

HARFORD
COUNTY



BALTIMORE
METROPOLITAN
COUNCIL

Concept Plan for

Bicycle AND Pedestrian

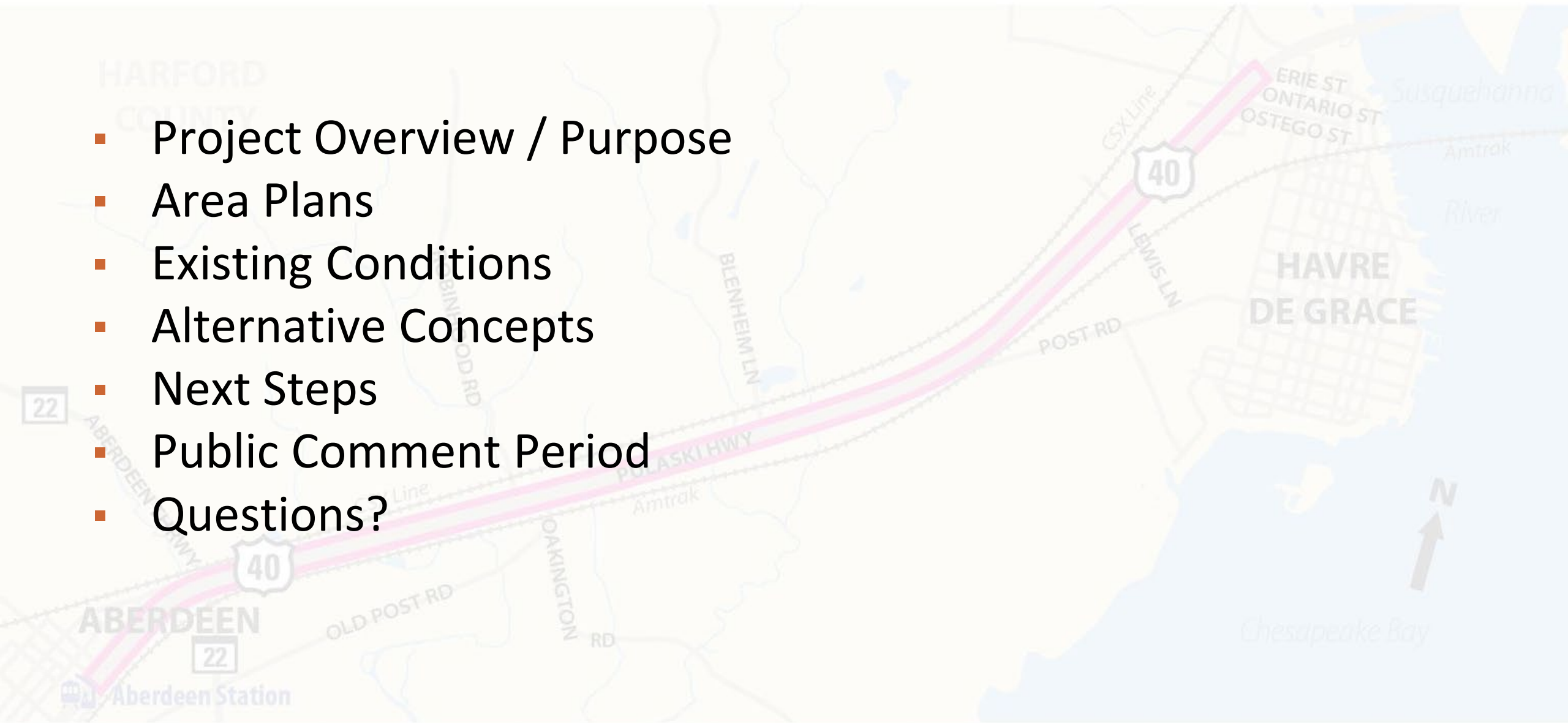
Improvements along US 40 (Aberdeen to Havre de Grace)



Public Meeting #1
November 2, 2022

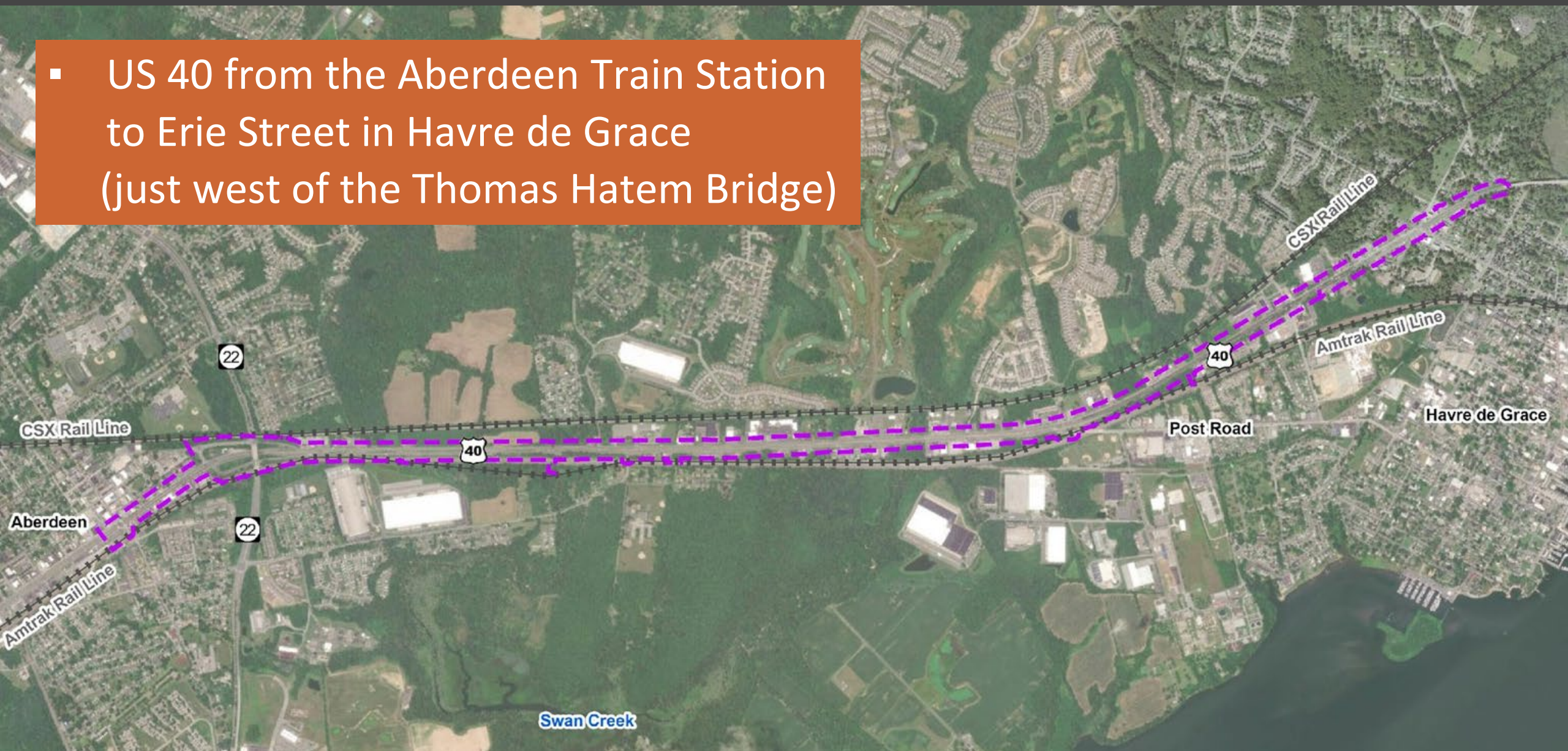
Agenda

- Project Overview / Purpose
- Area Plans
- Existing Conditions
- Alternative Concepts
- Next Steps
- Public Comment Period
- Questions?



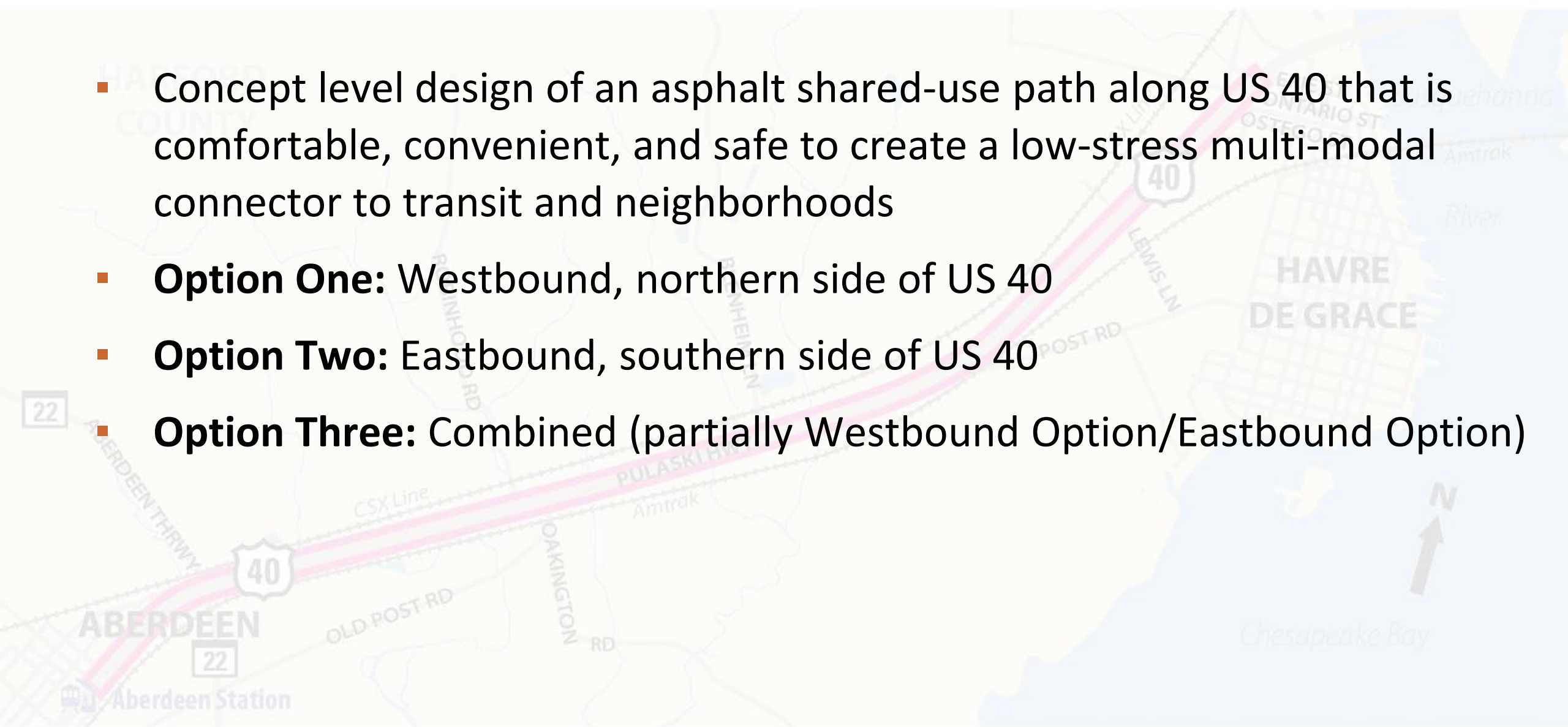
Project Overview

- US 40 from the Aberdeen Train Station to Erie Street in Havre de Grace (just west of the Thomas Hatem Bridge)



Project Purpose

- Concept level design of an asphalt shared-use path along US 40 that is comfortable, convenient, and safe to create a low-stress multi-modal connector to transit and neighborhoods
- **Option One:** Westbound, northern side of US 40
- **Option Two:** Eastbound, southern side of US 40
- **Option Three:** Combined (partially Westbound Option/Eastbound Option)



Shared-Use Paths Explained

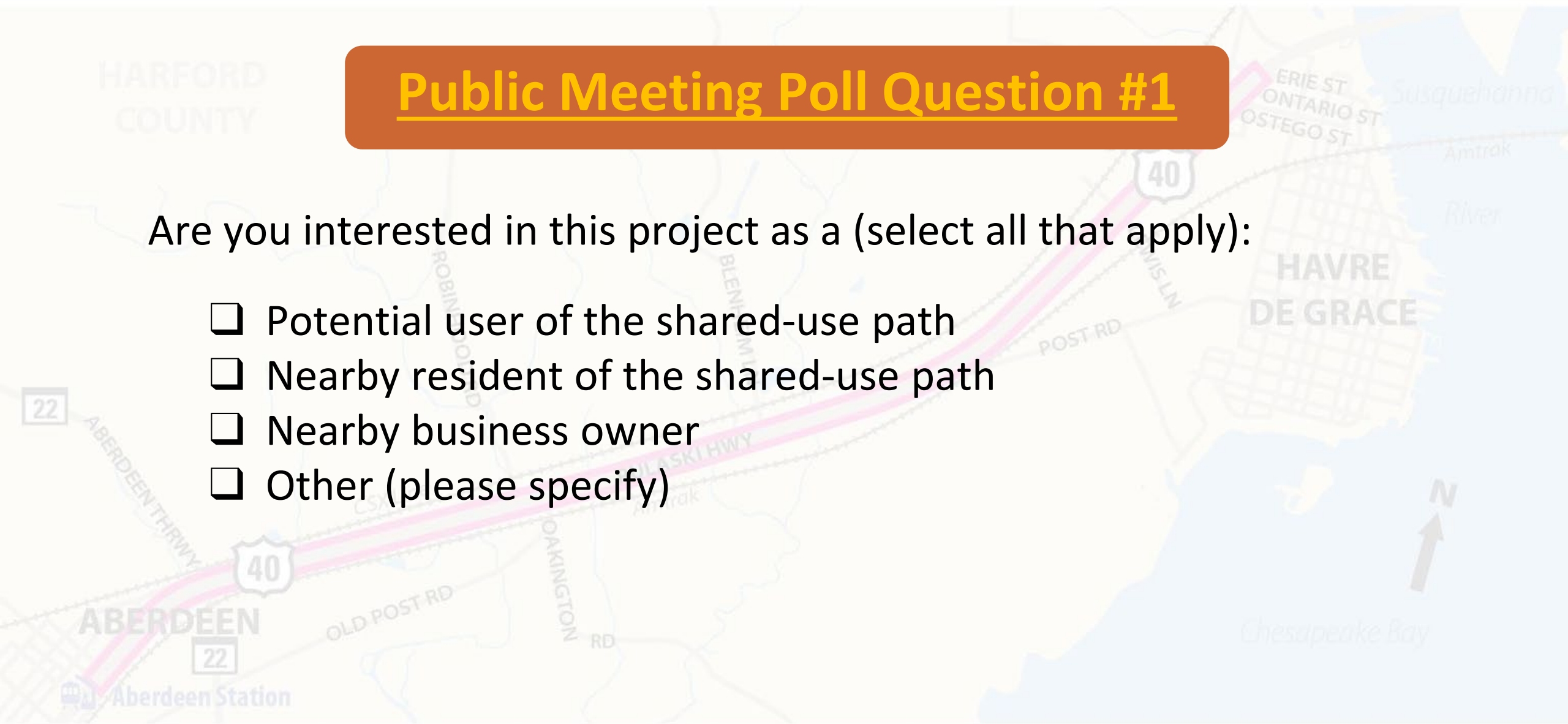
- Shared-use paths (also referred to as trails) are dedicated facilities for non-motorized users, such as pedestrians and bicyclists, that are physically separated from motorized vehicular traffic by an open space or barrier
- Minimum recommended 10' width, paved, separated from the roadway



Public Meeting Poll Question #1

Are you interested in this project as a (select all that apply):

- ☐ Potential user of the shared-use path
- ☐ Nearby resident of the shared-use path
- ☐ Nearby business owner
- ☐ Other (please specify)



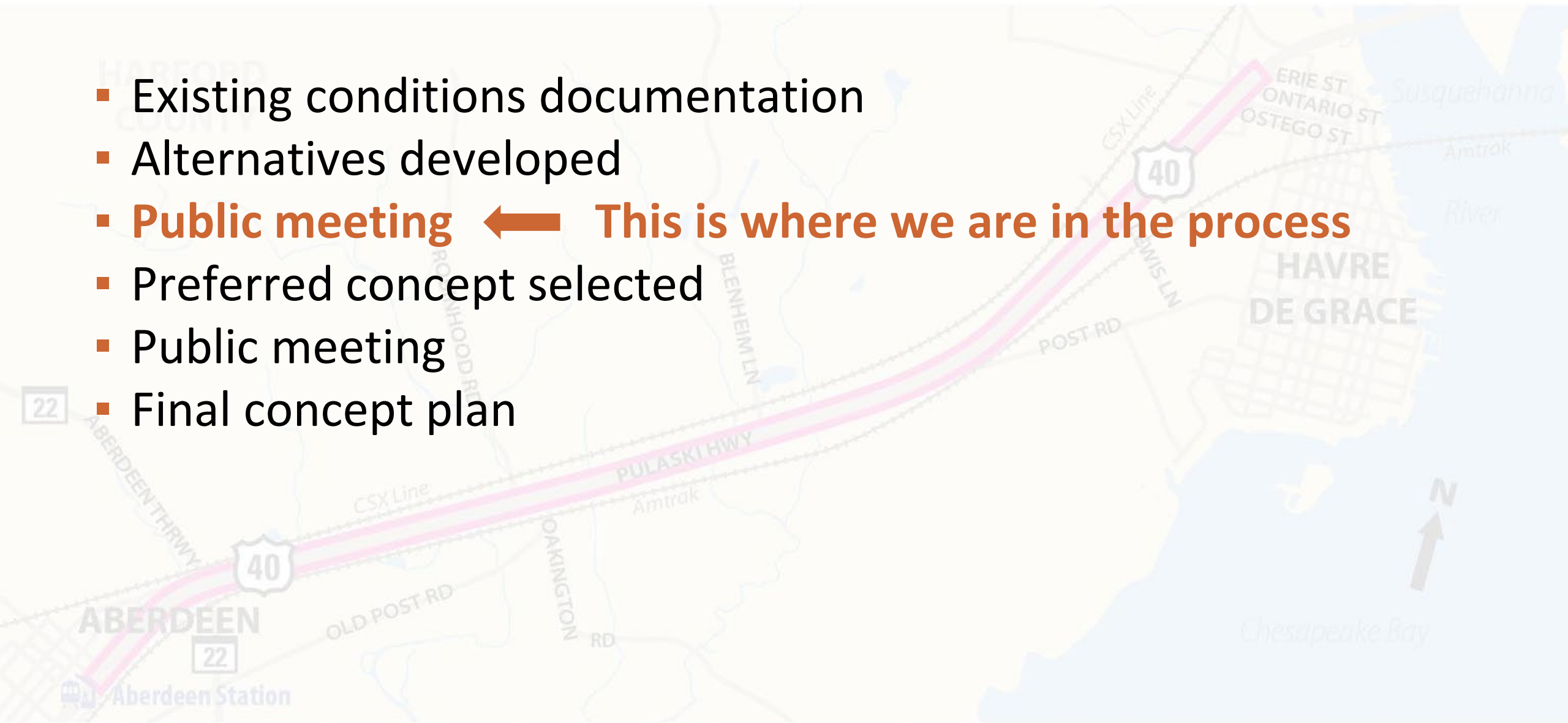
Stormwater / Landscaping

- Bioswales and appropriate landscaping may be used in the green zone between the US 40 roadway and shared-use path
- Roadway safety clear zone issues may limit tree plantings, but appropriate plantings/vegetation may be considered
- Details will be determined in later stages of design



Development of the Concept Plan

- Existing conditions documentation
- Alternatives developed
- **Public meeting** ← **This is where we are in the process**
- Preferred concept selected
- Public meeting
- Final concept plan



Public Meeting Poll Question #2

What do you value most in a shared-use path/connection between Aberdeen and Havre de Grace?

