

APPENDICES

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BICYCLE LEVEL OF TRAFFIC STRESS CRITERIA

CRITERIA FOR LEVEL OF STRESS IN MIXED TRAFFIC

Posted Speed Limit	Street Width		
	2-3 Lanes	4-5 Lanes	6+
Up to 25 mph	LOS 1 or 2	LOS 3	LOS 4
30 mph	LOS 2 or 3	LOS 4	LOS 4
35 + mph	LOS 4	LOS 4	LOS 4

LEVEL OF STRESS FOR MIXED TRAFFIC IN THE PRESENCE OF A RIGHT TURN LANE

Configuration	Level of Stress
Up to 25 mph Single right-turn lane with length \leq 75 ft. and intersection angle and curb radius limit turning speed to 15 mph	(no effect on LOS)
Single right-turn lane with length between 75 and 150 ft., and intersection angle and curb radius limit turning speed to 15 mph	LOS \geq 3
Otherwise	LOS = 4

LEVEL OF STRESS FOR UNSIGNALIZED CROSSINGS WITHOUT A MEDIAN REFUGE

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	2-3 Lanes	4-5 Lanes	6+
Up to 25 mph	LOS 1	LOS 2	LOS 4
30 mph	LOS 1	LOS 2	LOS 4
35 + mph	LOS 2	LOS 3	LOS 4
40 + mph	LOS 3	LOS 4	LOS 4

Source: *Low-Stress Bicycling and Network Connectivity*, Mineta Transportation Institute, 2012

CRITERIA FOR BIKE LANES ALONGSIDE A PARKING LANE

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (through lanes per direction)	2	(no effect)	4 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 ft. or more	14 ft.	13.5 ft or less	(no effect)
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	(no effect)	frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

CRITERIA FOR BIKE LANES NOT ALONGSIDE A PARKING LANE

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street width (through lanes per direction)	2	4, if directions are separated by a raised median	5, or 4 without a separating median	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 ft. or more	5.5 ft. or less	(no effect)	(no effect)
Speed limit or prevailing speed	30 mph or less	(no effect)	35 mph	40 mph or more
Bike lane blockage may apply in commercial areas)	rare	(no effect)	frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

Source: Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012

VOLUME ADJUSTMENT

Volume Threshold	Min. LTS
-	1
5,000	2
10,000	3
15,000	4

IMPLEMENTATION MATRIX

The implementation matrix summarizes the improvements included in the *Fair Haven Active Transportation Plan*, including a proposed timeframe for the improvement (short/medium/long), potential implementation partners, and order-of-magnitude cost (where practical). These estimates are intended to convey the level of investment that proposed concepts would require for implementation. The cost estimates are based on industry standards for per-unit material costs, and do not include the cost of right-of-way acquisition, relocation of utilities or drainage that could be involved, engineering design, or contingencies.

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
River Road at Cedar Avenue	Priority Intersection Improvement	Install high visibility crosswalk striping (2)	\$1,400	Short-term	Borough/ Monmouth County
		Interim daylighting treatment utilizing paint and flexible bollards to define curb extension area	\$2,400	Short-term	Borough/ Monmouth County
		Narrow driveway on north side and extend pedestrian space and existing pocket park	\$2,200	Medium-term	Borough/ Developer
		Install rectangular rapid flashing beacons	\$13,600	Medium-term	Borough/ Monmouth County
		Install raised curb extension	\$12,000	Long-term	Borough/ Monmouth County
		Close western-most driveway along River Road of currently vacant parcel at SE corner	\$4,500	Long-term	Borough/ Developer

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
River Road at De Normandie Avenue River Road at De Normandie Avenue	Priority Intersection Improvement Priority Intersection Improvement	Repaint parking lane between Oak Place and Fair Haven Road	\$34,100	Short-term	Borough/ Monmouth County
		Install high visibility crosswalk striping (3)	\$2,200	Short-term	Borough/ Monmouth County
		Install in-road "Stop for Pedestrians" sign (MUTCD Ra-6a)	\$100	Short-term	Borough/ Monmouth County
		Interim daylighting treatment utilizing paint and flexible bollards to define curb extension areas at NE and NW corners	\$600 (paint included in parking lane costs)	Short-term	Borough/ Monmouth County
		Integrate parklet or bicycle corral into daylighting treatment at NE corner	variable	Short-term	Borough/ Monmouth County
		Install raised curb extensions at NE and NW corners	\$24,000	Long-term	Borough/ Monmouth County
Hance Road at 3rd Street	Priority Intersection Improvement	Interim daylighting treatment utilizing paint and flexible bollards to define curb extension areas at NE and SE corners	\$2,800	Short-term	Borough
		Install high visibility crosswalk striping (3)	\$2,200	Short-term	Borough

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
Hance Road at 3rd Street	Priority Intersection Improvement	Install raised curb extensions at NE and SE corners	\$24,000	Long-term	Borough
		Install raised intersection	\$59,000	Long-term	Borough
		Install sidewalk along 3rd Street westbound	n/a (corridor sidewalk improvement)	Long-term	Borough
Hance Road at Dartmouth Avenue	Priority Intersection Improvement	Install high visibility crosswalk striping (2)	\$1,400	Short-term	Borough
		Install ADA-compliant curb ramps (4)	\$3,000	Short-term	Borough
		Install pedestrian crossing signage (MUTCD W11-2)	\$200	Short-term	Borough
		Install sidewalk along north side of Dartmouth Avenue, west of intersection	n/a (corridor sidewalk improvement)	Medium-term	Borough
		Install sidewalk along south side of Dartmouth Avenue, west of intersection	n/a (corridor sidewalk improvement)	Long-term	Borough
		Reduce curb radii at NE and SE corners	\$6,100	Long-term	Borough

