MEETING NOTICE
AND AGENDA

BAYSHORE BIKEWAY WORKING GROUP
The Bayshore Bikeway Working Group may take action on any item appearing on this agenda.

Friday, February 25, 2005
2 to 4 p.m.
SANDAG, Conference Room 8A
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Stephan Vance
(619) 699-1924
sva@sandag.org

SANDAG offices are accessible by public transit.
Phone 1-800-COMMUTE or see www.sdcommute.com for route information.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
## BAYSHORE BIKEWAY WORKING GROUP

Friday, February 25, 2005

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Introductions</td>
</tr>
<tr>
<td>2.</td>
<td>Public Comments and Communication</td>
</tr>
<tr>
<td>3.</td>
<td><strong>Status Report, Western Salt Project</strong>&lt;br&gt;The City of San Diego has revised the schedule for completing the Western Salt Project, delaying the start of construction until September 2006. Delays in processing a contract amendment for the environmental and design work, along with a lawsuit filed by the Save Our Heritage Organization over the Coronado Belt Line historic resources issue, are the main reasons given for the delay. City of San Diego staff will provide a report at the meeting.</td>
</tr>
<tr>
<td>+4.</td>
<td><strong>Bayshore Bikeway Plan Update Project Kickoff</strong>&lt;br&gt;SANDAG has engaged a consultant team to help develop the update to the Bayshore Bikeway plan. The consultant team will be on hand to brief the Working Group on the proposed plan process and to get input from the group. The Working Group is asked to provide comments on the final scope of work and to provide advice on the public outreach process.</td>
</tr>
<tr>
<td>5.</td>
<td>Adjourn</td>
</tr>
</tbody>
</table>

+ next to an agenda item indicates an attachment.
BAYSHORE BIKEWAY PLAN UPDATE PROJECT KICKOFF

Introduction

At the request of the Bayshore Bikeway Working Group, SANDAG programmed $75,000 in TransNet Bicycle Program funds to support an update to the Bayshore Bikeway Plan. Staff has engaged SANDAG’s on-call general engineering consultant, Berryman & Hennigar, to help develop the plan, and they have subcontracted with Alta Planning and Design, a firm that specializes in bicycle and pedestrian planning, to manage the plan’s development. This meeting will be the kickoff for the plan process. Under the schedule included in the scope of work (Attachment 1), the plan should be completed in approximately four months.

Recommendation

The Working Group is asked to provide comments on the final scope of work and to provide advice on the public outreach process.

Discussion

The kickoff meeting for the Bayshore Bikeway Plan update is an opportunity for the project team to confer with the Bayshore Bikeway Working Group to ensure the scope of work addresses the objectives for the plan. The scope of work was written to address the future needs of the entire bikeway, but the focus of the Working Group has been on potential improvements to the route on the east side of the Bay. The stretch along the frontage of Naval Station San Diego is of particular interest. Comments from the Working Group on the scope of work should help focus the consultants’ work on key areas of the route.

This also is an opportunity for the project team to seek advice from the Working Group on the plan’s public involvement process. The Bayshore Bikeway passes through five jurisdictions: Port District tidelands; MTDB rail right of way; Caltrans highway right of way; and past a U.S. Navy base and two units of the San Diego Bay National Wildlife Refuge. All these parties, plus numerous other public and private groups, have a stake in how the plan is developed. The scope of work identifies a list of stakeholders that will be asked to participate in the plan’s development. The project team will be looking for advice from the Working Group about other potential key stakeholders.
Project Schedule

The project begins with this kickoff meeting. Subject to any revisions based on input from the Working Group, the project team will develop the plan on the following schedule over the next four months.

<table>
<thead>
<tr>
<th>Months</th>
<th>Key Tasks</th>
</tr>
</thead>
<tbody>
<tr>
<td>February - March</td>
<td>§ Collect information on the existing bikeway facilities</td>
</tr>
<tr>
<td></td>
<td>§ Analyze demand and facility need</td>
</tr>
<tr>
<td></td>
<td>§ Community Workshop for input from the general public</td>
</tr>
<tr>
<td></td>
<td>§ On-going stakeholders meetings</td>
</tr>
<tr>
<td></td>
<td>§ Submit Working Paper #1, March 28</td>
</tr>
<tr>
<td>March - April</td>
<td>§ Develop preliminary bikeway improvement recommendations</td>
</tr>
<tr>
<td></td>
<td>§ Develop an implementation strategy</td>
</tr>
<tr>
<td></td>
<td>§ Submit Working Paper #2, May 27</td>
</tr>
<tr>
<td>May</td>
<td>§ Develop draft Bayshore Bikeway Plan Update report</td>
</tr>
<tr>
<td></td>
<td>§ Final report</td>
</tr>
</tbody>
</table>

As the project team develops its project recommendations, it will look for potential early action projects that can be included in SANDAG’s upcoming funding cycle for Transportation Development Act and TransNet bicycle and pedestrian funds. A draft report will be available in early May and a final report by the end of May.