- ☐ It is a direct and safer route for all ages
- ☐ Improved access to Aberdeen Train Station
- ☐ Improved access to bus stops
- ☐ Separation from traffic
- ☐ Accessibility (gradual slopes, ease of terrain)
- ☐ Other (please specify)

Aberdeen Transit Oriented Development Master Plan (2012)

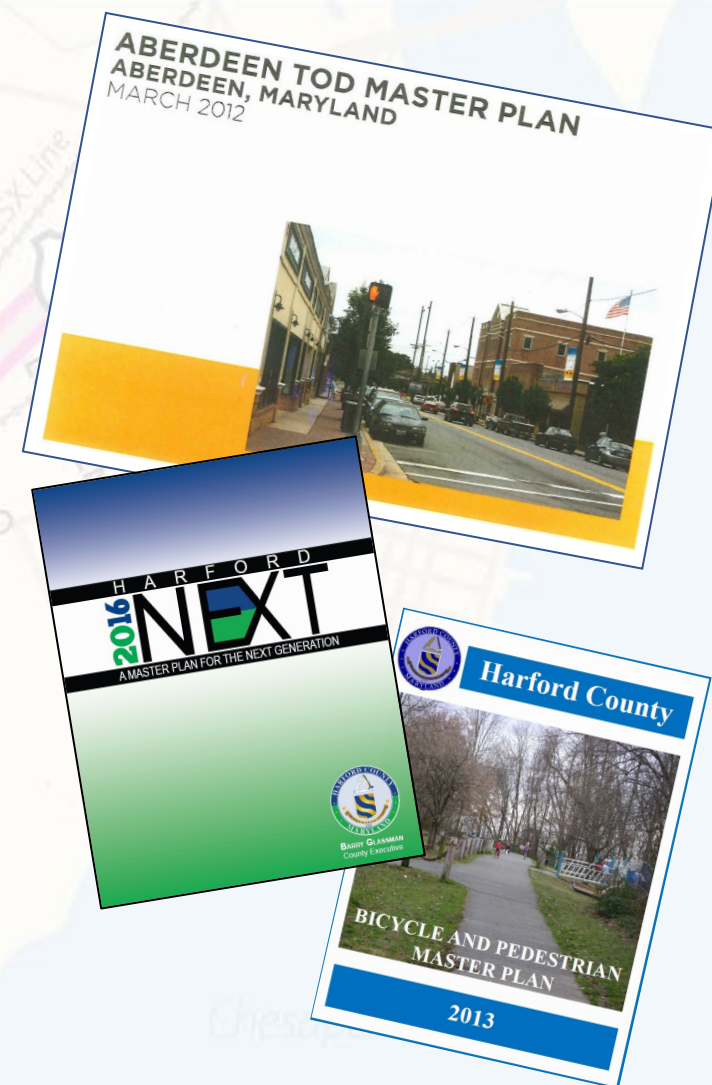
- Included a concept for US 40 which had bicycle and pedestrian accommodations
- The Aberdeen Amtrak Station is currently being updated to enhance bus shelters, sidewalks, and bicycle facilities

HarfordNEXT Master Plan (2016)

- Prioritizes improvements to bicycle and pedestrian access to bus and rail, as well as developing a network of bicycle and pedestrian facilities for users of all levels

Harford County Bicycle and Pedestrian Master Plan (2013)

- Mentions improving the safety of pedestrians and cyclists in the vicinity of US 40
- Reviewed and updated in 2021 to ensure efforts to extend the network of non-motorized facilities are synchronized with other land use and transportation decisions



Existing Conditions



Existing Conditions Photos



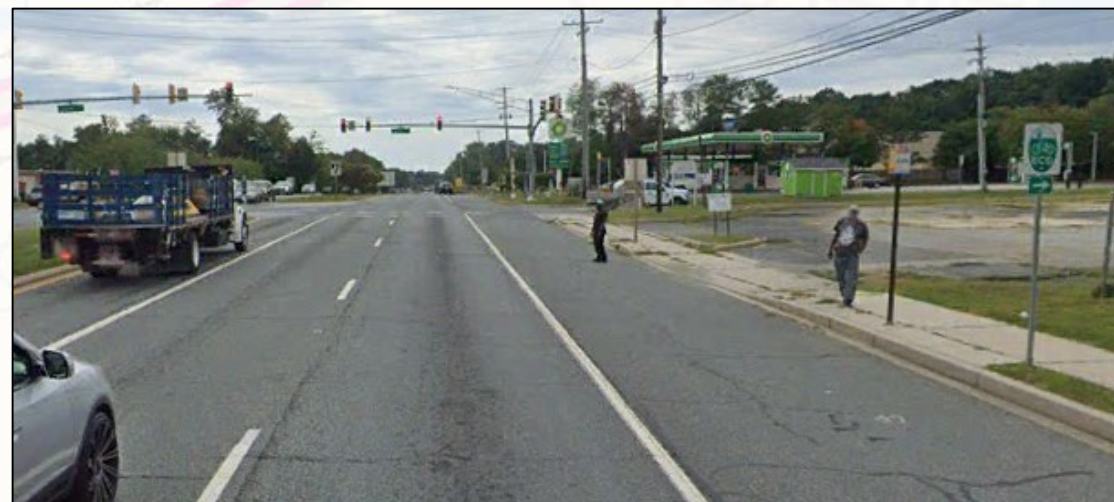
West of Robin Hood Road, looking east



East of Aberdeen Train Station, looking east



MD 22 overpass, looking east

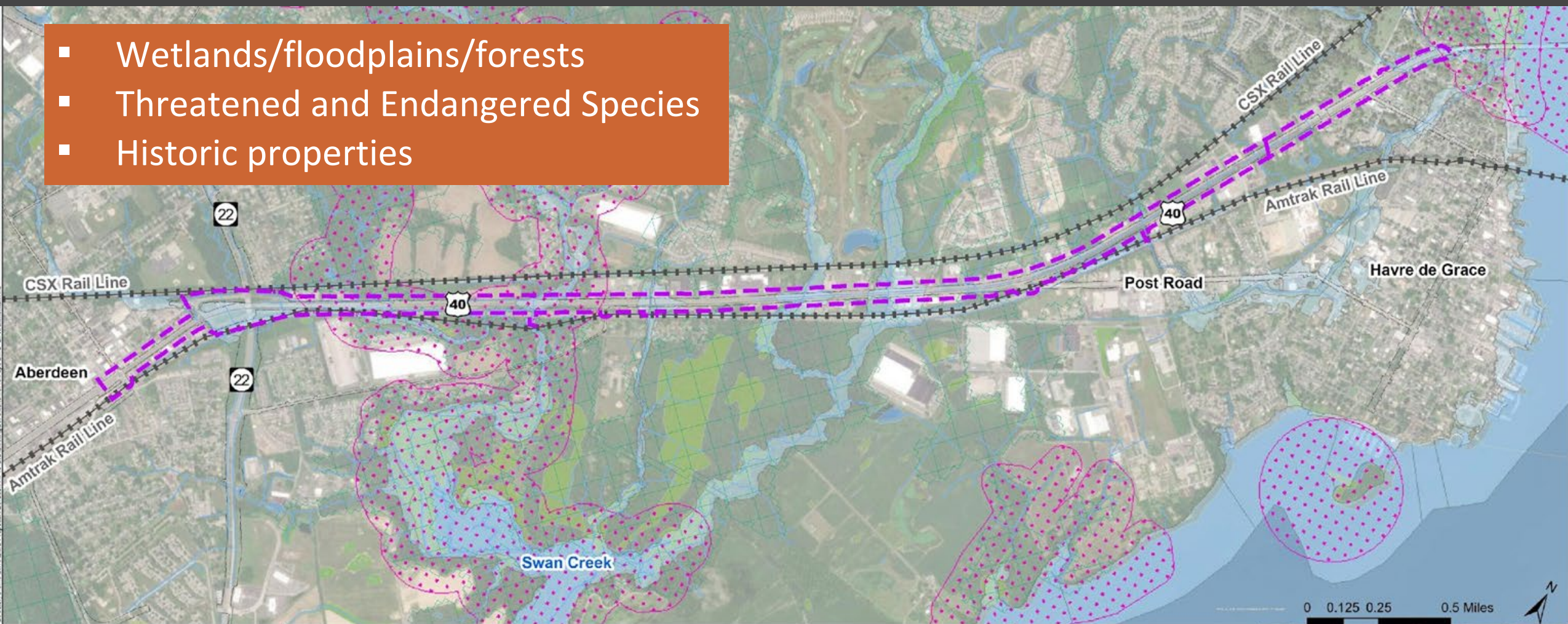


East of Lewis Lane, looking west

22

Environmental Inventory

- Wetlands/floodplains/forests
- Threatened and Endangered Species
- Historic properties



Summary of Existing Conditions

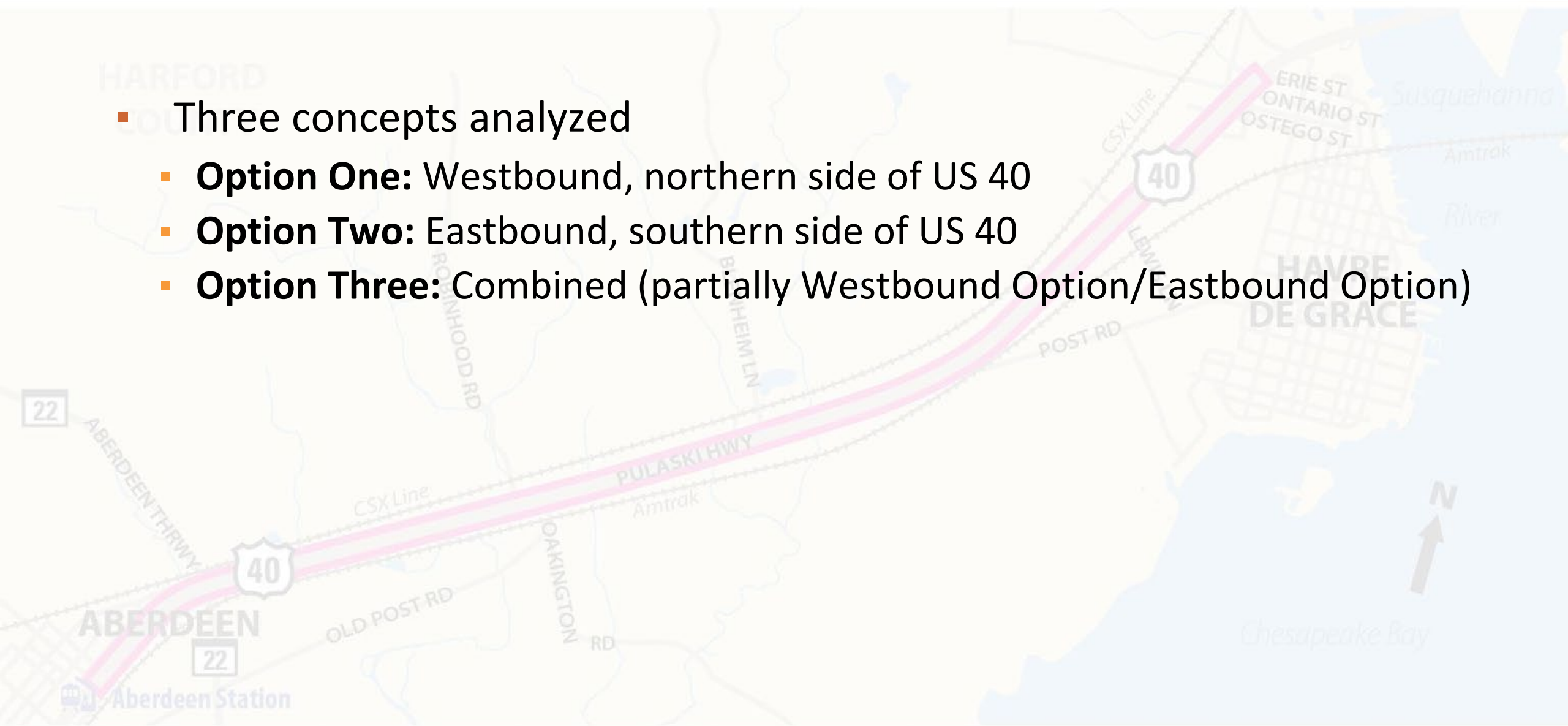
- US 40 posted speed limit varies from 30 MPH (in downtown Aberdeen) to 55 MPH (between MD 22 and prior to Lewis Lane)
- For pedestrians, no sidewalks along most of US 40; sidewalks in Aberdeen and Havre de Grace, but directly adjacent to high-speed traffic
- For bicyclists, shoulders are signed for bicycle use
- US 40 transit routes:
 - Harford Transit LINK Local Bus
 - MDOT MTA Commuter/Intercity Bus
 - Maryland Area Rail Commuter (MARC) Penn Line
- Crash Data (2016-2021): No bicycle/pedestrian crashes reported

Alternative Concepts



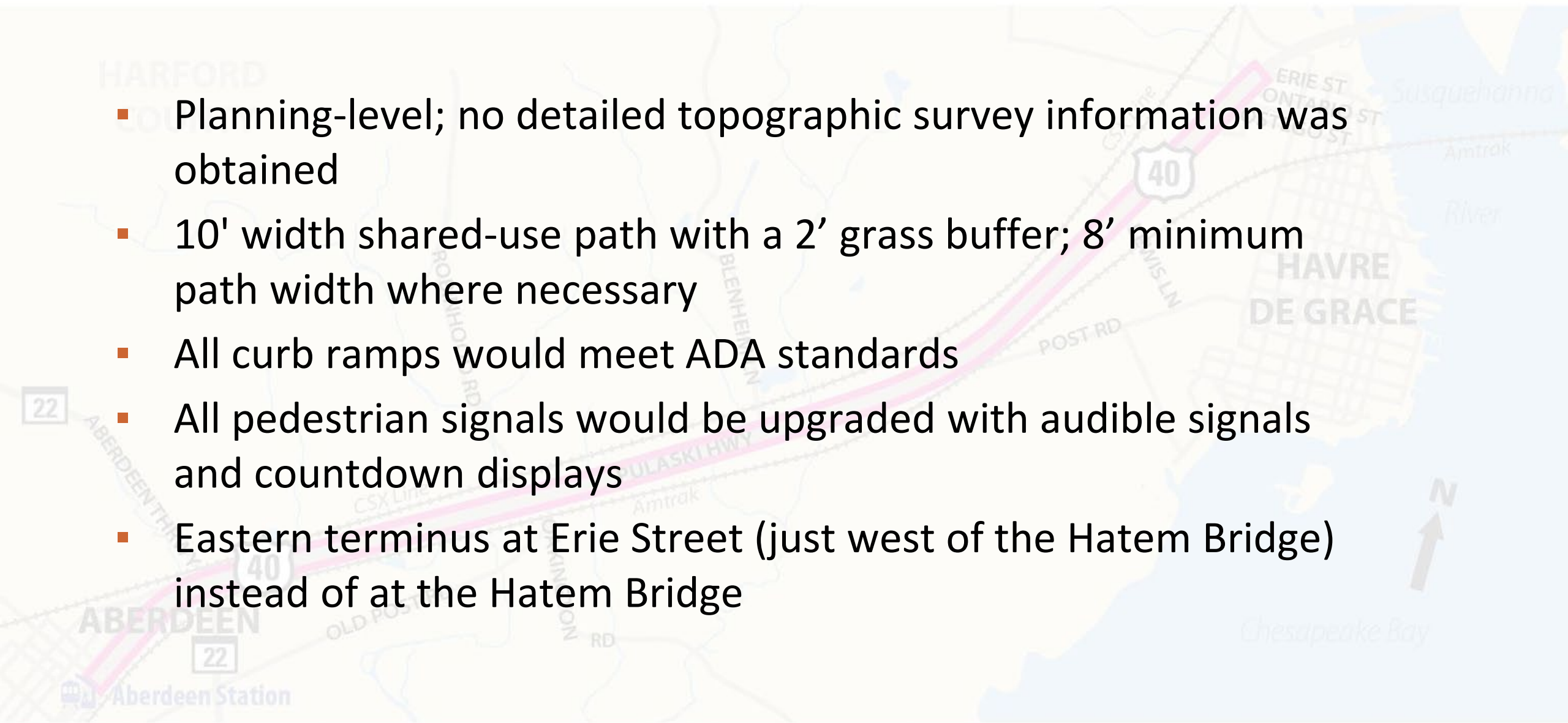
Concepts Overview

- Three concepts analyzed
 - **Option One:** Westbound, northern side of US 40
 - **Option Two:** Eastbound, southern side of US 40
 - **Option Three:** Combined (partially Westbound Option/Eastbound Option)



Concepts Overview (cont.)

