



CENTERVILLE CITY

250 North Main • Centerville, Utah 84014-1824 • (801) 295-3477 • Fax: (801) 292-8034

Incorporated in 1915

AMENDED AGENDA 8-22-2016

Mayor

Paul A. Cutler

City Council

Tamilyn Fillmore

William Ince

Stephanie Ivie

George McEwan

Robyn Mechem

City Manager

Steve H. Thacker

JOINT CENTERVILLE CITY TRAILS COMMITTEE/ CENTERVILLE CITY COUNCIL AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY TRAILS COMMITTEE AND CENTERVILLE CITY COUNCIL WILL HOLD A JOINT MEETING AT 8:00 P.M. ON THURSDAY, AUGUST 25, 2016 IN THE CITY HALL MULTI-PURPOSE ROOM (DOWNSTAIRS) AT, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

A. ROLL CALL

B. BUSINESS

1. Welcome
2. Bicycle Master Plan presentation and recommendation **
3. **Joint Trails Committee/City Council** discussion and recommendation for lane striping on Main south of Parrish and on Parrish Lane **
4. Excuse City Council to proceed with Trails meeting
5. **Minutes Review and Approval** – June 23, 2016 meeting
6. Plan and make assignments for Pedestrian Bridge Opening Event
7. Trails related volunteer projects report
8. Follow up to bike track Idea
9. Other business
10. Next Meeting: September 15, 2016

Potential topics:

C. ADJOURNMENT

**Marsha L. Morrow, MMC
Centerville City Recorder**

****The City Council is meeting with the Trails Committee regarding the two items marked with the double asterisks on the agenda.**





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Minutes of the Centerville City Trails Committee meeting held Thursday, June 23, 2016 at 8:00 p.m. in the City Hall Business Office Conference Room at 250 North Main Street, Centerville, Utah.

MEMBERS PRESENT

Denise Cox

Mark Dimond, Chair

Brandon Federico

Mikael Remington, arrived at 8:37 p.m.

Rick Turner

MEMBERS ABSENT

Matt Johnson

Mark Oligschlaeger

STAFF PRESENT

Bruce Cox, Parks and Recreation Director

Robyn Mecham, City Council Liaison

Connie Larson, Recording Secretary

MINUTES REVIEW AND APPROVAL

Minutes of the May 19, 2016 meeting were reviewed. Chair Mark Dimond made a **motion** to approve the minutes as amended. Rick Turner seconded the motion, which was passed by unanimous vote (4-0).

POSSIBLE MOUNTAIN BIKE TRAIL IMPROVEMENTS FROM FREEDOM HILLS PARK TO BOUNTIFUL

Robyn Mecham, City Council Liaison, displayed a map of Forest Service property east of Centerville. The Committee discussed the possibility of mountain bike trails, and a dirt skills jumping area in Centerville. Brandon Federico talked about Corner Canyon in southern Utah, which is his vision for a dirt bike trail in the mountains above Centerville. The Committee discussed a possible bike jumping area when Island View Park is renovated, or possibly an area by the Legacy Trail.

At 8:37 p.m., Mikael Remington arrived at the meeting.

It could be possible for an Eagle Scout project, or a group wanting to do a service project to make a dirt skills jumping area. Draper City has a dirt skills jumping area that is near the Draper LDS Temple. The major cost of making this feature is the manpower, which volunteers or Boy Scouts could do for their Eagle Scout project. The Trails Committee will take a field trip to Draper on July 6th at 7:30 p.m. to view Draper's dirt skills jumping area. If the Committee decides to have a dirt skills area in Centerville, they will schedule a meeting with Greg Hilbig, Draper City Parks & Recreation, to discuss how Draper City planned their dirt skills area.

REPORT ON ANY NEW VOLUNTEER PROJECTS

Rick Turner reported the Forest Service would like to have a hydrologist and a geologist assess a 500 yard section of land that is sluffing off on the Deuel Creek South Trail 100 yards from the trailhead. It will need to be determined what needs to be done to stop the erosion of this land, and if this could be an Eagle Scout project.