Attachment

Key Staff Contact: Stephan Vance, (619)-699-1924, sva@sandag.org
SCOPE OF WORK
BAYSHORE BIKEWAY PLAN UPDATE

Description

Under this work order, the General Engineering Consultant (GEC) will provide planning and engineering services for the preparation of the Bayshore Bikeway Plan Update. The Bayshore Bikeway is a 24-mile bikeway loop around San Diego Bay. Currently, the bikeway consists of approximately 13 miles of Class 1 bike path, 11 miles of which runs continuously between Pomona Street in the City of Coronado to 13th Street in the City of Imperial Beach.

The original plan for the Bayshore Bikeway was completed in 1976. By 1983, approximately 9 miles of Class 1 bike path had been constructed along the Silver Strand in Coronado, along with two short sections of Class 1 facilities in the City of San Diego.

In 1989, the San Diego Association of Governments (SANDAG) established the Bayshore Bikeway Working Group to address the uncompleted portion of the bikeway. Through the initiative of this Working Group, SANDAG is updating the original bikeway plan. A major emphasis on this plan update is to re-evaluate the opportunities for developing additional improvements, primarily sections of Class 1 bikeway, along the eastern side of the Bay.

Tasks

The Berryman & Henigar (BHI)/Alta team proposes to complete this project with Alta primarily responsible for the bikeway planning, implementation, and public input portions of the project, and BHI primarily responsible for the civil engineering portions of the project, including cost estimate preparation. Firm responsibilities and roles are shown below.

Task 1: Prepare Detailed Work Plan and Schedule [Alta]
Task 2: Project Management and Public Input [Alta with BHI support]
Task 3: Inventory Facilities [Alta with BHI support]
Task 4: Needs and Demand Analysis [Alta]
Task 5: Recommended Bikeway and Improvements [BHI and Alta]
  5.1 - Recommended Bikeway Route and Improvements [BHI and Alta]
  5.2 - Project Description Sheets [BHI with Alta input]
  5.3 - Classification [BHI with Alta input]
  5.4 - Geometrics [BHI with Alta input]
Task 6: Implementation Strategy [BHI and Alta]
  6.1 - Ranking and Phasing of Recommendations [Alta with BHI input]
  6.2 - Maintenance, and Security [Alta with BHI input]
  6.3 - Cost Estimates [BHI]
Task 7: Submit Bikeway Plan Update Draft and Final Reports [Alta and BHI]
Task 1: Prepare Detailed Work Plan and Schedule

Organize a scoping meeting with SANDAG staff (“staff”) and the Bayshore Bikeway Working Group (BBWG). The purpose of the meeting will be to:

a. Review objectives of the Work Plan
b. Review and revise scope of services
c. Confirm study area boundaries
d. Collect available data and published materials
e. Establish meeting and presentation schedule
f. Establish communication channels with other departments
g. Review and list State- and Federal-required elements and standards
h. Review and list all applicable design and planning standards
i. Coordinate with local governments and agencies

Changes to the Scope of Work will be made (if necessary) at the conclusion of this effort, and an amended Scope and Schedule will be published.

Task 2: Project Management and Public Input

BHI will act as prime consultant on the job and will perform such duties as coordination and management of contract including oversight of subconsultants, budget monitoring, project status, and document control.

Bayshore Bikeway Working Group (BBWG)

Schedule between two to three (2-3) meetings with the BBWG on this project to collect information, discuss findings, receive input and direction, and help coordinate with relevant agencies. The first meeting will primarily be a discussion of the project objectives; the second meeting will focus on findings and recommendations; and a third meeting may be desirable to receive input on preliminary designs and options developed in the plan.