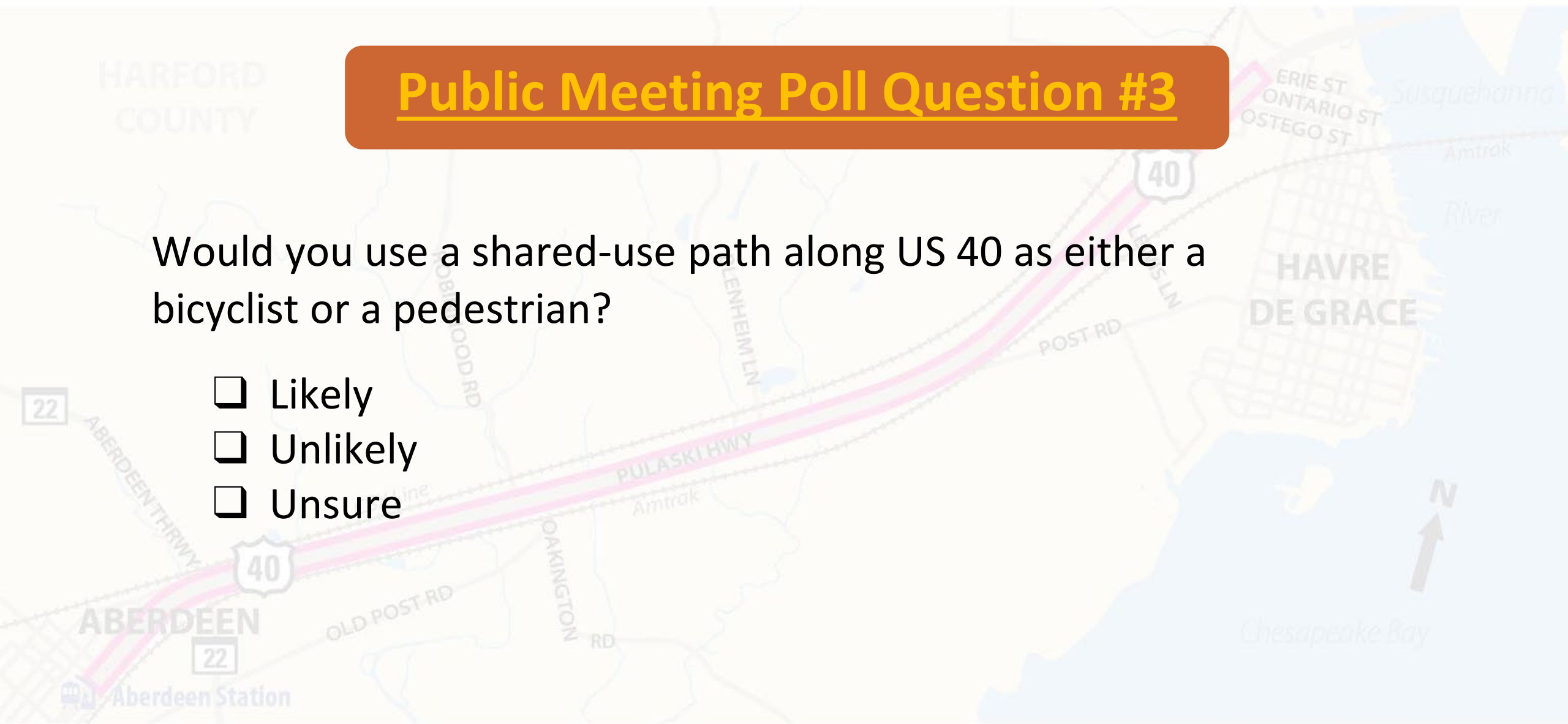
- Planning-level; no detailed topographic survey information was obtained
- 10' width shared-use path with a 2' grass buffer; 8' minimum path width where necessary
- All curb ramps would meet ADA standards
- All pedestrian signals would be upgraded with audible signals and countdown displays
- Eastern terminus at Erie Street (just west of the Hatem Bridge) instead of at the Hatem Bridge



Public Meeting Poll Question #3

Would you use a shared-use path along US 40 as either a bicyclist or a pedestrian?

- ☐ Likely
- ☐ Unlikely
- ☐ Unsure



Concepts Overview (cont.)

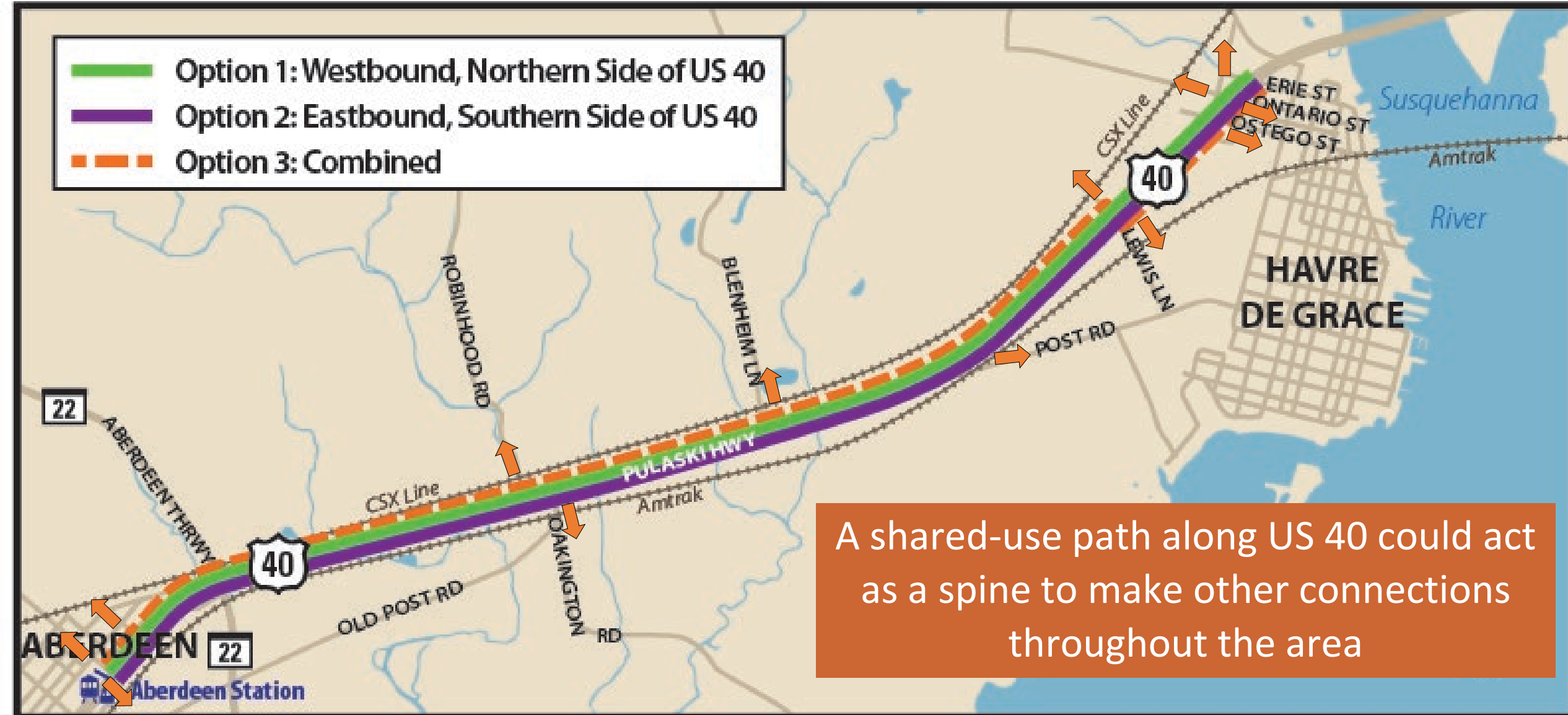


- Option 1: Westbound, Northern Side of US 40
- Option 2: Eastbound, Southern Side of US 40
- Option 3: Combined



Concepts Overview (cont.)

- Option 1: Westbound, Northern Side of US 40
- Option 2: Eastbound, Southern Side of US 40
- Option 3: Combined



A shared-use path along US 40 could act as a spine to make other connections throughout the area

Public Meeting Poll Question #4

How would you utilize a shared-use path along US 40 (select all that apply)?

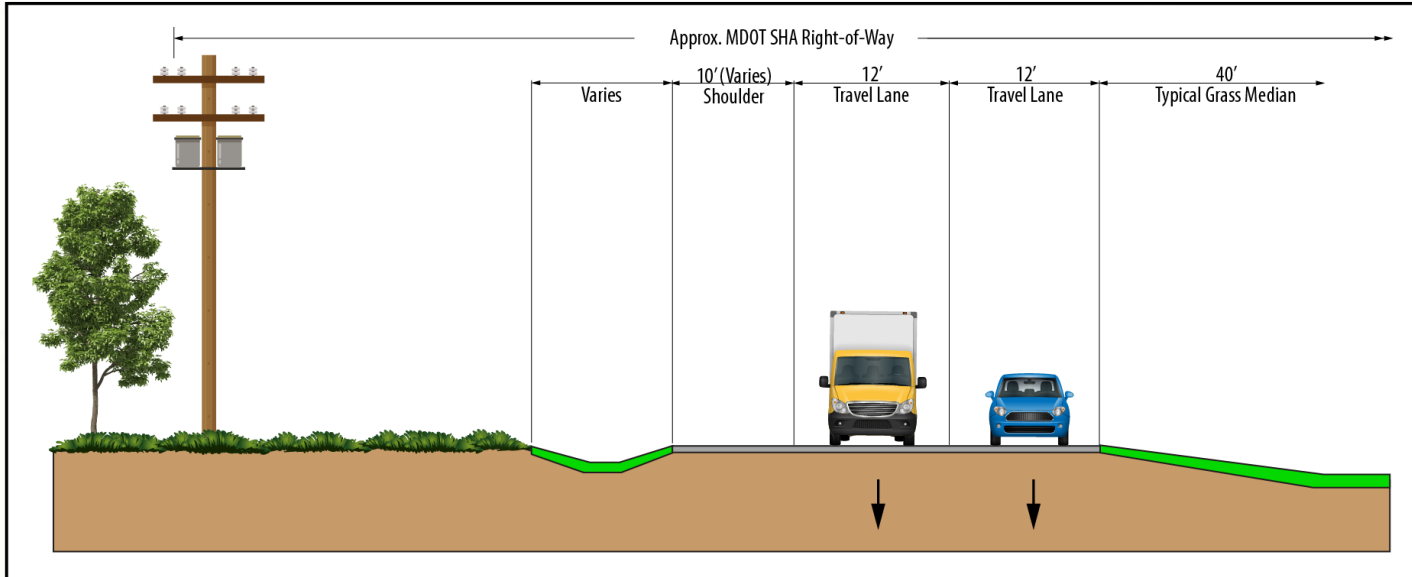
- ☐ Bike
- ☐ E-Scooter
- ☐ Walk/Jog/Run
- ☐ Wheelchair/Assistive Device
- ☐ Other (please specify)



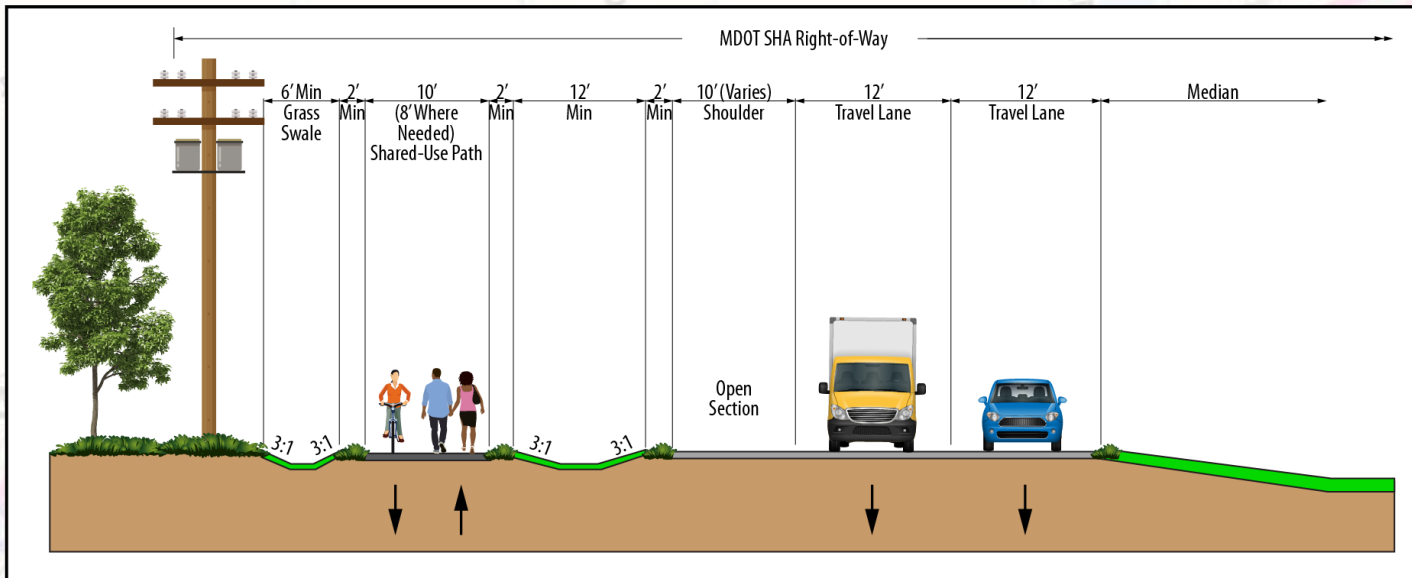
**Option 1: Westbound
(Northern Side of US 40)**