Share the Road bike stenciling needs to be completed on the bike lanes along 400 West. Share the road shoulder lines are now painted on Main Street north of Parrish Lane.

REVIEW OF TOP FIVE POTENTIAL PROJECTS

1. Identify an area for dirt bike skills and jumping.
2. Maintenance of Rockwood Trail.
3. Replace Plexiglas trailhead markers on all of the trails.
4. All trails need maintenance service.
5. Connecting Legacy Trail to 1250 West.

JULY 4TH ASSIGNMENTS

The Trails Committee will have a booth for the July 4th festivities from 10 a.m. to 2 p.m. Mark Oligschlaeger will be asked to have a banner made for the Trails Committee booth. A map of the new pedestrian bridge over I-15, and how it connects to the Legacy Trail will be displayed. A large map of the trails will be displayed, and small trail maps will be given away at the booth. Flyers will be distributed advertising the September 24th hike. Bruce Cox will obtain maps of the trails in Davis County to be distributed. Committee members will be volunteering at the Freedom Run 5K at 7:00 a.m. Chair Dimond will send a reminder email of Committee assignments.

OTHER BUSINESS

Rick Turner reported there are large boulders that are ready to fall off the edge at the waterfall on George Haddad's property. It is not safe for people to be in this area, but there are still problems with people trespassing on their property. The Ricks Creek sign will be replaced that was vandalized near Haddad's property.

NEXT MEETING

The next Trails Committee meeting will be scheduled for Thursday, August 25th, 2016 at 8:00 p.m. in the EOC Room in the basement of City Hall.

ADJOURN

At 9:45 p.m., Chair Mark Dimond made a **motion** to adjourn. Rick Turner seconded the motion, which was passed by unanimous vote (5-0).

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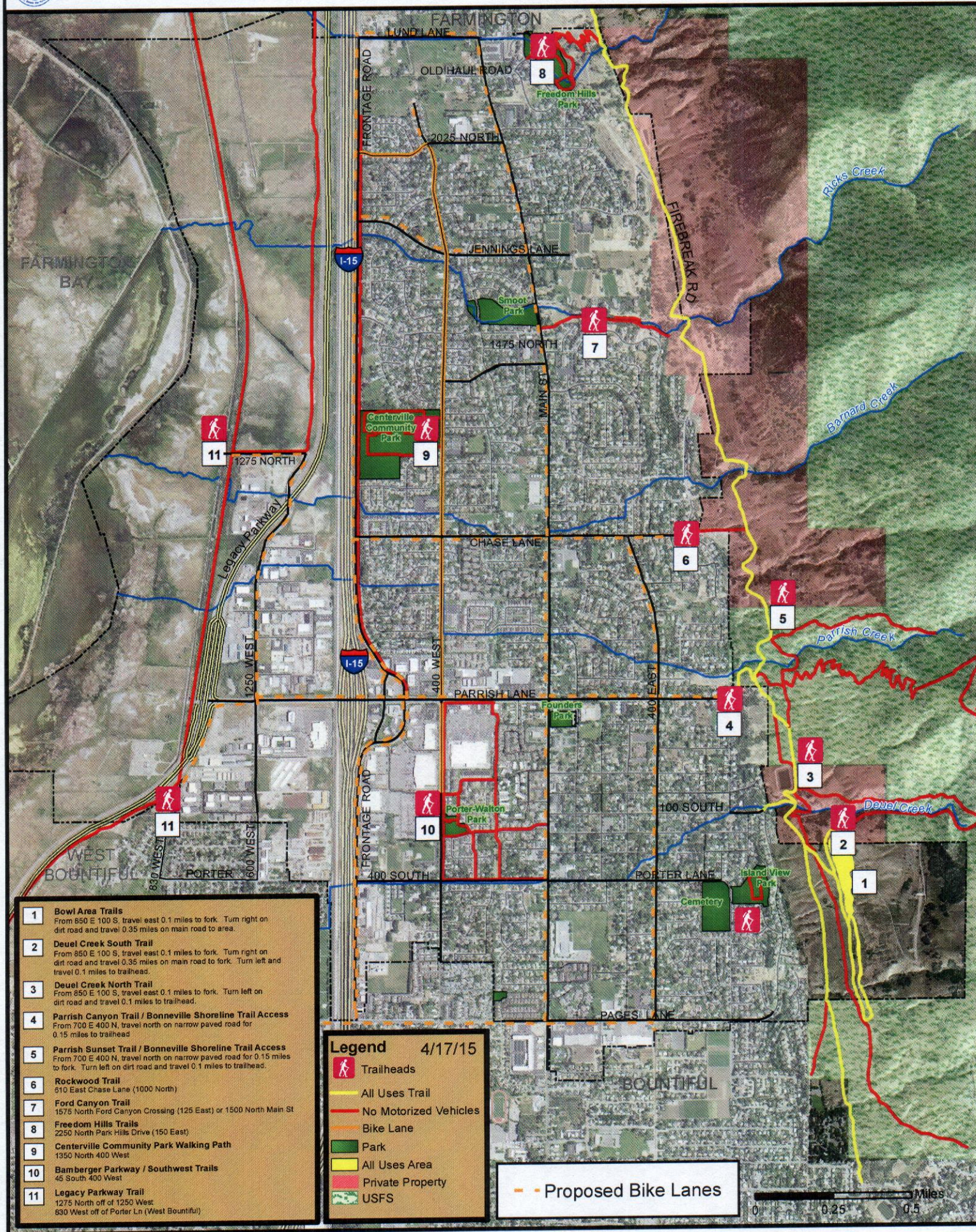
Mark Dimond, Chair