Work with SANDAG staff and the BBWG throughout the study process to update staff on the project status, discuss findings, and receive input in the planning process. Be responsible for developing and mailing out meeting notices at least ten (10) days prior to the scheduled meeting, preparing agendas, minutes, and supporting visual aids, such as maps and handouts to assist the discussions.

Stakeholders Workshops

Schedule and organize three (3) stakeholder workshops to present the project approach and project findings on existing and proposed facilities to the public and stakeholders which include:

- City of Chula Vista
- City of Coronado
- City of National City
• City of San Diego
• County of San Diego
• Metropolitan Transit System
• San Diego Unified Port District
• Caltrans
• U.S. Department of Defense (Naval Station San Diego)
• San Diego Gas and Electric
• San Diego County Bicycle Coalition
• Centre City Development Corporation (San Diego)
• U.S. Fish & Wildlife Service
• San Diego Railway Museum

Other potential participants from major private employers and property owners may be invited to participate as well. The workshop will be designed as an evening working session where the stakeholders break up into small groups with each group developing their own alternatives for the plan and then presenting them to the group as a whole. At the conclusion, the plans are merged using the common elements between plans and a 'consensus' of common opinion is identified. The type of workshop ultimately depends on the level of interest expressed in the community.

Community Workshop

Schedule and organize one (1) community workshop to receive input into an initial Opportunities and Constraints Working Paper and Map. We will utilize a very effective system that includes a combination of PowerPoint slides, large-scale maps, surveys, and hands-on exercises that actively involve the public.

Materials

Provide all of the needed agendas, graphics, slides, and other materials for the public workshop. Facilitate the development of a press release for the local paper and a flyer for posting in public places and bike shops. This was recently done for the seven community workshops conducted as part of the County of San Diego Bicycle Transportation Plan adopted by the Board of Supervisors in December of 2003. SANDAG staff will provide meeting space for all meetings and workshops.

Task 3: Inventory Facilities

This effort will utilize previous work efforts (such as the 1976 Bayshore Bikeway Plan). The BHI team is familiar with many of the existing resources from previous work in the corridor, as well as having immediate access to SANDAG files for the procurement of past projects, base map information, and right-of-way drawings.

3.1 Review Information on Existing Routes and Facilities

Manage the data collection effort as efficiently as possible and turn over the data in a format that is the most useful to SANDAG (AutoCAD 2000 and/or GIS). Materials to be reviewed from the agencies on the corridor include:
a. Inventory of the existing local and regional bikeway system
b. Previous bicycle, recreation, pedestrian, and transportation reports
c. Local general plans and circulation elements
d. Local Public Roads Standards
e. Capital Improvement Programs
f. Zoning ordinances
g. Bicycle, transportation, trail, and recreation planning and design standards
h. Base maps/aerial photographs
i. Traffic volumes (ADT or peak hour) on major arterials
j. Curb-to-curb street widths

In addition, incorporate bicycle facility improvements previously completed from adjoining communities to ensure good connectivity.

3.2 – Review of Existing Bicycle Facilities and Proposed Corridor
Identify existing facilities on and connecting to the proposed alignment through available data and field research. The inventory will be catalogued both graphically on a study area map and in a computerized checklist spreadsheet (Excel) and contain the following information for the local bikeway and roadway system and connecting segments:
   a. Location and Description of existing bicycle support facilities
   b. Facility description (length, width, condition, etc.)
   c. Classification (I or II)
   d. Geometrics (at key locations)
   e. Number of arterial intersections
   f. Substandard sections, gaps, and bottlenecks based on community input
   g. Bike Route and Bike Lane Signs
   h. Pavement Markings
   i. Traffic Signals and Signal Detectors
   j. Number and type of vehicle lanes (at key locations)
   k. Presence of railroad tracks, grates, and other visual or physical hazards (at key locations)
   l. Level of bicycling activity
   m. Presence of schools, parks, and other generators

In addition, identify areas that need re-striping maintenance and include this on the checklist spreadsheet to be given to local agencies at the conclusion of the project.

**Task 4: Needs and Demand Analysis**
Complete a user needs and demand analysis of bicyclists in the corridor to ensure that the proposed system meets the needs of cyclists of all ages and abilities, plus a physical needs analysis of existing opportunities and constraints.
4.1 - Bicycle Usage Estimates
Develop specific projections on existing and future bicycle commuter volumes for use in air quality
and TEA-21 funding applications, based on our Bicycle Demand Model methodology that has been
accepted throughout California. This effort will be performed through field observations and
review count data conducted in the corridor. Recommendations will be made for future count
methods or locations.

