Kings Highway Heritage Shared Use Path, which was also on Sun Trail funding as part of the River to Sea Loop. He explained that the state's management plan stated that the state was looking for a partnership between Ormond Beach, Volusia County, and themselves, in order to put some type of trail within their state park from their entrance all the way up to A1A. He noted that their plan stated that the presence of private lands, extensive wetlands, and limited right-of-ways along the proposed route, will require a mix of trail types. He stated that they did not know how or where those would be and explained that a feasibility study needed to be conducted.

Mayor Kelley noted that he drove that area on Saturday night. He stated that when crossing over the bridge going out of the park area the water was almost on the road. He stated that it was bad enough traversing that in a car.

Commissioner Partington stated that it would take a lot of boardwalk being put in. He noted that that would be a home-run, but that it would be a lot of work.

Mr. Goss noted that this would be a staged project and not one that would be completed all at once. He stated that a long-term feasibility study would peg the alignment for the different types of trails and break them up in stages.

Mayor Kelley agreed with Commissioner Partington that it would be a home-run.

Commissioner Boehm stated that this project would cost multiple millions of dollars.

Mr. Goss stated that Sun Trail had \$25 million set aside for the implementation of the River to Sea Loop, noting that this area was part of that.

Commissioner Boehm stated that anything could be done with engineering and unlimited funds but noted that this would be pricey.

Broadway Multi-Use Path

Mr. Goss stated that the last project was the Broadway Multi-Use Path. He explained that this path would go from US 1 and connect to Old Dixie Highway. He noted that it would be 10,349 linear feet in length and go past Plantation Oaks. He stated that the cost estimate was \$496,000 and that the annual maintenance cost was \$4,070. He stated that if all of the aforementioned projects were completed the annual maintenance cost would be about \$30,000.

Planning Process

Mr. Goss displayed a map entitled "The Big Picture" and explained that all of the proposed bike paths would be interconnected. He noted that he had designated all of the paved shoulders, designated bike lanes, the multi-use and shared use paths, and all of the proposed paths. He stated that if all of those paths were completed, a bicyclist could move around the entire city on some type of path or trail or bicycle facility within the road.

Ms. Shanahan stated that staff wished to see how the Commission felt about the draft plan and see what their concerns were. She asked Mr. Goss what the next steps in the process were.

Mr. Goss stated that each relevant board except the Planning Board had looked at the plan. He noted that he would like to take it to the Planning Board for a work session. He stated that after that he would like to take it to public hearings before the Planning Board and City Commission for approval.

Mayor Kelley asked if it would be wise to bring it back to the City Commission for a workshop after it went to the Planning Board.

Ms. Shanahan stated that it could be brought back to the Commission afterwards if there was concern that comments would be made at the Planning Board hearing.

Mayor Kelley noted that they were only looking at concepts. He stated that he did not think anyone disagreed with the concept or the ultimate goal of the plan but noted that the details were what there might be concerns over.

Ms. Shanahan stated that there would not be any more details added to the plan after its Planning Board review. She explained that details would only come once a project was brought into the city's Capital Improvement Program (CIP). She stated that that was the stage at which alignments, costs, neighborhood meetings, and other details would come.

Mayor Kelley referenced the two alternatives for the Tomoka State Park project; whereby, Ms. Shanahan stated that both alternatives could be left in the plan. Mayor Kelley noted that there had been a suggestion to modify alternative two and move it further west.

Ms. Shanahan stated that the plan would not contain the detailed alignments. She explained that it would take months to work all of that out and they would miss all of their grant opportunities. She reiterated that these projects were all in a conceptual stage. She stated that the plan could be taken to the Planning Board for their comment and then brought back to the Commission once more for a final workshop. She noted that some of the other alternatives discussed could be added.

Mayor Kelley asked the rest of the Commission to weigh in, noting that he was the only one who had suggested an additional workshop.

Commissioner Stowers stated that he also would be in favor of the plan going before the Planning Board and then coming back to the City Commission for another workshop. He noted that one project mentioned, the Kings Highway Heritage Shared Use Path, was not financially feasible. He explained that he would suggest similarly that the path he suggested for Tomoka State Park going further west would also be difficult to fund and far into the future. He stated that he would still rather have that than the other alternatives. He noted that he thought that they could modify even the conceptual view of the projects a little bit.

Mr. Randy Hayes, City Attorney, explained that if the City Commission thought that they might want to make changes to the concept following the Planning Board hearing that they might want to schedule it for a City Commission meeting so that the City Commission could provide more formal direction. He noted that workshops were for more instructional directional. He stated that it sounded like it might fall into a gray zone between the two.

Mayor Kelley suggested that it be brought back as a Discussion Item rather than at a workshop. He noted that the Commission could not take action at a workshop.

Ms. Shanahan stated that it would be taken to the Planning Board and then brought as a Discussion Item to the Commission before being brought back for final adoption. She noted that it was a big concept.

Mayor Kelley stated that several of the projects looked like they would be easy to start putting in place.

Ms. Shanahan suggested perhaps adding a priority list; whereby, Mayor Kelley stated that he thought that that would be important. He explained that he had served on TPO and knew that it was important to get your name in for funding.

Mr. Goss explained that one of the places the city presently was marked down was because they did not have a plan in place. He noted that they did not receive points for that. He explained that TPO wanted to see a plan and a vision for what they wanted to do.

Mayor Kelley asked if this had to be in by June to be eligible for TPO funding that year.

Ms. Shanahan noted that she was not sure on the dates and would check on them, but noted that Assistant City Manager and Public Works Director Ted MacLeod had said he believed it was in September.

Commissioner Boehm stated that two of the projects listed were already submitted to TPO.

Mr. Goss stated that those came out of separate special studies. He noted that the other projects had no backing because there were no plans.

Commissioner Boehm stated that the Forest Hills path was budgeted for. He noted that it was in the plan but was ongoing.

Ms. Shanahan noted that if construction started it would be removed from the plan.

Commissioner Boehm referenced the Thompson Creek path.

Mr. Goss stated that when the city submitted for the feasibility study they received lower points because other cities had plans.

Mayor Kelley stated that an overall plan was needed.

III. Adjournment

The meeting was adjourned at 6:17 p.m.