Connie Larson, Recording Secretary

Date Approved



CENTERVILLE PARKS AND TRAILS & PROPOSED BIKE LANES



ORDINANCE NO. 2016-21

AN ORDINANCE AMENDING SECTION 12-450-3 OF THE CENTERVILLE GENERAL PLAN REGARDING BICYCLE AND NON-MOTORIZED VEHICLE PATHWAYS AND ADOPTING AN UPDATED CENTERVILLE TRAILS MASTER PLAN MAP AS REFERENCED IN SECTION 12-460-2 OF THE SAME

WHEREAS, the Trails Committee requests and recommends amendments to Section 12-450-3 of the Centerville General Plan regarding bicycle and non-motorized vehicle pathways in the City and amendments and updates to the Centerville Trails Master Plan Map as referenced in Section 12-460-2 of the same; and

WHEREAS, the proposed amendments and revisions to Section 12-450-3 and Section 12-460-2 of the Centerville General Plan regarding bicycle and non-motorized vehicle pathways and the Centerville Trails Master Plan Map have been reviewed by the Planning Commission and the Planning Commission recommends approval of the proposed amendments; and

WHEREAS, City Council has determined that the proposed amendments to the General Plan as recommended by the Trails Committee and the Planning Commission are consistent with the goals, objectives and policies of the Centerville General Plan and are in the best interest of the City and the public to provide updated language and maps for City trails and bicycle and non-motorized pathways; and

WHEREAS, the proposed amendments to the General Plan as set forth herein have been reviewed by the Planning Commission and the City Council and all appropriate public notices have been provided and appropriate public hearings have been held in accordance with Utah law to obtain public input regarding the proposed revisions to the General Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF CENTERVILLE CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Amendment. Section 12-450-3 of the Centerville General Plan regarding Bicycle and Non-Motorized Vehicle Pathways is hereby amended to read in its entirety as follows.

12-450-3. Bicycle and Non-Motorized Vehicle Pathways

The goal would be to make every street a safe place to ride and the City a bicycle community. Bicycling in the City should promote, increase, improve, and enhance riding in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Trails Committee desires to make the City a supportive environment for cyclists through establishing the following:

- More biking lanes to increase, improve and enhance bicycling
- Introduce signage, pavement markings, or even traffic diverters, to create bike friendly streets
- Supportive law enforcement and education programs ensures that motorists and bicyclists alike are adhering to and are knowledgeable on the traffic laws

- Create and maintain a bikeways map that is downloadable via the City website that illustrates the current and potential future travel: Bike Paths (Class I); bikeway that provide bicycle travel on a paved right-of-way completely separated from any street or highway, Bicycle Lanes (Class II) bikeway providing a striped and stenciled lane for one-way travel on a street or highway, and Bicycle Routes and Bike Friendly Streets (Class III); bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing

Due to the City's unique geography many bicycle events pass through the City. Therefore, it is important to establish links to bicycle paths, lanes and routes with neighboring cities. Create safe places to lock bicycles up both at the beginning and end of a trip. Include requirements in new business facility development to include bicycle racks and bicycle maintenance stands with integrated tools.