Typical Section Overview

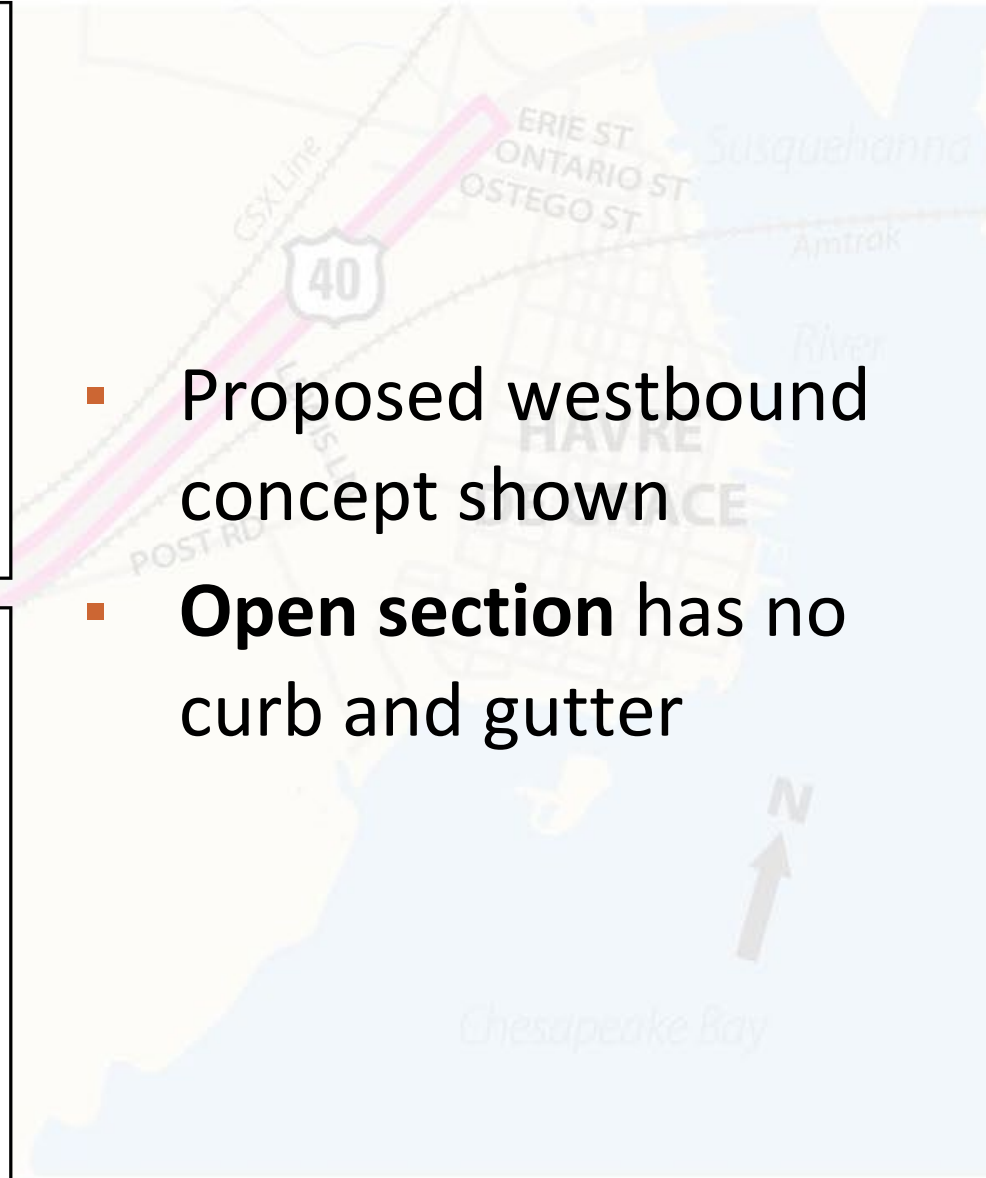
Existing



Proposed

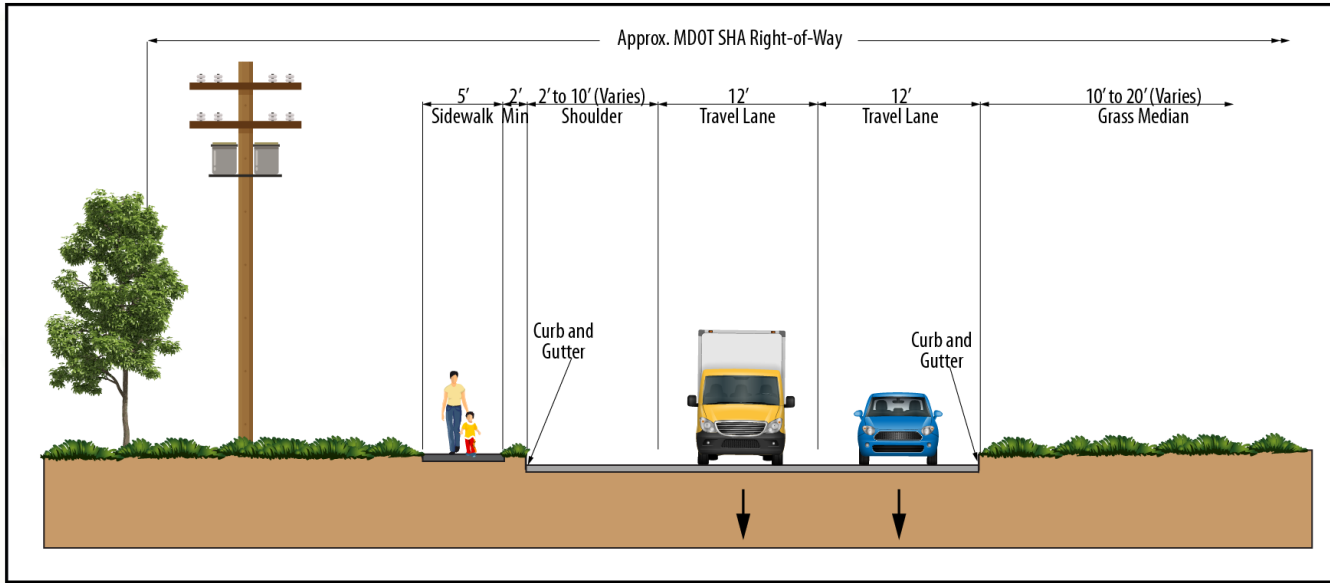


- Proposed westbound concept shown
- **Open section** has no curb and gutter

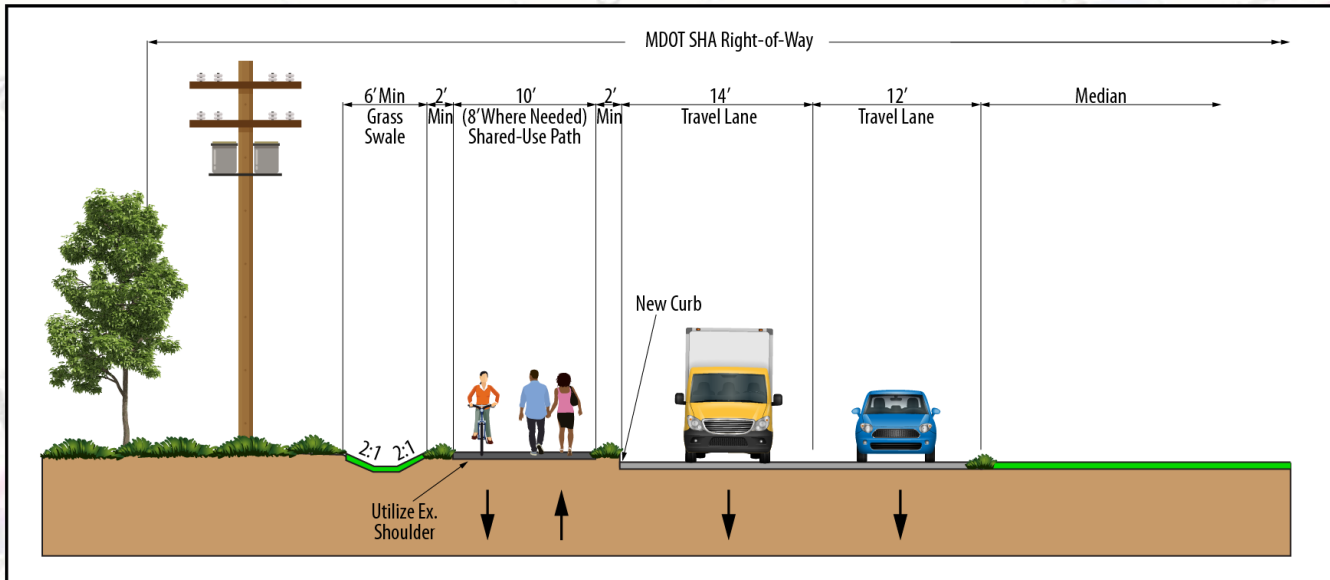


Typical Section Overview (cont.)

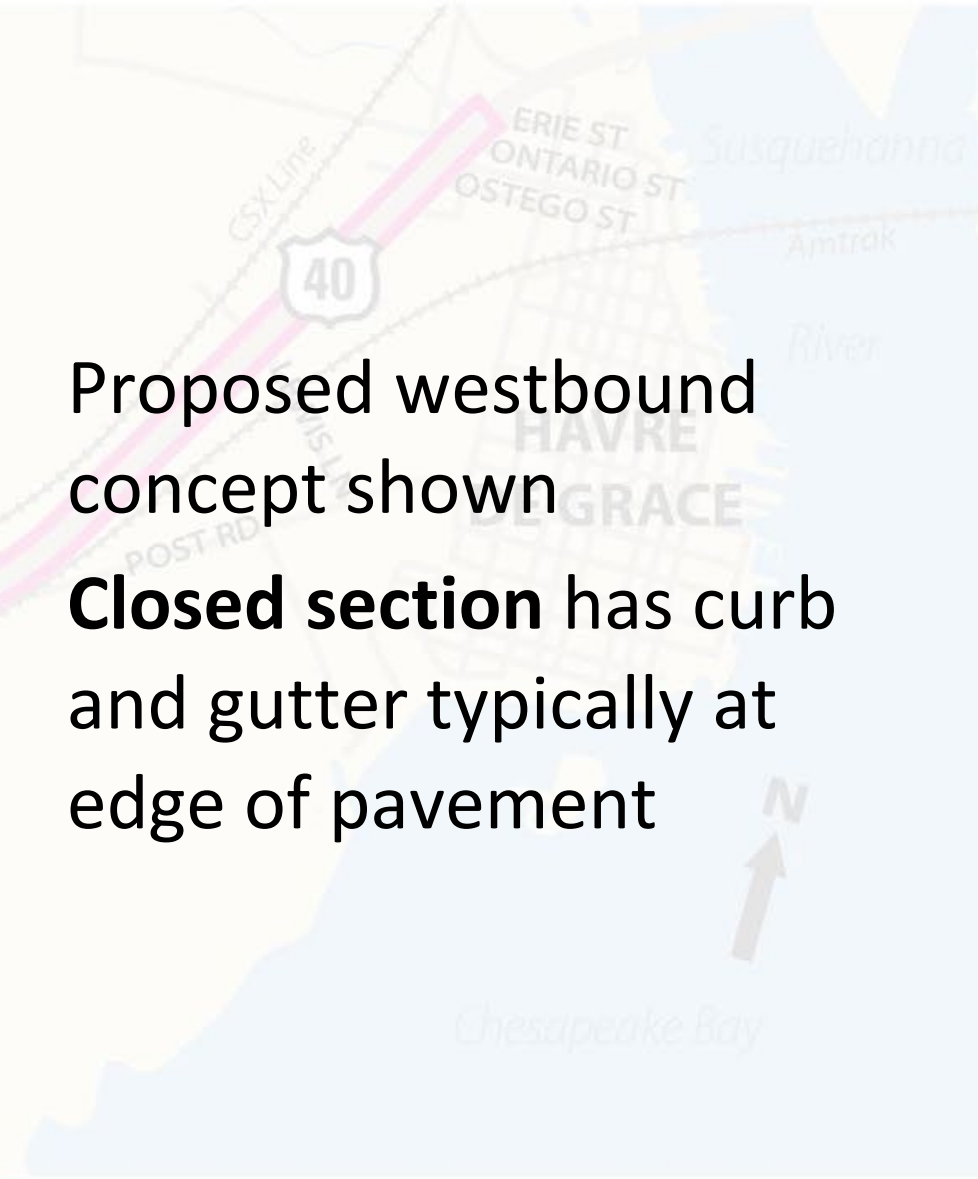
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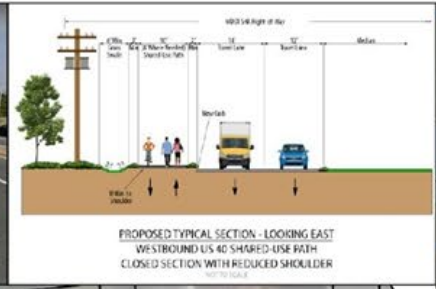


Proposed



- Proposed westbound concept shown
- **Closed section** has curb and gutter typically at edge of pavement





Source: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI

Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path
Sheet 1 of 9

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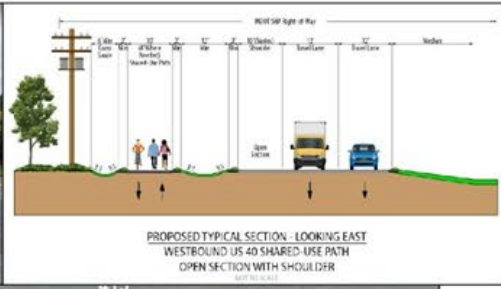
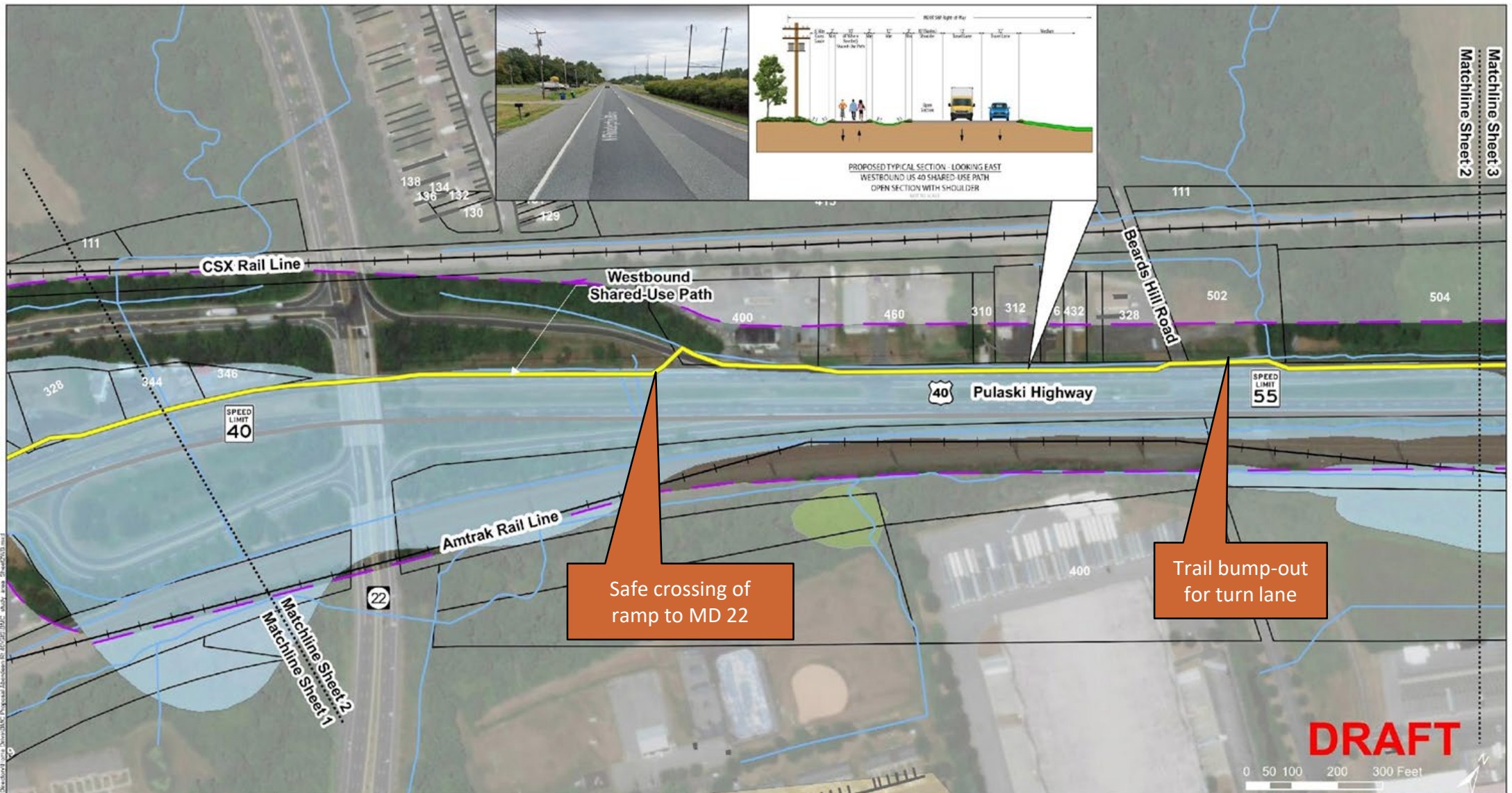
Legend:

- US 40 Study Area
- Parcels
- Train Stop
- Bus Stop
- Railroad
- Sidewalks
- School
- Library
- Police Station
- Fire Station
- Hospital
- Signalized Intersection
- Historic Districts
- Historic Landmark
- Wetland
- Streams/Rivers
- 100 Year Floodplain
- Shared-Use Path
- Use of Existing Sidewalk

Note: Each driveway and entrance crossing will require upgrades to be compliant with the Americans with Disabilities Act (ADA).
All data is from Harford County GIS Map Server & Maryland GIS Map Server



Option 1: Westbound (Northern Side of US 40)



Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path

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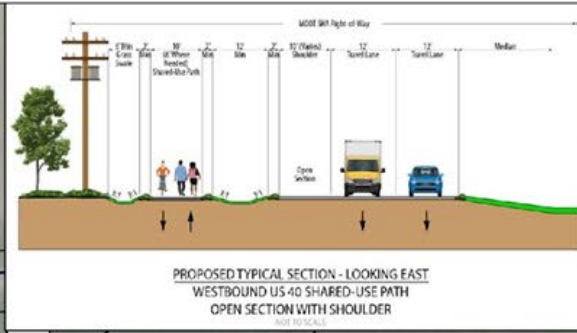
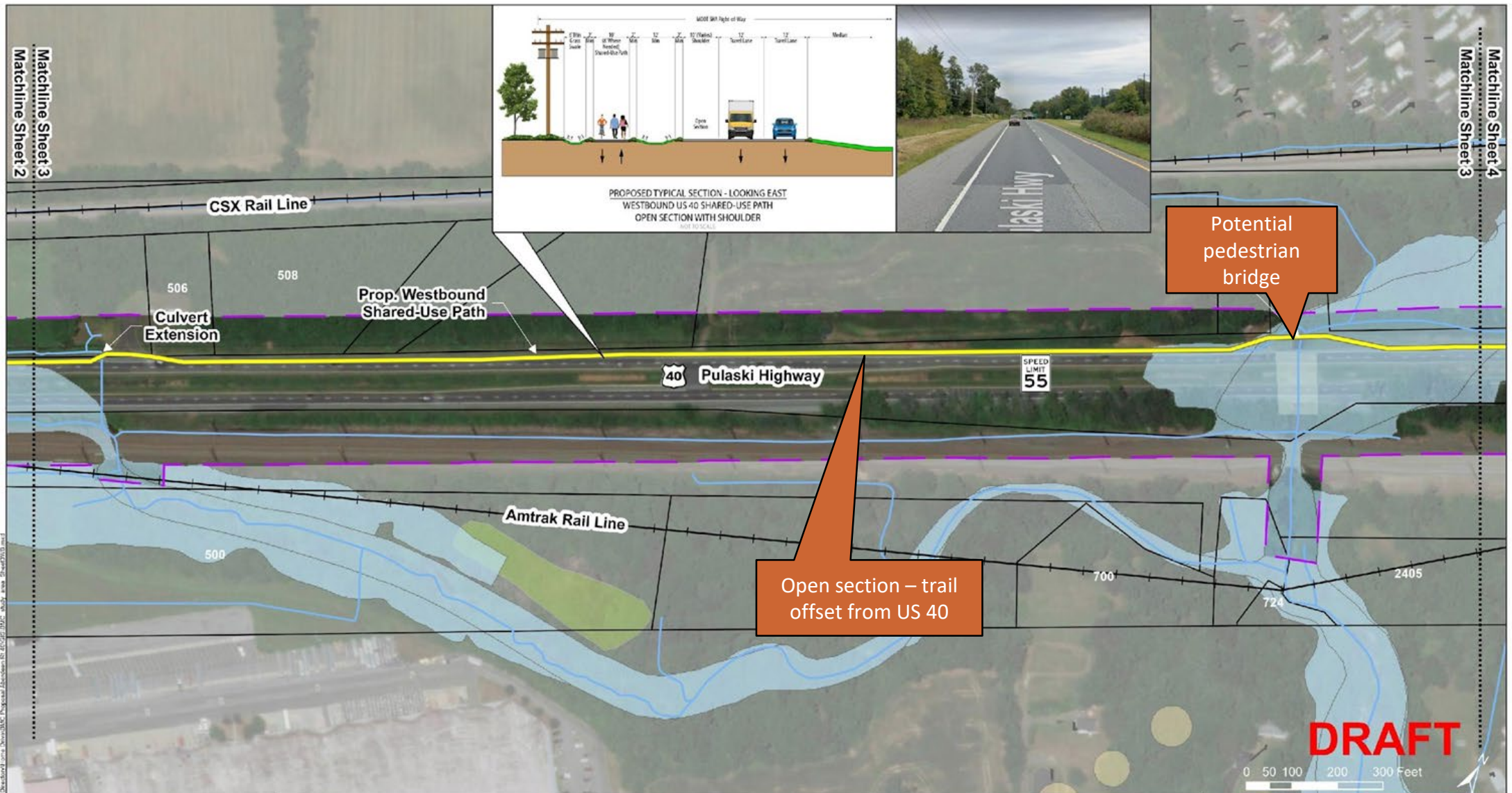
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US 40 Study Area	Parcels	Train Stop	Bus Stop	Railroad
Sidewalks	School	Library	Police Station	Fire Station
Historic Districts	Historic Landmark	Wetland	Streams/Rivers	100 Year Floodplain
Shared-Use Path	Use of Existing Sidewalk			

