













## LEGEND

-  City Boundary
-  Natural Greenway Corridors
-  Parks
-  Water body
- Existing Network**
-  Sidewalk
-  On-Street Bikeway
-  Off-Street Trail / Path
-  Existing Mill Towns State Trail Segment
- Planned Network**
-  Sidewalk
-  \* On-Street Bikeway
-  Off-Street Trail / Path
-  Planned Mill Towns State Trail Segment

\* Planned on-street bikeways could take the form of a standard bicycle lane, buffered bicycle lane, advisory bicycle lane, separated bicycle lane, or bicycle boulevard. The exact facility type for each on-street bikeway should be determined through each project development process. Several factors should be considered while identifying the facility type, such as community member preferences, right-of-way availability, implementation cost, motor vehicle traffic volumes, and speed limit.

North



0 0.5 1 mi



### NOTES:

1. The Mill Towns State Trail route north of Wall Street Road is to be determined. Further analysis and planning is needed to determine the trail alignment.
2. An alternative Mill Towns State Trail route, known as the 'Local Downtown Spur', was evaluated as part of this study. The route follows the existing on-street bikeways on 4th Street, Union Street, and 5th Street and then connects to Wall Street Road until reaching Spring Creek Road. While most of this route is shown on the map as an existing on-street bikeway, this route is planned to be enhanced in the future. Planned enhancements and facility type is to be determined. The alignment of the 'Local Downtown Spur' is shown on the Mill Towns State Trail route map on page 28 of the report.