In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter. Infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists.

~~Despite attention given to bicycles as an alternative means of regular transportation in recent years, the bicycle today is still used primarily for recreation. Because of the frequent conflicts and problems that result from bicycle sharing street rights-of-way, Centerville City has determined it best to not encourage Class III bikeways, where the bikeway is on the automobile right-of-way with only signs and stripes on the pavement indicating the bikeway. Public funding for bikeways in Centerville City should only be for Class I and II bikeways, where they are physically separated from the automobile rights-of-way. Such a bikeway could be developed as a part of the buffer strip recommended along the Frontage Road, or as part of a linear park along Ricks Creek. The City should actively support the implementation of a Class I or Class II bikeway/pedestrian pathway from the east side the Interstate to the future Legacy Parkway trail system west of Interstate 15. This pathway needs to be properly incorporated into the expanded overpass for Centerville City at Parrish Lane that will be build during the reconstruction of Interstate 15. The overpass should be planned to be sufficiently wide to properly accommodate the bikeway/pathway including appropriate separation or barriers along with other surface improvements.~~

Section 2. Amendment. The Centerville Trails Master Plan Map as referenced in Section 12-460-2 of the Centerville General Plan regarding Trails is hereby amended and replaced with the updated map set forth in Exhibit A attached hereto and incorporated herein by reference.

Section 3. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts and provisions of this Ordinance shall be severable.

Section 4. Omission Not a Waiver. The omission to specify or enumerate in this ordinance those provisions of general law applicable to all cities shall not be construed as a waiver of the benefits of any such provisions.

Section 5. Effective Date. This Ordinance shall become effective immediately upon publication or posting, or thirty (30) days after passage, whichever occurs first.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF CENTERVILLE CITY,
STATE OF UTAH, ON THIS 19th DAY OF JULY, 2016.**

ATTEST:

CENTERVILLE CITY

Marsha L. Morrow, City Recorder

By: _____
Mayor Paul A. Cutler

Voting by the City Council:

	"AYE"	"NAY"
Councilmember Fillmore	_____	_____
Councilmember Ince	_____	_____
Councilmember Ivie	_____	_____
Councilmember McEwan	_____	_____
Councilmember Mecham	_____	_____

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provisions of the U.C.A. § 10-3-713, as amended, I, the municipal recorder of Centerville City, hereby certify that foregoing ordinance was duly passed by the City Council and published, or posted at: (1) 250 North Main; (2) 655 North 1250 West; and (3) RB's Gas Station, on the foregoing referenced dates.

MARSHA L. MORROW, City Recorder

DATE: _____

RECORDED this ____ day of _____, 2016.

PUBLISHED OR POSTED this ____ of _____, 2016.

Exhibit A

Centerville Trails Master Plan Map

City Attorney Suggested Changes to
Trails Committee and Planning Commission Version
July 15, 2016

12-450-3. Bicycle and Non-Motorized Vehicle Pathways

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- ~~Provide s~~Supportive law enforcement and education programs ~~to assist ensures that~~ motorists and bicyclists alike ~~to become are adhering to and are~~ knowledgeable ~~of on the~~ traffic laws ~~and to encourage adherence to such traffic laws~~
- Create and maintain a bikeways map that is downloadable via the City website that illustrates the current and potential future travel ~~for the following classification of bicycle paths:~~ (1) Bike Paths (Class I); ~~defined as~~ bikeways that provide bicycle travel on a paved right-of-way completely separated from any street or highway; (2) Bicycle Lanes (Class II) ~~defined as~~ bikeways that provide ~~providing~~ a striped and stenciled lane for one-way bike travel on a street or highway ~~adjacent to motor vehicle travel;~~ and (3) Bicycle Routes and Bike Friendly Streets (Class III); ~~defined as~~ bikeways that provides for shared use with pedestrian or motor vehicle traffic ~~and is~~ identified only by signing.