4.2 – Safety Needs
Measure bicycle safety by conducting field research into site specific hazards such as potholes,
grates, railroad tracks, narrow streets, multiple driveways, limited line of sight, poor lighting,
among other items on the regional system as identified by staff and the public or through our field
research.

4.3 – Accident Analysis
Collect bicycle-related accident information (injuries and fatalities) for the past three years from
available City and SWITRS data and plot information graphically so that locations with abnormally
high numbers of accidents can be identified. Information derived from this analysis will be used to
identify specific locations that require improvement.

4.4 – Identify Existing Constraints
Identify the existing opportunities and constraints for extending the Class I bikeway along Glorietta
Boulevard, from Main Street in Chula Vista north to the bikeway at E Street, and from the future
National City Marina north to downtown San Diego.

The existing bicycle network in and linking to the study corridor will be reviewed for continuity,
convenience, and access. System continuity is defined as providing the user the opportunity to
travel in a reasonably direct line from a point of origin (a residential neighborhood typically) to a
point of destination. The existing system will be reviewed to determine existing gaps, barriers, and
bottlenecks that prevent facility users from traveling to destinations within a neighborhood,
throughout the corridor and to connecting points within the regional bikeway system. Remedial
actions required to eliminate gaps and barriers will be identified.

Summary/Deliverables:

Working Paper #1:
  ▪ Introduction
  ▪ Existing Conditions
  ▪ Public Workshop
  ▪ Local Coordination and Context
  ▪ Needs Analysis
  ▪ Safety and Accident Analysis
Task 5: Recommended Bikeway and Improvements

5.1 - Recommended Bikeway Route and Improvements

Based on research from the previous tasks, a recommended short- and long-term alignment will be proposed in the study corridor. The alignment consists of both on-road and off-road segments, with some off-road segments traversing U.S. Department of Defense properties. The BHI team will conduct an analysis of constructing a bike path in or along the right-of-way for the old Coronado Belt Line and along harbor Drive frontage of the Naval Station San Diego in National City and San Diego. Proposals for future Class I bike paths will focus on, but not be limited to, use of right-of-way in public ownership.

Because portions of the bikeway corridor are very heavily developed, opportunities for constructing a continuous Class I bikeway in the near term will be very challenging in some places. The Plan Update will include recommendations for interim or alternative improvements where the ultimately desired improvements may be deferred.

Recommended improvements will most likely fall into one or more of the following categories:

- a. new or relocated bicycle routes, lanes, or paths
- b. crossing protection (loops, signals, signs, lighting)
- c. support facilities (racks, lockers, showers, and parking facilities)
- d. changes in roadway striping and signage
- e. paving, grate replacement, shoulder widening
- f. changes in on-street parking
- g. new signing and striping
- h. new easements or property acquisitions

5.2 - Project Description Sheets

Utilize Alta’s Project Description Sheets format for each recommended bicycle segment or improvement. This format has been recognized by Caltrans and used successfully on over 50 master plans prepared by Alta Planning & Design. The sheets contain detailed information on each recommendation, including how the project addresses existing problems (gap closure, safety, maintenance, etc.), location, width, length, classification, adjacent land uses, estimated costs, ranking, and responsibility for implementation and maintenance. Develop detailed cross sections that illustrate how bike lanes will be constructed on existing streets at key locations.

5.3 - Classification

Develop bikeway classification using the standard classification systems and design criteria where available, including the bikeway classification system used by Caltrans (Class 2, 1-2-3) and national bicycling organizations. Classifications are typically related to required width and lane separation based both on volume and type of users. These requirements must be crosschecked with the inventory of existing and potential bicycle routes to determine available right-of-way, particularly at critical points. Should it appear that existing conditions may prohibit the needed Bikeway type from being built with costly roadway re-construction, alternate routes or classification types will be selected.
All existing bikeway facilities will be described by the classification system developed by Caltrans in Chapter 1000: Planning and Design of Bicycle Facilities. The classification system consists of the following categories:

**Bike Paths (Class I):** Bicycle or multi-use paths separate from roadways, with at-grade or grade separated crossings

**Bike Lanes (Class II):** Striped bicycle lanes on the right hand side of roadways

**Bike Routes (Class III):** Roadways that provide adequate shoulder width and signing, but no striping.

Additional classification systems providing more detailed information about existing and proposed facilities are available, but are not a part of the scope of this project. Other classification systems include functional use (recreation, long distance, school, commuter), condition (poor, good), priority for improvement (Phase I, II), and usefulness by experienced or inexperienced riders based on traffic volumes and speeds.