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Concept Plan for
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Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path

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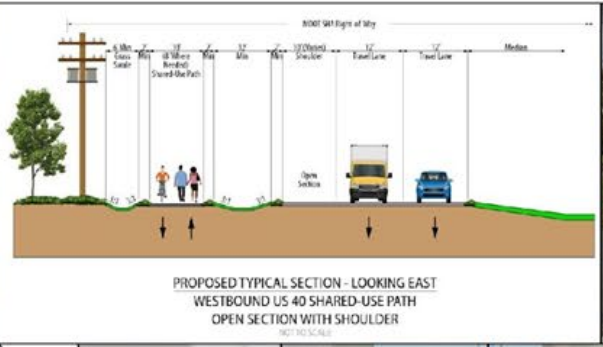
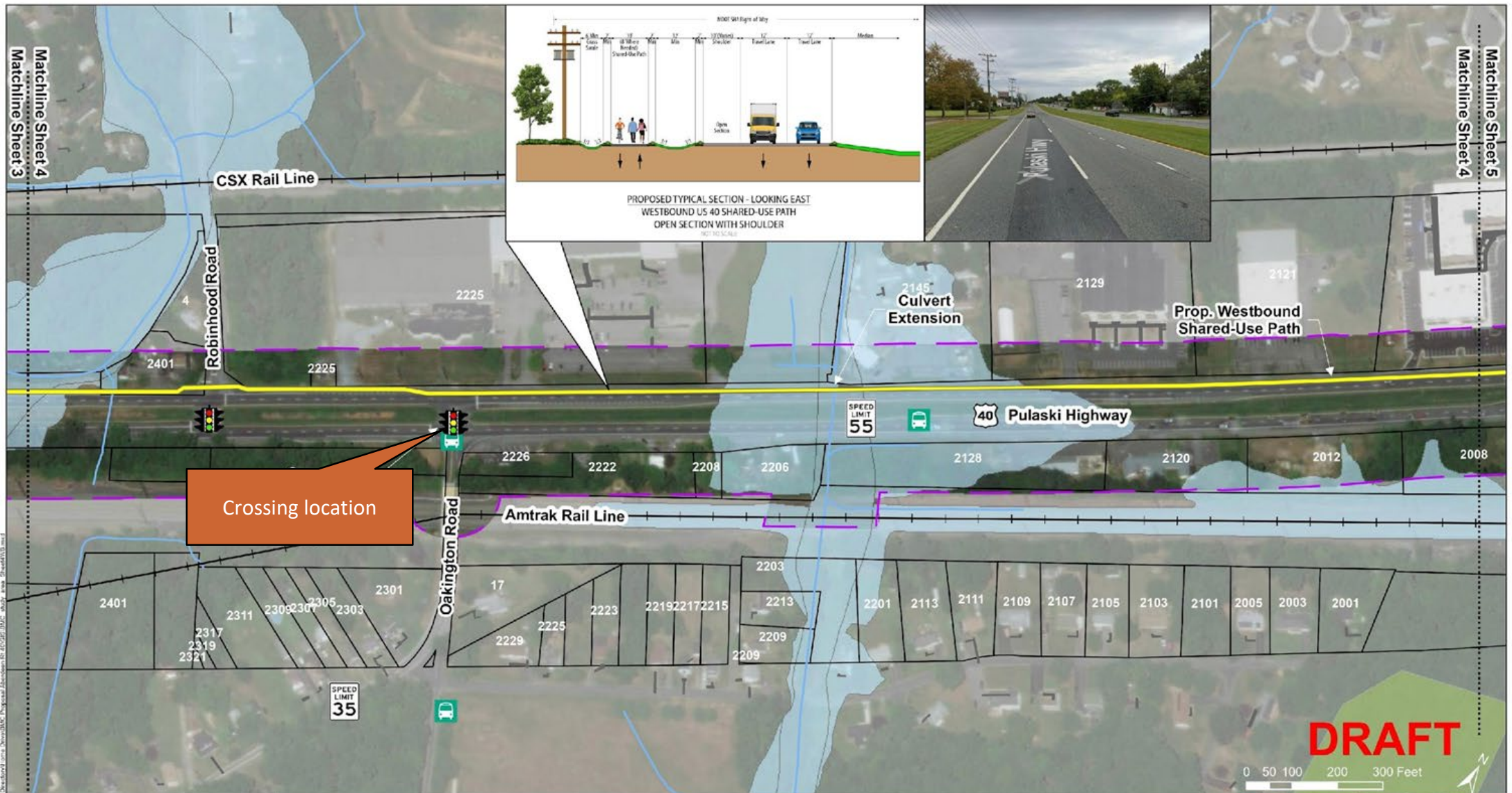
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Option 1: Westbound (Northern Side of US 40)



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Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path

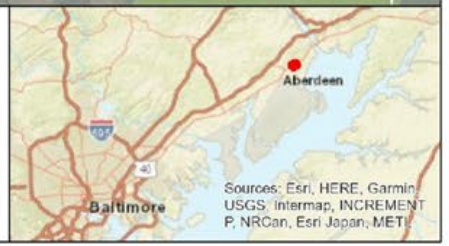
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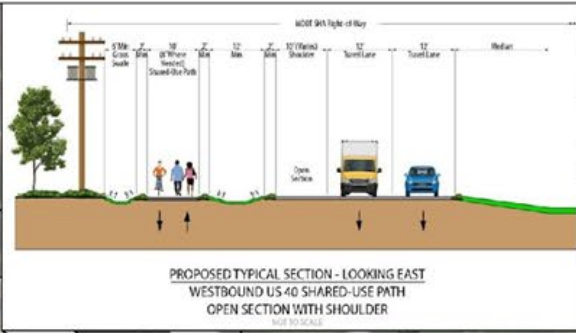
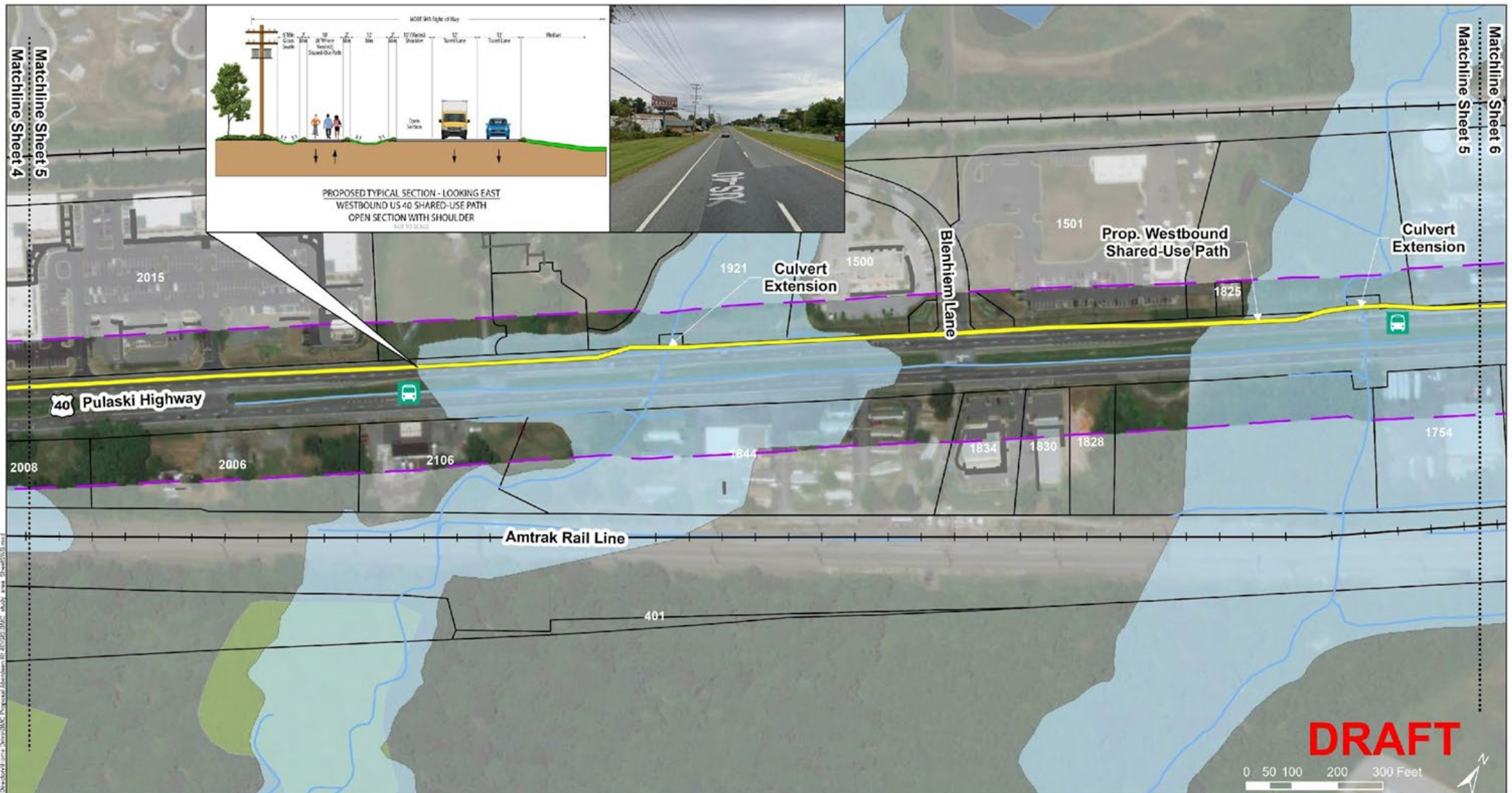
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Option 1: Westbound (Northern Side of US 40)



Concept Plan for
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Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path

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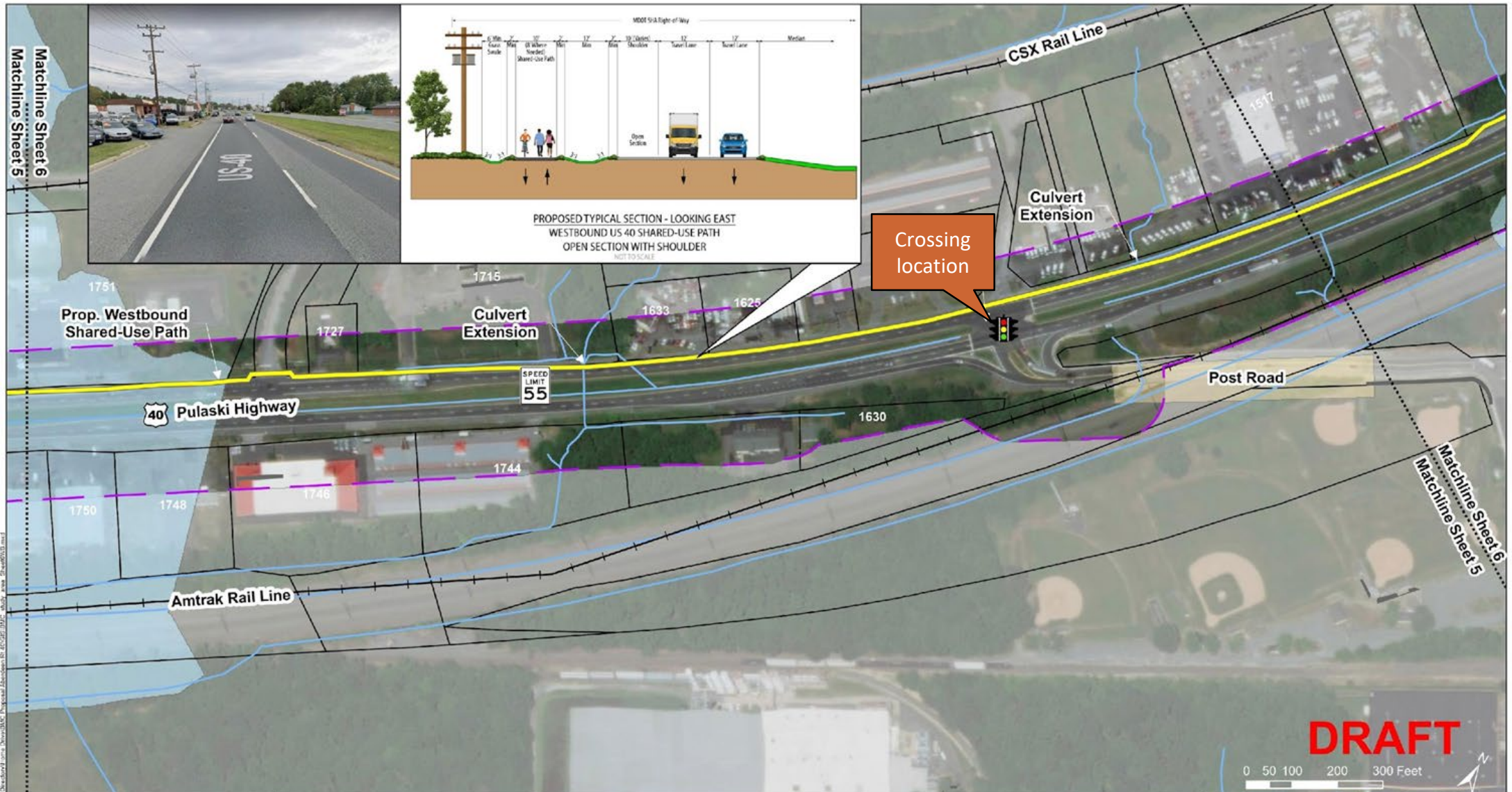
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US 40 Study Area	Parcels	Train Stop	Bus Stop	Railroad
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Option 1: Westbound (Northern Side of US 40)



Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path

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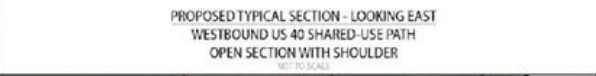
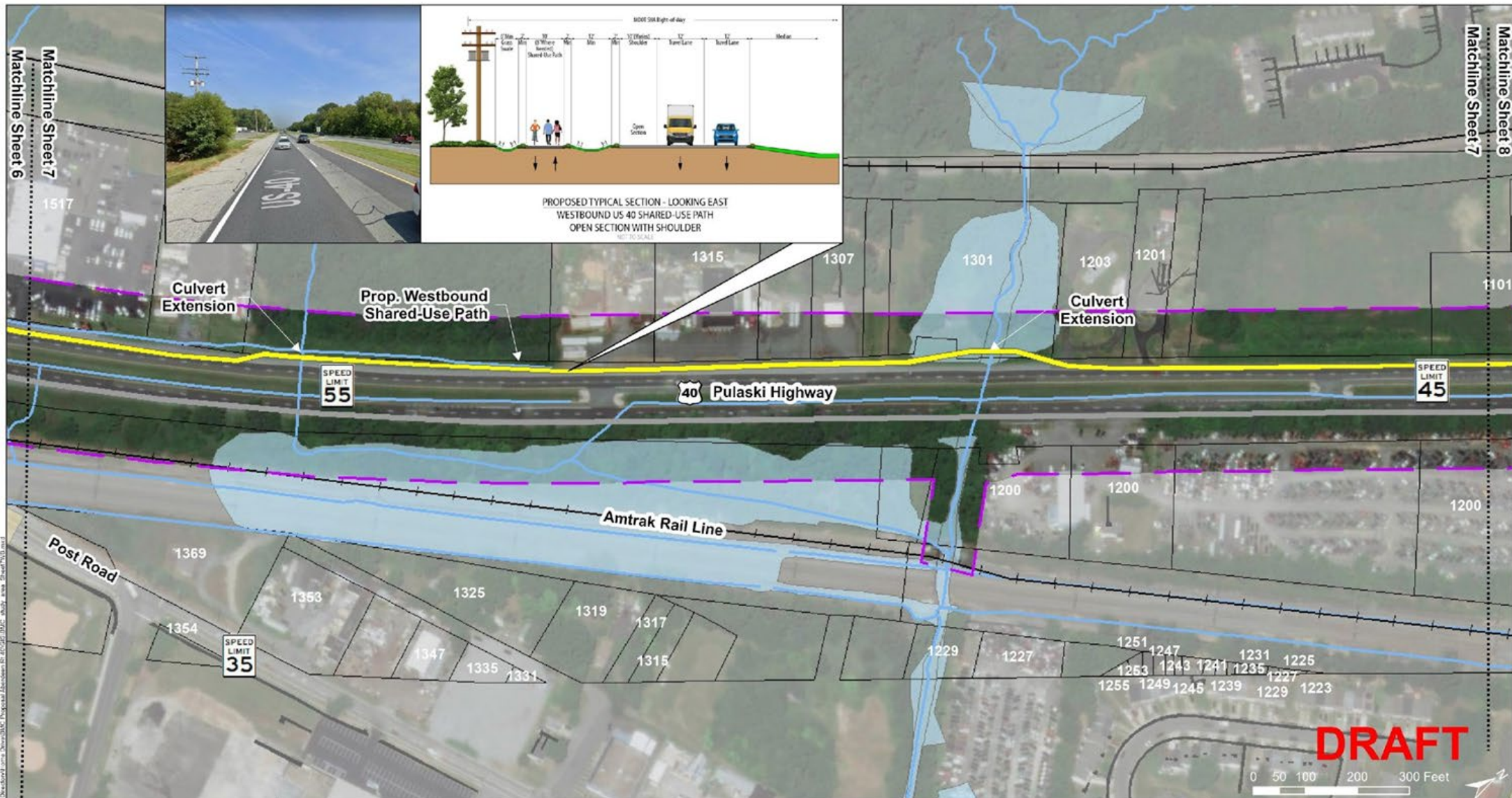
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0 50 100 200 300 Feet