Due to the City's unique geography many bicycle events pass through the City. Therefore, it is important to establish links to bicycle paths, lanes and routes with neighboring cities, ~~and to create~~ ~~Create~~ safe places to lock bicycles up both at the beginning and end of a trip. ~~The City should consider adopting Include~~ requirements ~~for in new commercial business facility~~ developments to include bicycle racks and bicycle maintenance stands with integrated tools.

In some cases, infrastructure solutions alone cannot solve all of the problems that bicyclists encounter. Infrastructure modifications may not always be necessary to create a supportive environment for bicyclists. Integrating engineering approaches with education, enforcement, and encouragement programs multiplies the benefits to bicyclists.

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1 from a public protection point of view, as well as the impact on citizens trying to supplement
2 their food supply through gardening.

3
4 Marian Jensen – Ms. Jensen commented that deer seem to be everywhere, and she
5 would appreciate anything the City can do to bring the urban deer population under control.

6
7 Bill Rigby – Mr. Rigby said the urban deer are a huge problem, and he is excited about
8 the archery option. The deer are not scared of people. He stated he would appreciate any and
9 all help to at least thin the herd.

10
11 The Mayor closed the public hearing at 7:38 p.m. Chad Wilson with the DWR stated it is
12 his understanding that the archery option has made a huge difference in Highland City. Mr.
13 Albiston stated he participated in the archery program in Highland, and explained the positive
14 outcome resulting from the predator/prey situation. Mr. Wilson commented that the earlier the
15 City begins the program, the more confidence they can have that resident deer are targeted.

16
17 Mayor Cutler briefly reopened the public hearing, and Mr. Hancey encouraged the
18 Council to consider the archery option over the trapping option. He commented that setting the
19 traps is time consuming and expensive, and archers would be able to eliminate the problem
20 quickly.

21
22 Councilwoman Fillmore said she would prefer to give property owners multiple options
23 by leaving the trapping option in place, and she would not be opposed to sticking with the 50/50
24 cost-share despite the increased cost. Mayor Cutler agreed that multiple options give property
25 owners flexibility. Councilman McEwan stated he thinks archery will be the quickest and most
26 successful option. He is in favor with the condition that shots are ethical and safe. Mr. Wilson
27 advised that DWR regulations only allow residents to be charged up to \$50 of the relocation fee,
28 and relocation is not worth the time and expense if only a few deer are relocated. Mayor Cutler
29 suggested relocation could remain an option to be managed within constraints set by the DWR.

30
31 Councilman McEwan made a **motion** to approve proposed amendments to the City's
32 Urban Deer Control Plan to add archery as an approved method for lethal deer removal, and
33 changing the language for the relocation option to indicate the City will pay \$150 of the \$200 per
34 deer relocation fee, with applying property owners responsible for \$50. Councilwoman Ivie
35 seconded the motion, which passed by majority vote (4-1), with Councilwoman Mecham
36 dissenting. Councilwoman Mecham said she knows something needs to be done, but she is
37 looking into other options.

38
39 **PUBLIC HEARING – GENERAL PLAN AMENDMENTS – BICYCLE & NON-**
40 **MOTORIZED VEHICLE PATHWAYS AND TRAILS MASTER PLAN MAP**

41
42 The Planning Commission has reviewed and recommended approval of the proposed
43 amendments to the General Plan regarding bicycle and non-motorized paths and the Centerville
44 Trails Master Plan Map. Existing language in the General Plan discourages certain classes of
45 bike lanes within the city. The proposed amendments would update the Plan to be consistent
46 with current goals of the Trails Committee.

47
48 At 7:56 p.m. Mayor Cutler opened a public hearing, and closed the public hearing seeing
49 that no one wished to comment.