5.4 - Geometrics

Work with SANDAG staff to define the preferred geometrics for both roadway and grade separated bikeway facilities. Bikeway facility geometrics and their relationship to roadways are of critical importance and have been largely defined by Caltrans (Chapter 1000) and other organizations. One obvious example is a roadside Bikeway having to merge across right-turn lanes at busy intersections and interchanges. Another example is the treatment of bikeways at freeway ramp locations.

**Task 6: Implementation Strategy**

Work with SANDAG staff and other local agency staff from Community Development, Public Works, Recreation Services, and other departments (as appropriate) to formulate an implementation strategy that includes details on cost, responsible department, scheduling, and appropriate funding.

An Implementation Plan for fundable, high priority projects over the next five years will be developed, along with an unconstrained implementation plan for the next ten years.

6.1 - Ranking and Phasing of Recommendations

Rank recommended programs and improvements according to general planning criteria and submit to staff for review and comment. A Decision Matrix will be used to attach weights to each criterion and determine which recommendations meet the highest number of criteria listed. These criteria will consist of those listed below and others developed with staff.

1. Closure of critical gap or correction of bottleneck in existing system
2. Improvement or program that serves an immediate safety need
3. Segment that will attract a high use
4. Current availability and/or suitability of right of way
5. Service to previously neglected parts of the corridor
6. Cost effectiveness
7. Projected reduction in vehicle trips and vehicle miles traveled
8. Integration into the existing regional bikeway system
9. Interface with other modes
10. Local political and community support

The recommended programs and improvements will next be evaluated according to very specific criteria listed in funding sources, such as TEA-21 and TDA Article 3 bulletins. Each source requires a different type of project and documentation of impacts and benefits. Because of this, the selected routes or improvements will be developed in sufficient detail to qualify for the most stringent program requirements.

Other criteria to be applied from TEA-21 includes an emphasis on commuter routes, coordination with adjoining community trails and bikeways, coordination with other modes (transit), a completed trail and bikeway plan, compatibility with the County Bicycle Master Plan, use of multiple sources for funding, and meeting Caltrans Design Manual Chapter 1000 guidelines.

The BHI team will work closely with the staff throughout the selection and ranking process, lending expertise on funding, planning, and design guidelines when required. We will also conduct another Field Review to crosscheck the feasibility of certain sections that may have implementation problems.

The BHI team will develop a Phasing Plan based on the ranking outcome combined with:
(a) funding availability and requirements; (b) other programmed transportation improvements; (c) eliminating an immediate bottleneck or safety hazard; and (d) ensuring that the system grows rationally rather than as a series of disconnected pieces over time. The Phasing Plan will recommend a ranking (low, medium, high) to accomplish a Phase I and II system over the next five to ten years.

6.2 – Maintenance and Security

Estimate maintenance and other operating expenses (including added policing costs) based on experiences in Southern California and comparable regions and develop a recommended maintenance program that identifies minimum tasks and schedules including erosion control, street sweeping, surface repair, and other efforts.

Specific safety and maintenance improvements will include:

**Crossing Protection:** Busy intersections where bicycle traffic exceeds a certain threshold may warrant new crossing protection in the form of signals, striping, loop detectors for signals, additional lighting, and signage.

**Surface Condition:** Condition of the trail and bicycling surface and presence of obstructions or other hazards such as grates, railroad tracks, potholes, should be identified and corrected as part of the regular public works maintenance program. Obvious hazards that cannot be corrected may result in relocating the bike lane elsewhere.

**Vehicle Conflicts:** Standards for locating bike lanes on arterials should be set, with thresholds of Average Daily Traffic (ADT), lane width, vehicle speed, on-street parking, and other factors. Generally speaking, bicycle facilities should be located on collector or arterial streets that are continuous and have crossing protection at major intersections. Streets to be avoided are major arterials along commercial strips with many driveways.
**User Conflicts:** Class I paths typically attract a wide variety of users, from bicyclists to joggers to roller skaters. Proper design and engineering of a Class I path will resolve most problems until usage exceeds a certain threshold, at which point restrictions on use may have to be enforced on allowable bike speed. In all but the most crowded bike paths in California a 12 foot striped right of way with shoulders is adequate.