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Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path

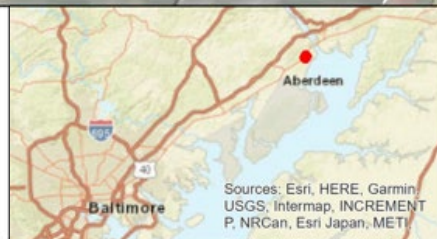
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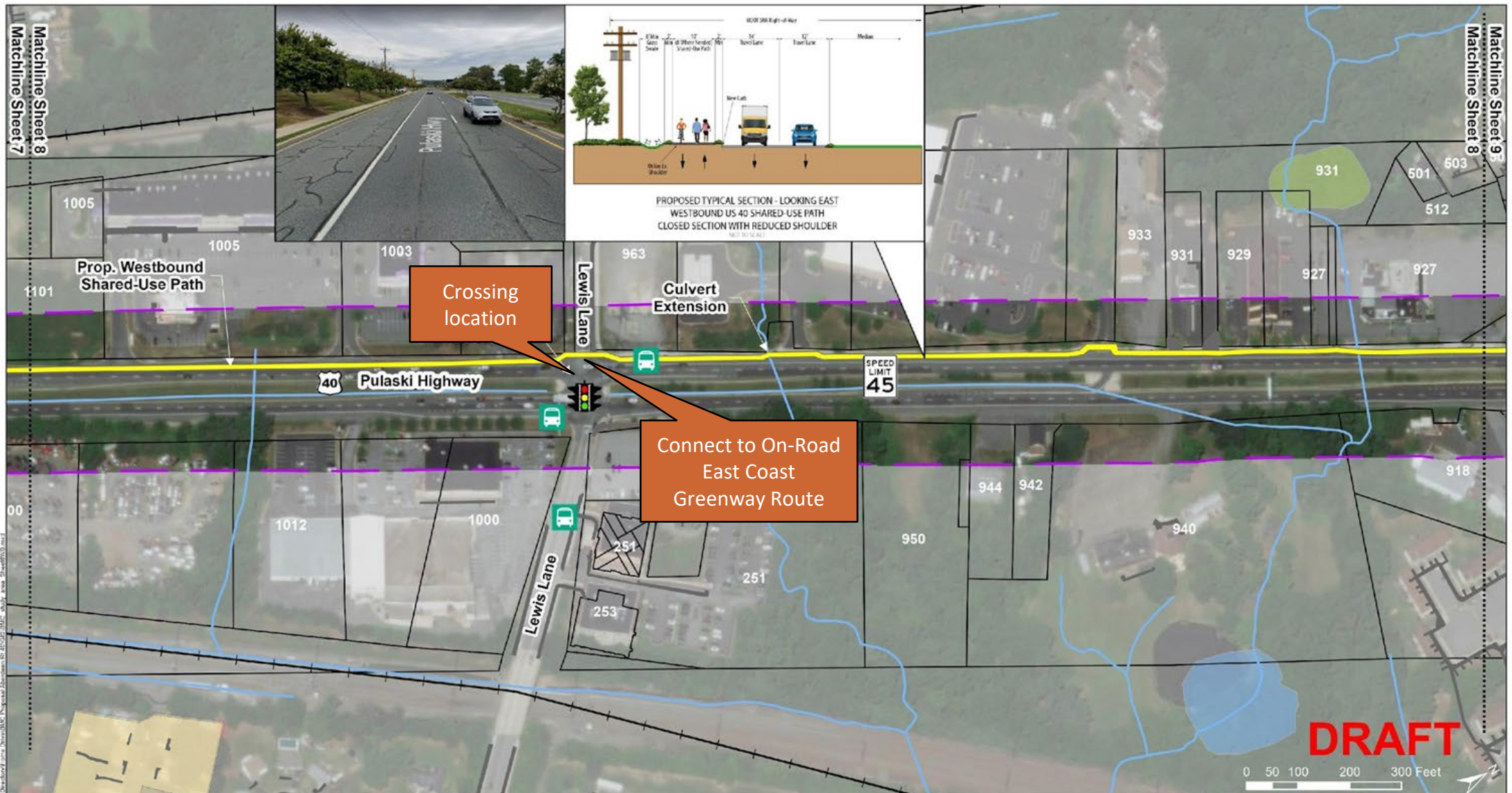
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- US 40 Study Area
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Option 1: Westbound (Northern Side of US 40)



Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path

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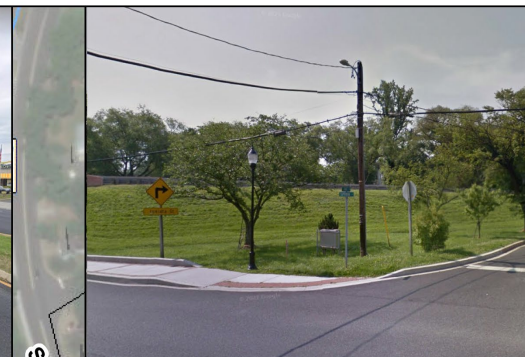
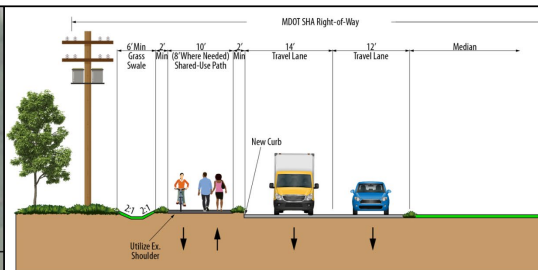
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— US 40 Study Area	— Parcels	🚊 Train Stop	🚌 Bus Stop	🚂 Railroad
■ Sidewalks	🎓 School	📖 Library	🚓 Police Station	🚒 Fire Station
■ Historic Districts	🏛 Historic Landmark	🌿 Wetland	🌊 Streams/Rivers	🌊 100 Year Floodplain
🚲 Shared-Use Path	🚶 Use of Existing Sidewalk			

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Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Westbound Shared-Use Path **Sheet 9 of 9**

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- - - US 40 Study Area — Parcels Train Stop Bus Stop Railroad
 Sidewalks School Library Police Station Fire Station Hospital Signalized Intersection
 Historic Districts Historic Landmark Wetland Streams/Rivers 100 Year Floodplain
 Shared-Use Path Use of Existing Sidewalk

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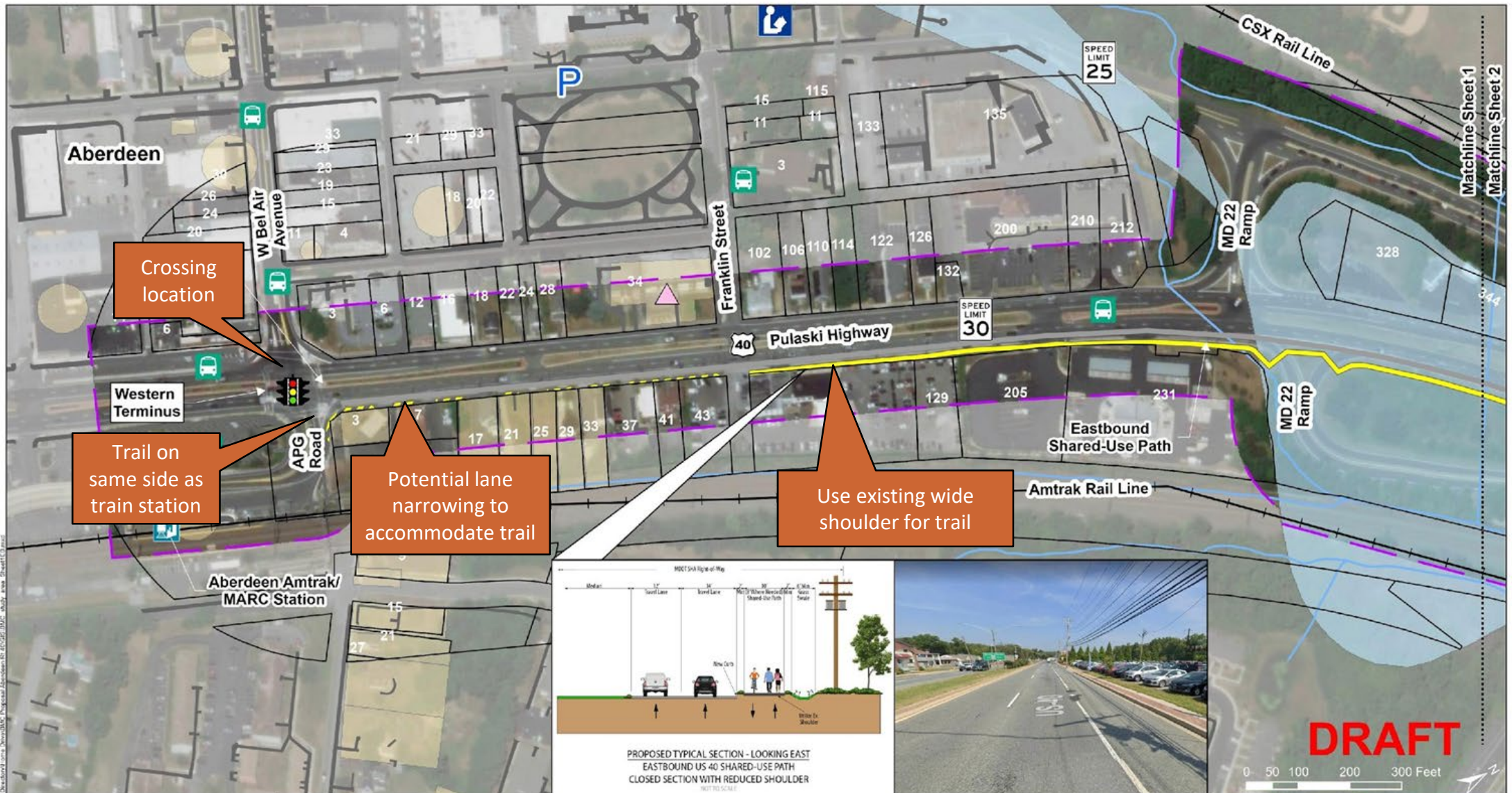


- Opportunities
 - Wide shoulder available to use for trail
 - Less environmental impacts
 - Requires less potential property easements or acquisition
 - Located on north side of US 40 with larger nearby residential population
 - Less stressful and potentially more safe crossing of on-ramp to MD-22
- Constraints
 - Multiple stream crossings / at least one pedestrian bridge required
 - Existing utilities
 - Low retaining walls may be required





**Option 2: Eastbound
(Southern Side of US 40)**



Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Eastbound Shared-Use Path **Sheet 1 of 9**

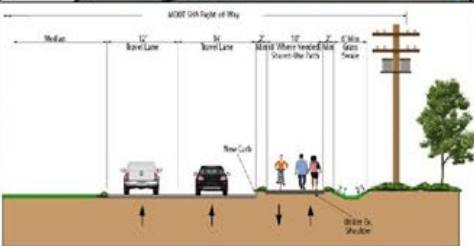
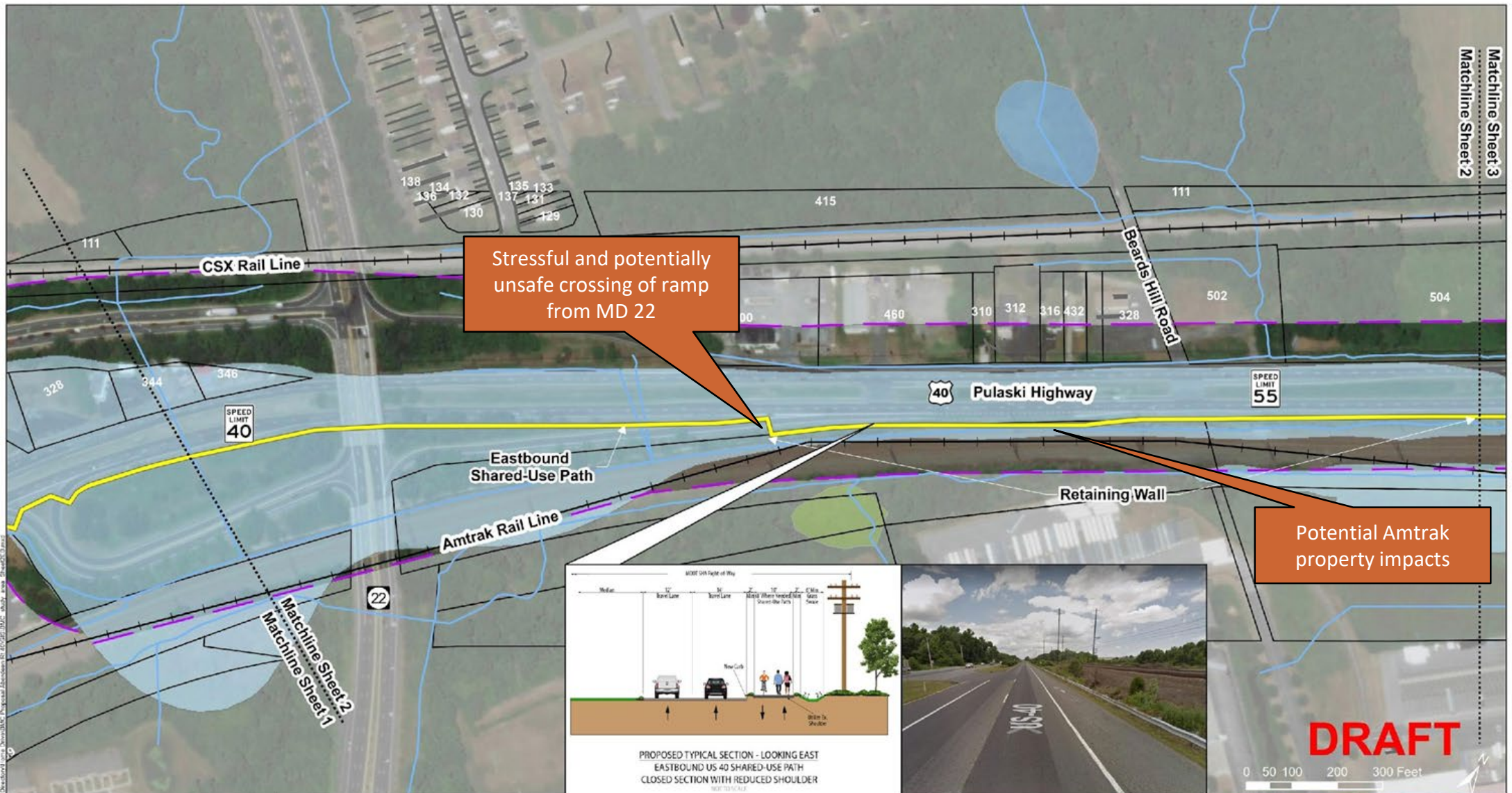
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— US 40 Study Area	— Parcels	🚏 Train Stop	🚌 Bus Stop	🚊 Railroad
■ Sidewalks	🎓 School	📖 Library	🚒 Fire Station	🏥 Hospital
■ Historic Districts	🏛️ Historic Landmark	🌿 Wetland	🌊 Streams/Rivers	🌊 100 Year Floodplain
🟡 Shared-Use Path	🟡 Use of Existing Sidewalk			

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Option 2: Eastbound (Southern Side of US 40)



Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Eastbound Shared-Use Path

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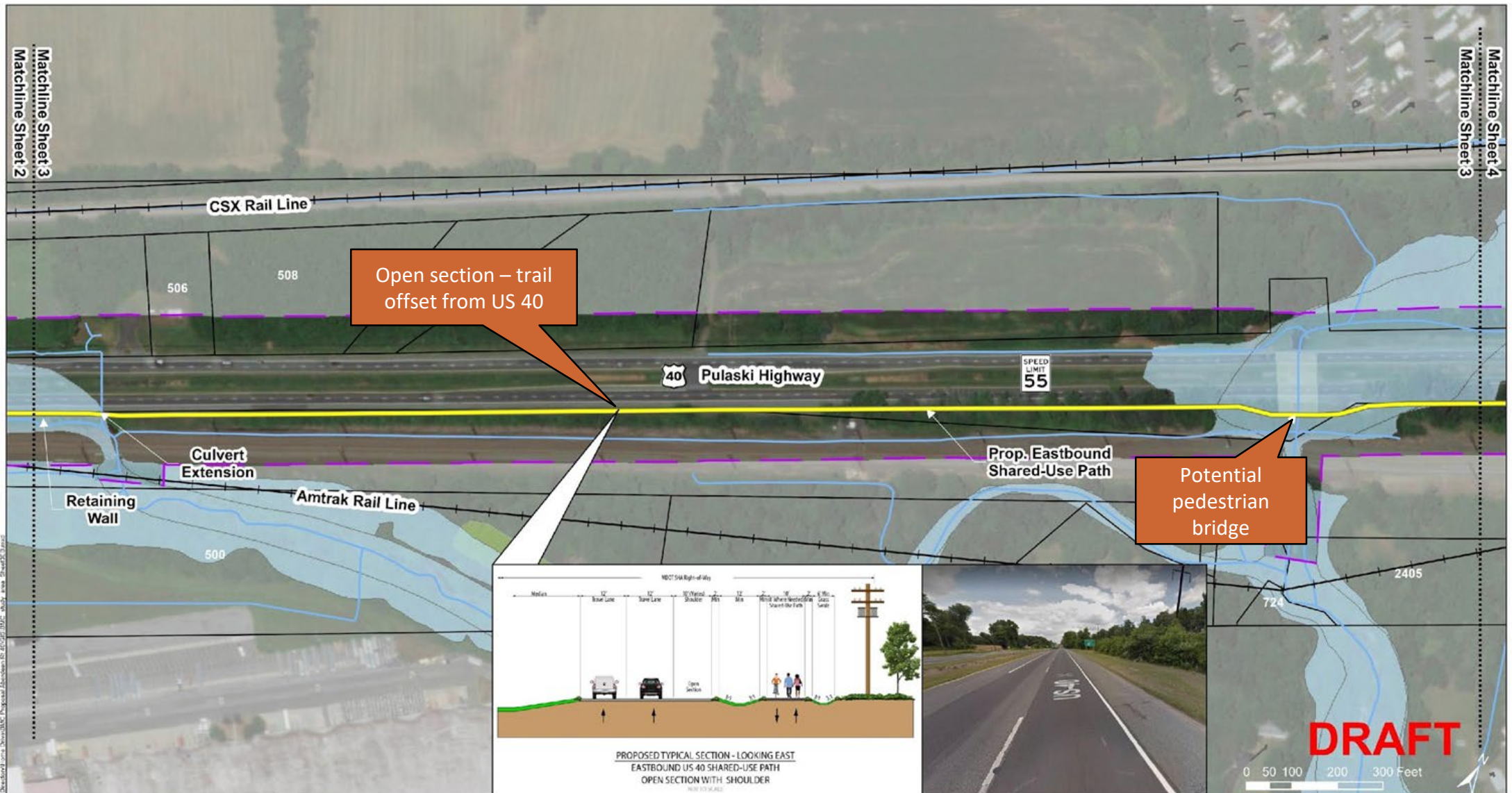
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Legend:

- US 40 Study Area
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- School
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Concept Plan for
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Improvements along US 40 (Aberdeen to Havre de Grace)

Eastbound Shared-Use Path

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BALTIMORE METROPOLITAN COUNCIL

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US 40 Study Area	Parcels	Train Stop	Bus Stop	Railroad
Sidewalks	School	Library	Police Station	Fire Station
Historic Districts	Historic Landmark	Wetland	Streams/Rivers	100 Year Floodplain
Shared-Use Path	Use of Existing Sidewalk			

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Concept Plan for
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Improvements along US 40 (Aberdeen to Havre de Grace)

Eastbound Shared-Use Path

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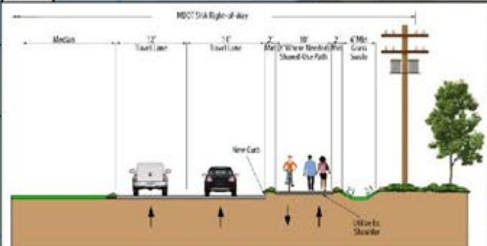
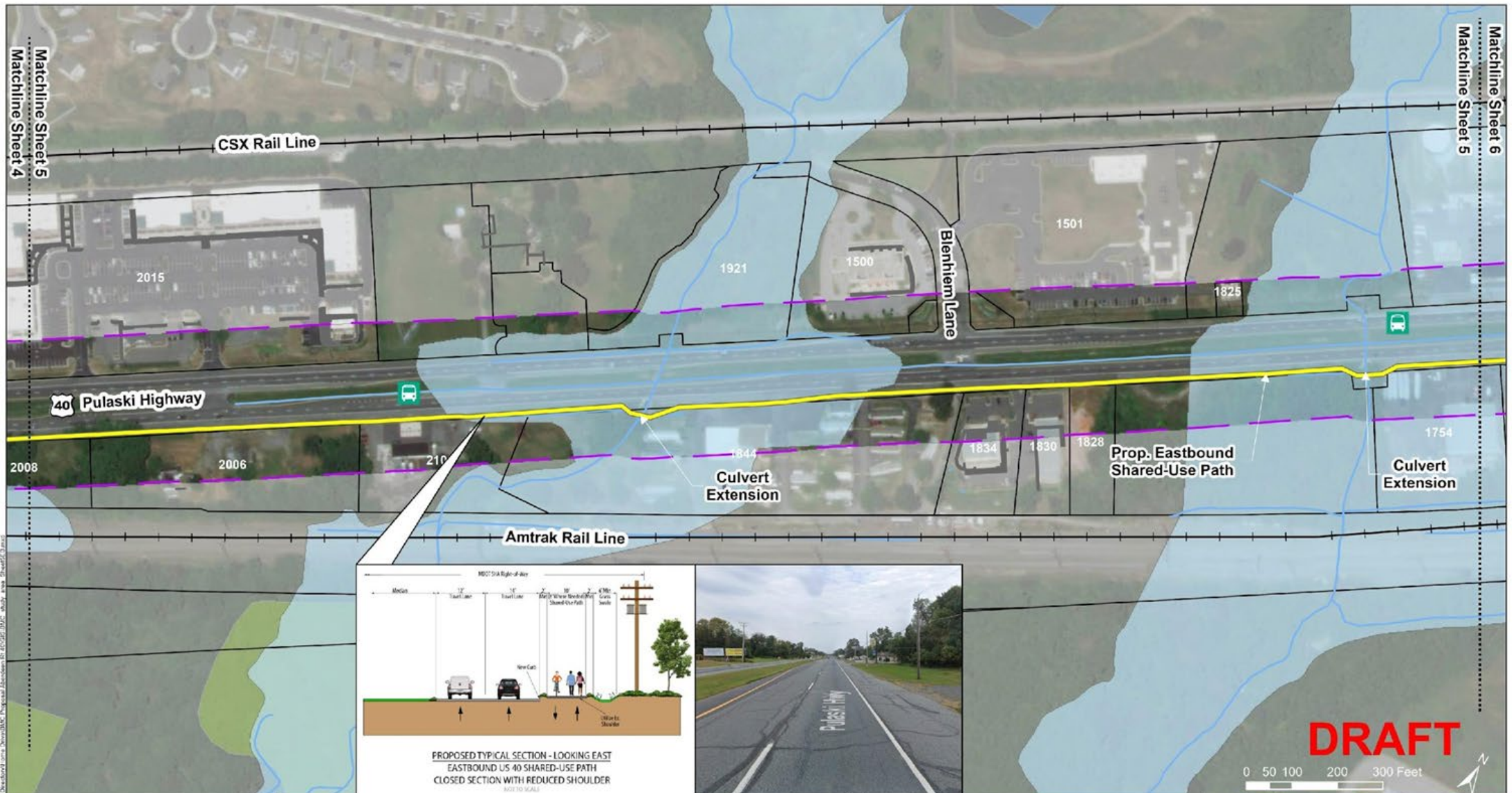
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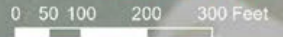
— US 40 Study Area	— Parcels	🚉 Train Stop	🚌 Bus Stop	→ Railroad
■ Sidewalks	🎓 School	📖 Library	🚓 Police Station	🚒 Fire Station
■ Historic Districts	🏛️ Historic Landmark	🌿 Wetland	💧 Streams/Rivers	🌊 100 Year Floodplain
— Shared-Use Path	— Use of Existing Sidewalk			

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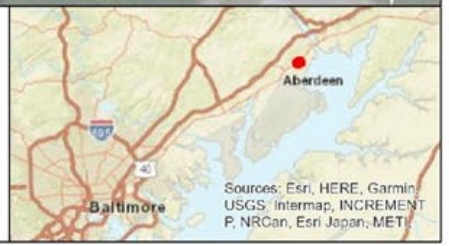
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Improvements along US 40 (Aberdeen to Havre de Grace)

Eastbound Shared-Use Path **Sheet 5 of 9**

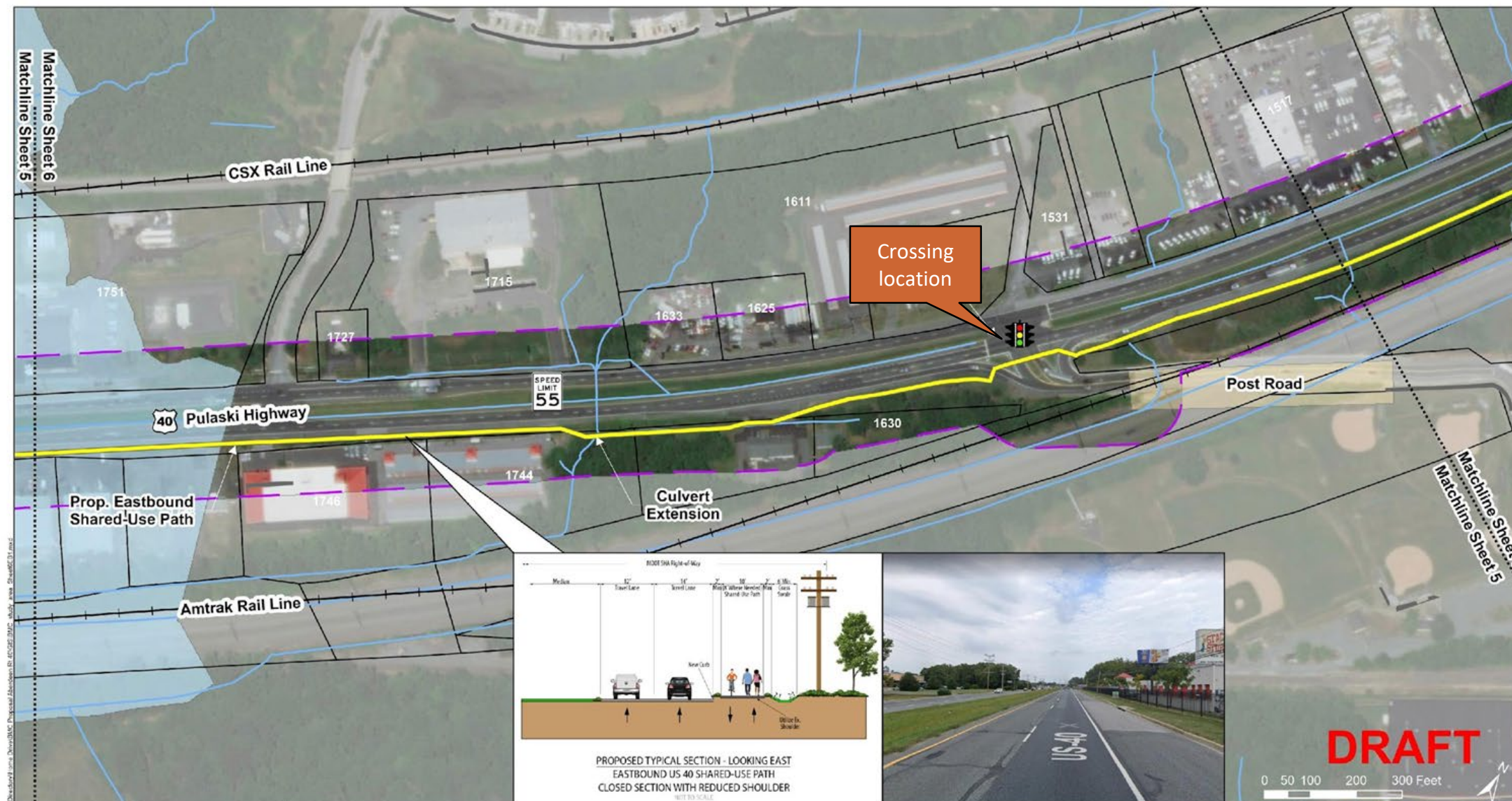
BALTIMORE METROPOLITAN COUNCIL **AECOM**

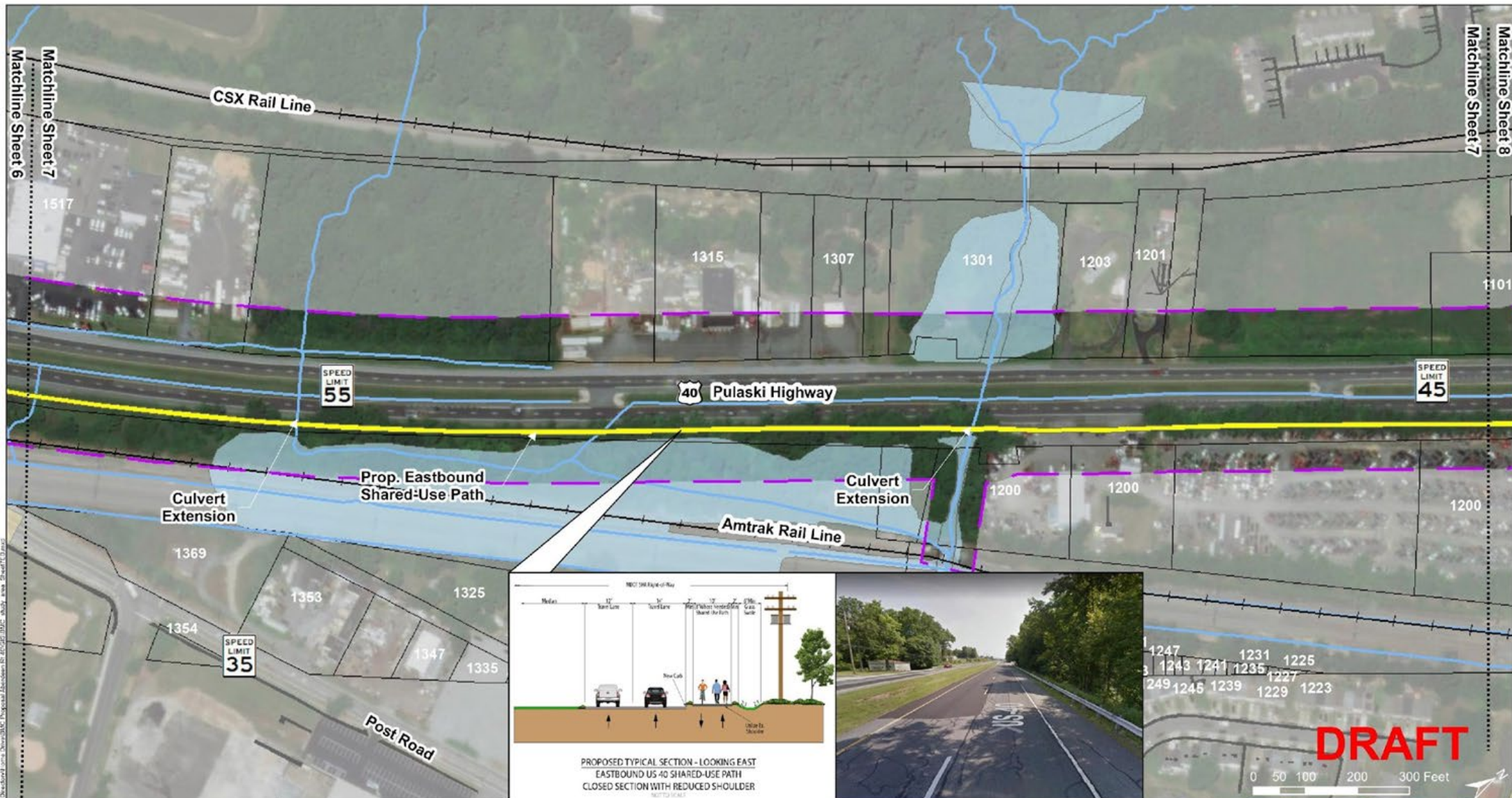
- | | | | | |
|--------------------|--------------------------|------------|----------------|---------------------|
| US 40 Study Area | Parcels | Train Stop | Bus Stop | Railroad |
| Sidewalks | School | Library | Police Station | Fire Station |
| Historic Districts | Historic Landmark | Wetland | Streams/Rivers | 100 Year Floodplain |
| Shared-Use Path | Use of Existing Sidewalk | | | |

Note: Each driveway and entrance crossing will require upgrades to be compliant with the Americans with Disabilities Act (ADA).
All data is from Harford County GIS Map Server & Maryland GIS Map Server



Option 2: Eastbound (Southern Side of US 40)





Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Eastbound Shared-Use Path **Sheet 7 of 9**

BALTIMORE METROPOLITAN COUNCIL **AECOM**

- - - US 40 Study Area — Parcels Train Stop Bus Stop Railroad
 Sidewalks School Library Police Station Fire Station Hospital Signalized Intersection
 Historic Districts Historic Landmark Wetland Streams/Rivers 100 Year Floodplain
 Shared-Use Path Use of Existing Sidewalk

Note: Each driveway and entrance crossing will require upgrades to be compliant with the Americans with Disabilities Act (ADA).
All data is from Harford County GIS Map Server & Maryland GIS Map Server

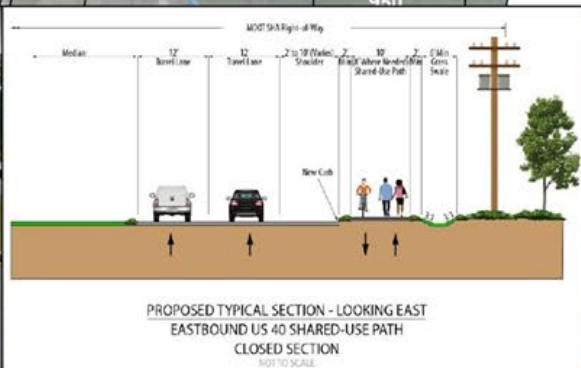
DRAFT

0 50 100 200 300 Feet

Baltimore **Aberdeen**

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI

Option 2: Eastbound (Southern Side of US 40)



Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

Eastbound Shared-Use Path

Sheet 8 of 9

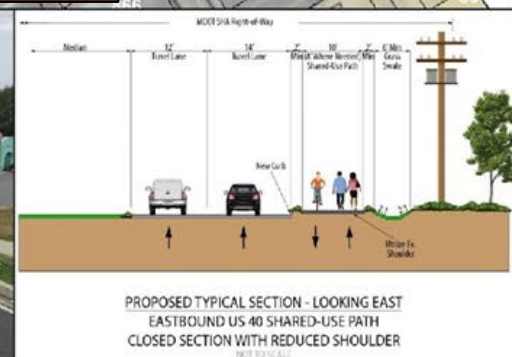
BALTIMORE METROPOLITAN COUNCIL

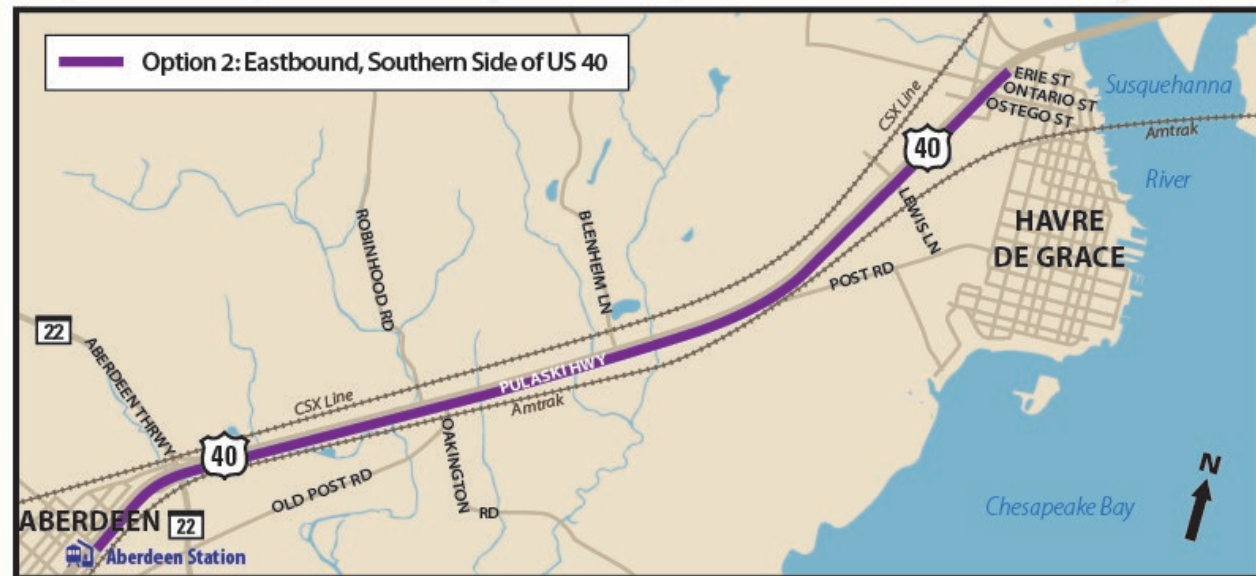
AECOM

- - - US 40 Study Area — Parcels Train Stop Bus Stop Railroad
 Sidewalks School Library Police Station Fire Station Hospital Signalized Intersection
 Historic Districts Historic Landmark Wetland Streams/Rivers 100 Year Floodplain
 Shared-Use Path Use of Existing Sidewalk

Note: Each driveway and entrance crossing will require upgrades to be compliant with the Americans with Disabilities Act (ADA).
All data is from Harford County GIS Map Server & Maryland GIS Map Server

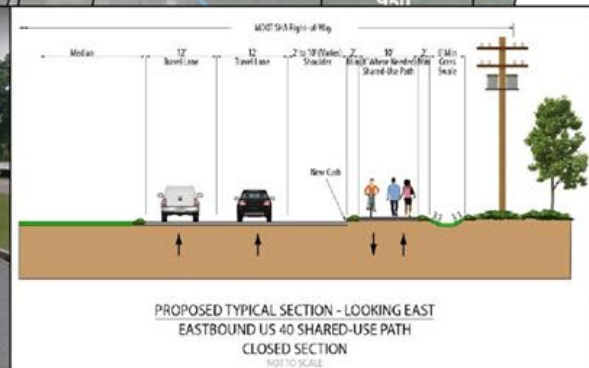






- Opportunities
 - Improved access to residents on south side of US 40 and downtown Havre de Grace
 - Access to Havre de Grace Activity Center and the middle / high school
 - Same side as train station
- Constraints
 - Environmental impacts to streams and forest
 - Amtrak property impacts which could delay project implementation
 - Higher construction costs because of walls and stream crossings
 - Stressful and potentially unsafe crossing of off-ramp from MD 22





Concept Plan for
Bicycle AND Pedestrian
Improvements along US 40 (Aberdeen to Havre de Grace)

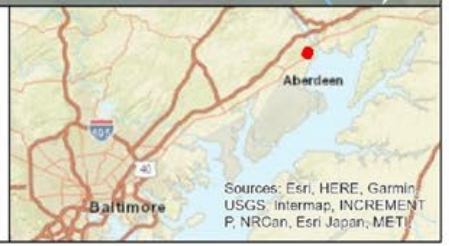
Combined Shared-Use Path Sheet 8 of 9

BALTIMORE METROPOLITAN COUNCIL

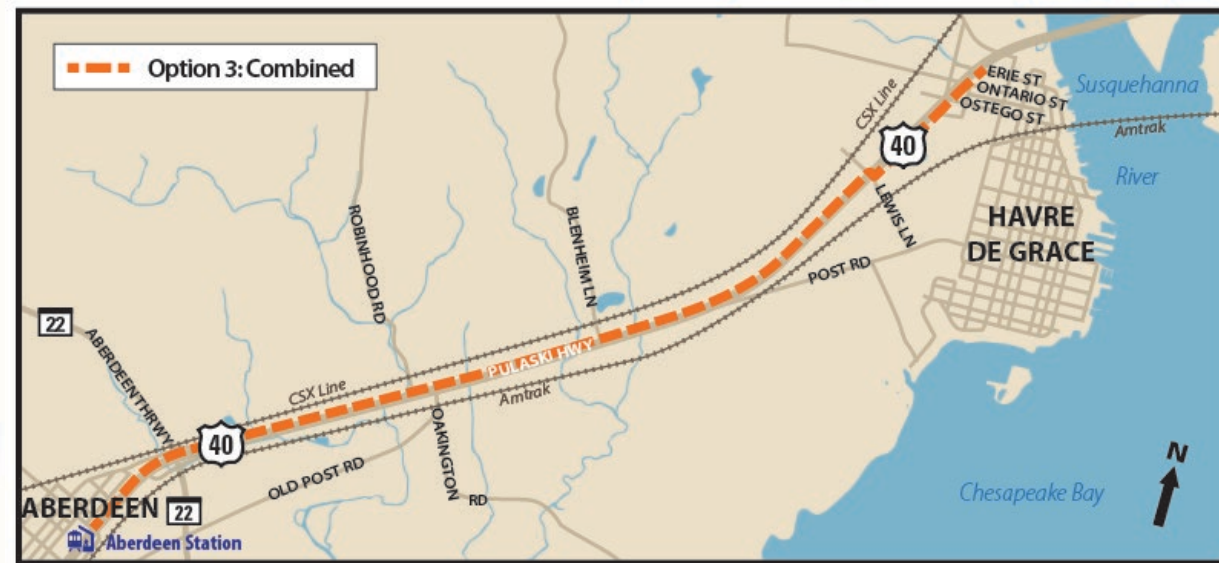
AECOM

US 40 Study Area	Parcels	Train Stop	Bus Stop	Railroad
Sidewalks	School	Library	Police Station	Fire Station
Historic Districts	Historic Landmark	Wetland	Streams/Rivers	100 Year Floodplain
Shared-Use Path	Use of Existing Sidewalk			

Note: Each driveway and entrance crossing will require upgrades to be compliant with the Americans with Disabilities Act (ADA).
All data is from Harford County GIS Map Server & Maryland GIS Map Server



- Opportunities
 - Westbound/north side segment serves larger nearby residential population
 - Eastbound/south side segment provides improved access to Havre de Grace
 - Access to Havre de Grace Activity Center and the middle / high school
- Constraints
 - No existing sidewalk from Lewis Lane to south of Ohio Street due to significant environmental constraints
 - Significant portion of eastbound/south side segment is complex design and construction due to guardrail, signing, steep slopes and forest impacts
 - Higher construction costs for eastbound/south side segment due to retaining walls to reduce impacts



Public Meeting Poll Question #5

For what purpose would you utilize a shared-use path along US 40 (select all that apply)?

- ☐ Commuting to work or school
- ☐ Recreation
- ☐ Running errands
- ☐ Other (please specify)

Opportunities and Constraints

Option 1: Westbound (Northern Side of US 40)

- Opportunities
 - Wide shoulder available to use for trail
 - Less environmental impacts
 - Requires less potential property easements or acquisition
 - Located on north side of US 40 with larger nearby residential population
- Constraints
 - Multiple stream crossings / at least one pedestrian bridge required
 - Existing utilities
 - Low retaining walls may be required

Option 2: Eastbound (Southern Side of US 40)

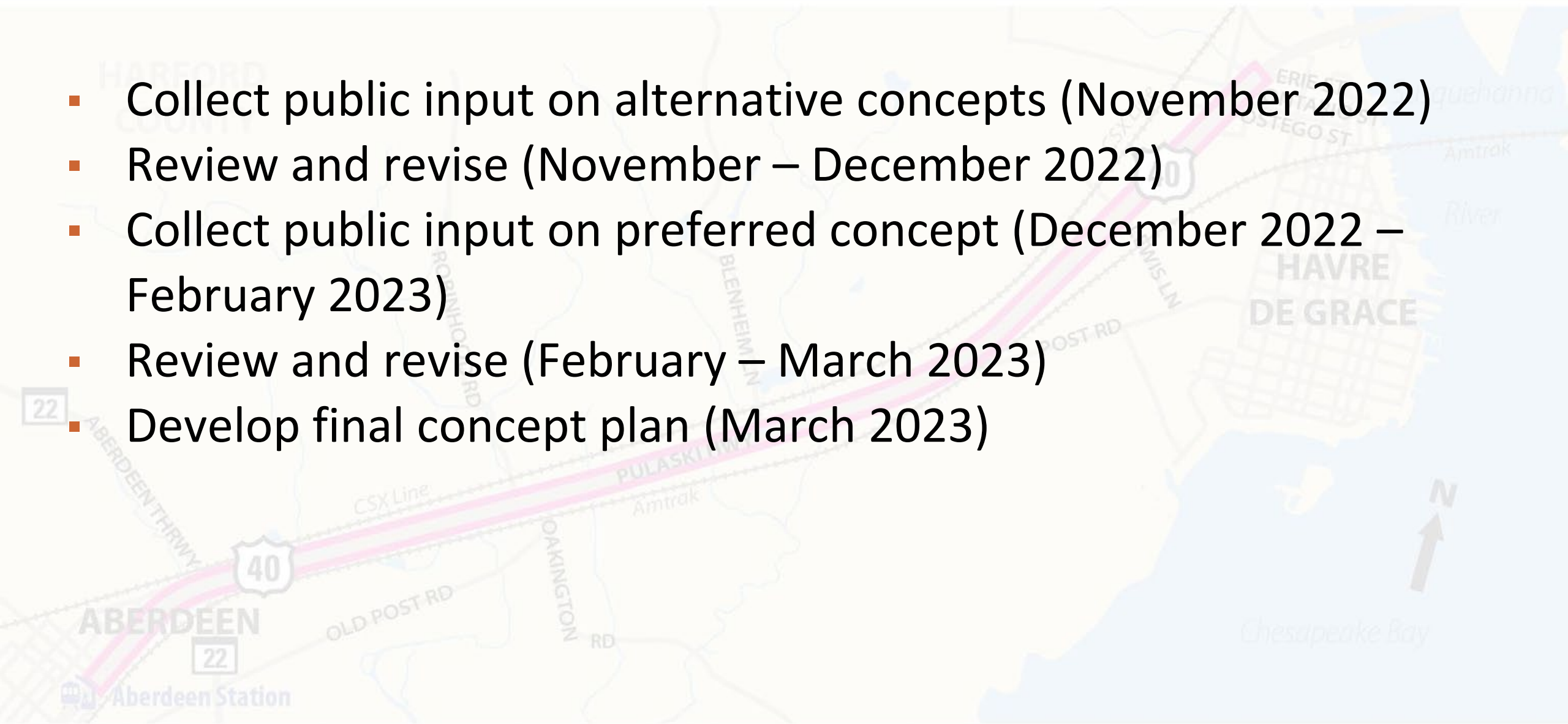
- Opportunities
 - Improved access to residents on south side of US 40 and downtown Havre de Grace
 - Access to Havre de Grace Activity Center and the middle / high school
 - Same side as train station
- Constraints
 - Environmental impacts to streams and forest
 - Amtrak property impacts which could delay project implementation
 - Higher construction costs because of walls and stream crossings
 - Stressful and potentially unsafe crossing of on-ramp from MD 22

Option 3: Combined

- Opportunities
 - Westbound/north side segment serves larger nearby residential population
 - Eastbound/south side segment provides improved access to Havre de Grace
 - Access to Havre de Grace Activity Center and the middle / high school
- Constraints
 - No existing sidewalk from Lewis Lane to south of Ohio Street due to significant environmental constraints
 - Significant portion of eastbound/south side segment is complex design and construction due to guardrail, signing, steep slopes and forest impacts
 - Higher construction costs for eastbound/south side segment due to retaining walls to reduce impacts

Next Steps

- Collect public input on alternative concepts (November 2022)
- Review and revise (November – December 2022)
- Collect public input on preferred concept (December 2022 – February 2023)
- Review and revise (February – March 2023)
- Develop final concept plan (March 2023)



Public Meeting Poll Question #6

Select the ways you think a shared-use path along US 40 may impact you:

- ☐ Improved health
- ☐ Strengthened local environment/ecology
- ☐ Increased tourism
- ☐ Improved traffic safety
- ☐ Better access to community resources
- ☐ Increased property values
- ☐ Reduced traffic congestion
- ☐ Expanded access to local business opportunities
- ☐ Other (please specify)

Public Meeting Poll Question #7

Share why you answered
Question #6 the way you
did:

Public Meeting Poll Question #6

Select the ways you think a shared-use path along US 40 may impact you:

- ☐ Improved health
- ☐ Strengthened local environment/ecology
- ☐ Increased tourism
- ☐ Improved traffic safety
- ☐ Better access to community resources
- ☐ Increased property values
- ☐ Reduced traffic congestion
- ☐ Expanded access to local business opportunities
- ☐ Other (please specify)

Public Comment Period

The public comment period is open until November 27, 2022

Feedback can be provided at:

- **WEBSITE:** publicinput.com/us40bikeped

Or through:

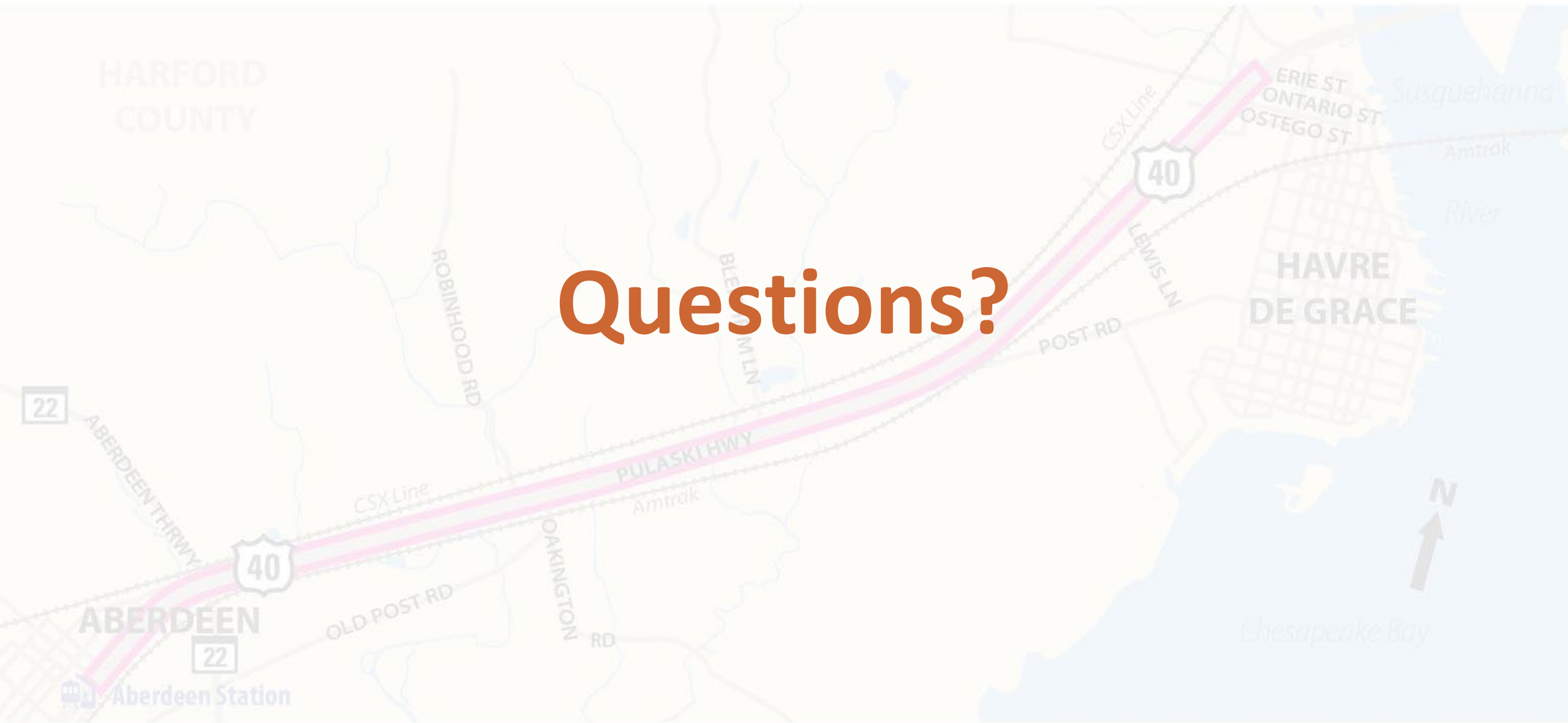
- **EMAIL:** us40bikeped@PublicInput.com
- **TEXT:** Text the keyword 'us40bikeped' to the number 73224
- **VOICEMAIL:** 855-925-2801 x 4009

Public Meeting Poll Question #8

Which shared-use path option do you prefer?

- ☐ Westbound Option (northern side)
- ☐ Eastbound Option (southern side)
- ☐ Combined Option (partially Westbound Option/Eastbound Option)
- ☐ No preference
- ☐ Other

Questions?



Thank you!