50
51 Referring to the Trails Master Plan Map, Councilman McEwan said he feels it would be
52 asking for trouble to label Parrish Lane a bike trail going over the freeway overpass,
53 encouraging bike traffic in the wrong place. Mr. Thacker commented that the pedestrian bridge

1 is 10-feet wide to accommodate bike traffic as well as pedestrians. Ms. Romney pointed out that
2 the dashed line on the Map at Parrish Lane over the overpass is labeled a "proposed bike lane",
3 meaning the Trails Committee would like for Parrish Lane to have a designated bike trail at
4 some point in the future. Councilman McEwan responded that when UDOT is ready for an
5 overpass rebuild they can look at the possibilities, but he would not want to include even a
6 dashed line on Parrish Lane at this point. As liaison to the Trails Committee, Councilwoman
7 Mecham commented that the Trails Committee was asked to designate where they would
8 someday like to have dedicated bike trails. Mr. Thacker said the Parks and Recreation Director
9 has given him the impression that a dedicated east/west bike lane on Parrish Lane is a high
10 priority for the Trails Committee.

11
12 Councilwoman Fillmore made a **motion** to approve Ordinance No. 2016-21 as
13 presented. The motion died for lack of second. Councilwoman Ivie expressed a desire for the
14 Council to meet with the Trails Committee to discuss their vision. She said she would also like
15 to personally walk the pedestrian bridge and see how it feels. Councilwoman Mecham said she
16 agrees with updating the map, but would like the Council to meet with the Trails Committee to
17 discuss what they want. Mayor Cutler encouraged the Council to support the work done by the
18 Trails Committee and pass the proposed Ordinance. Councilwoman Ivie said that as a former
19 liaison to the Trails Committee she feels the lines were drawn wherever without a lot of thorough
20 consideration. Councilman Ince stated he is extremely frustrated with bicyclists exercising
21 equal right-of-way on roads. He expressed the opinion that society is putting a lot of money into
22 creating bike lanes, and no one uses them. Mr. Snyder pointed out that Maverik is building a
23 bicycle facility partially funded by the City as a trail connection on the corner of Parrish Lane and
24 1250 West. He said he thinks most people recognize that the pedestrian bridge is shared-use,
25 and advised the Council to remember State vehicle motor laws and the regional efforts and
26 funding being put into improving alternative transportation safety. Councilwoman Ivie stated she
27 is not a biker, so it would be beneficial to meet with the Trails Committee to discuss how to
28 present information to the biking community. Mayor Cutler said he would like to include
29 information in the City newsletter regarding safely sharing roadways.

30
31 Councilman McEwan stated he cannot support the proposed language because it
32 includes encumbering new businesses with the expense of bike stands and other elements. He
33 expressed the opinion that a hobby should not become the responsibility of business owners to
34 support. Mr. Snyder responded that those elements are required in the Parrish Lane Guidelines
35 and the Main Street Plan. He said he gets the sense that an irritation is overriding the balance
36 of decisions that have already been made. Mr. Snyder reminded the Council that State laws are
37 in place that govern bikers' rights. Ms. Romney pointed out that the proposed language only
38 suggests the City should look at adopting zoning ordinances that are more specific to bike
39 elements. Councilwoman Mecham stated she trusts the Trails Committee, and would like the
40 Council to meet with the Trails Committee for discussion and understanding. Mr. Thacker
41 commented that the Council already has work sessions scheduled for the next three months.
42 The Council supported the possibility of meeting with the Trails Committee during the
43 Committee's regular meeting in August. Councilwoman Mecham made a **motion** to table
44 approval until the Council has a chance to meet with the Trails Committee. Councilwoman Ivie
45 seconded the motion. Chief Child confirmed that bicyclists are allowed on the roadways, but
46 are required to obey every traffic law that a car has to abide by. He agreed that mixing bicycle
47 and automobile traffic on the overpass would not be a good idea, and added that there will be
48 far less pedestrian traffic on the pedestrian bridge than automobiles on the overpass. The Chief
49 also pointed out that pedestrian and bicycle traffic is already mixed on the Legacy Parkway
50 Trail. The motion to table passed by unanimous vote (5-0).