**Security** for the proposed system will be composed of enforcement levels for motorists and bicyclists in adhering to the CA State Vehicle Code and added security levels for multi-use trails and Class I bike paths that may require a dedicated “roving patrol.” The BHI team will meet with the local police and sheriff’s departments to determine their requirements for providing an acceptable level of security on the proposed system and what cost implications that may have. All proposed Class I designs will be reviewed by both the police and fire departments to determine if there is: (a) adequate access; and (b) adequate protection for adjoining land uses.

6.3 - Cost Estimates
Prepare cost estimates using the Bicycle Data Base that lists detailed information on each proposed segment length, corridor condition, and other information. The costs will be separated between land cost (if any), site preparation, planning, design and engineering costs, construction costs, and environmental documentation/mitigation costs (if any). Land cost will be based on input from SANDAG staff. Otherwise, the latest unit costs experienced by the local City Public Works and Recreation Services Departments will be used in tandem with the most recent figures from comparable communities in California.

Maintenance Costs
Evaluate each segment according to an estimated cost-per-mile and estimated ongoing maintenance and operation costs by implementation phase based on comparable experiences. The Department responsibility will also be identified, as will the relationship to possible funding and specific requirements.

**Summary/Deliverables:**

- Recommended Alignment
- Cost Estimates
- Phasing and Ranking
- Project Sheets/Feasibility

**Task 7: Submit Bikeway Plan Update Draft and Final Reports**

Reports and Maps
Submit two (2) draft working papers as described in the Scope of Work. These working papers will be assembled and submitted to staff for review and comment. We will utilize large-scale maps for working sessions and presentations.
One (1) final report will be submitted after all SANDAG staff comments are addressed. Final report will be ten (10) bound copies of the Bikeway Plan Update, and one unbound copy. A digital copy will be provided to SANDAG in Word on a CD, with compatible maps and graphics in ArcView and/or AutoCAD. We will also make the document available to be reviewed over the internet in pdf format.
CLARIFICATIONS AND EXCLUSIONS

1. Only Classes 1, 2, and 3 will be used for bikeway classifications.
2. No design shall be performed only design concepts for study purposes.

ITEMS TO BE PROVIDED BY SANDAG/MTDB

1. Previous revisions of Bayshore Bikeway Plan
2. Meeting space for all meetings and workshops.
3. All appropriate transit and bike facility as-builts

SCHEDULE

A four-month schedule is proposed to complete this project. Dates are shown below but may change as necessary to accommodate additional review time and public input. SANDAG staff review for each deliverable (submittal) is assumed to be no more than two weeks. Work will continue on other Tasks during staff review.

Assumed start date: February 25, 2005

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Task Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 25 – March 7</td>
<td>Task 1: Prepare Detailed Work Plan and Schedule</td>
</tr>
<tr>
<td>Ongoing (see dates below)</td>
<td>Task 2: Project Management and public Input</td>
</tr>
<tr>
<td>February 28 – March 28</td>
<td>Task 3: Inventory Facilities</td>
</tr>
<tr>
<td>February 28 – March 28</td>
<td>Task 4: Needs and Demand Analysis</td>
</tr>
<tr>
<td>March 28</td>
<td>Submit Working Paper #1</td>
</tr>
<tr>
<td>March 28 – May 9</td>
<td>Task 5: Recommended Bikeway and Improvements</td>
</tr>
<tr>
<td>May 9 – May 27</td>
<td>Task 6: Implementation Strategy</td>
</tr>
<tr>
<td>May 27</td>
<td>Submit Working Paper #2</td>
</tr>
<tr>
<td>May 27 – June 27</td>
<td>Task 7: Prepare Final Bikeway Plan Update Report</td>
</tr>
<tr>
<td>June 27</td>
<td>Submit Final Report</td>
</tr>
</tbody>
</table>

Tentative Public Input Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 16</td>
<td>Stakeholder/BBWG meetings</td>
</tr>
<tr>
<td>April 13</td>
<td>Stakeholder/BBWG/Community Workshop</td>
</tr>
<tr>
<td>May 18</td>
<td>Stakeholder/BBWG meetings</td>
</tr>
</tbody>
</table>