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
Hance Road at Ridge Road Hance Road at Ridge Road	Priority Intersection Improvement Priority Intersection Improvement	Install high visibility crosswalk striping (4)	\$4,700	Short-term	Borough/ Monmouth County
		Install ADA-compliant curb ramps (4)	\$3,000	Short-term	Borough/ Monmouth County
		Upgrade traffic signal equipment with pedestrian actuation and pedestrian signal heads	\$19,100	Medium-term	Borough/ Monmouth County
		Coordinate sidewalk construction along Ridge Road eastbound and Hance Road south of intersection with Rumson Borough	n/a	Long-term	Borough/ Rumson/ Monmouth County
Fair Haven Road at 3rd Street	Priority Intersection Improvement	Install high visibility crosswalk striping (4)	\$3,300	Medium-term	Borough
		Install ADA-compliant curb ramps (8)	\$5,900	Medium-term	Borough
		Install pedestrian crossing signage (MUTCD W11-2)	\$200	Medium-term	Borough
		Reduce curb radii at NE and SE corners	\$9,000	Medium-term	Borough
		Install cobblestone median islands on Fair Haven Road at the north and south approaches	n/a	Medium-term	Borough

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
Fair Haven Road at 3rd Street	Priority Intersection Improvement	Install sidewalks along east side of Fair Haven Road between McCarter Park and Linden Drive	\$26,800	Medium-term	Borough
		Install high visibility crosswalk striping (4)	\$3,300	Short-term	Borough/Monmouth County
		Install ADA-compliant curb ramps (8)	\$5,900	Short-term	Borough/Monmouth County
Fair Haven Road at Ridge Road	Priority Intersection Improvement	Install pedestrian crossing signage (MUTCD W11-2)	\$200	Short-term	Borough/Monmouth County
Fair Haven Road at Ridge Road	Priority Intersection Improvement	Install sidewalk along Ridge Road westbound and Fair Haven southbound (north of intersection)	n/a (corridor sidewalk improvement)	Medium-term	Borough/Monmouth County
		Install sidewalk along Fair Haven northbound (north of intersection)	n/a (corridor sidewalk improvement)	Long-term	Borough
		Coordinate sidewalk construction along Ridge Road eastbound and along Fair Haven Road south of intersection with Rumson Borough	n/a	Long-term	Borough/Rumson/Monmouth County
Ridge Road at Fair Haven Fields	Priority Intersection Improvement	Install ADA-compliant curb ramp on north side of existing crossing	\$700	Medium-term	Borough/Monmouth County
		Install multi-use path connection from crossing to Fair Haven Fields path	\$1,100	Medium-term	Borough/Monmouth County

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
Ridge Road at Fair Haven Fields	Priority Intersection Improvement	Coordinate with Rumson Borough to install path connection from crossing to Meadow Ridge Park parking area	n/a	Medium-term	Borough/Rumson/Monmouth County
		Install rectangular rapid flashing beacon	\$13,600	Medium-term	Borough/Monmouth County
		Install path along Ridge Road westbound, east of the crossing	n/a (corridor sidewalk improvement)	Long-term	Borough/Monmouth County
		Install additional crossing at east side of intersection, with RRFB and path connections	\$19,400	Long-term	Borough/Rumson/Monmouth County
River Road	River Road Corridor	Reduce speed limit to 25mph	n/a	Short-term	Borough/Monmouth County
		Mark pedestrian crossings at all intersections along corridor, with pedestrian enhancements in the downtown area	n/a	Short-term	Borough/Monmouth County
		Create a redevelopment plan for the corridor	n/a	Medium-term	Borough/Monmouth County
		Implement streetscape and mobility improvements and redevelopment	n/a	Long-term	Borough/Developer/Monmouth County
River Road	Bicycle Network	Install bicycle lanes (Red Bank to Smith Street, Oak Place to Rumson)	\$14,200	Medium-term	Borough/Monmouth County

Location	Category	Improvement	Order-of-Magnitude Material Cost	Time Frame	Potential Partners
River Road	Bicycle Network	Enhanced shared lane markings (Smith Street to Oak Place)	\$13,000	Medium-term	Borough/ Monmouth County
River Road	Bicycle Network	Bicycle lanes/ separated (raised) bicycle lanes integrated into redevelopment plan (Smith Street to Oak Place)	n/a	Long-term	Borough/ Developer/ Monmouth County
Fair Haven Road	Bicycle Network	Shared lane markings	\$10,900	Medium-term	Borough
Fair Haven Road	Bicycle Network	Investigate minor widening to accommodate bicycle lanes	n/a	Long-term	Borough
Hance Road	Bicycle Network	Shared lane markings	\$8,900	Medium-term	Borough
Hance Road	Bicycle Network	Investigate minor widening to accommodate bicycle lanes	n/a	Long-term	Borough
3rd Street	Bicycle Network	Advisory bicycle lanes	\$7,300	Medium-term	Borough
Cedar Avenue	Bicycle Network	Bicycle boulevard	\$2,700*	Medium-term	Borough
Beekman Place/Forrest Avenue/Park Road	Bicycle Network	Bicycle boulevard	\$7,400*	Medium-term	Borough
Linden Drive/ Park Lane/ Laurel Drive	Bicycle Network	Bicycle boulevard	\$5,200*	Medium-term	Borough
Harrison Avenue	Bicycle Network	Bicycle lanes	\$5,000	Medium-term	Borough

**traffic calming elements of a bicycle boulevard not included*

SAC MEETING #1

JANUARY 31, 2017

Fair Haven

Bicycle and Pedestrian Master Plan

Sign-In Sheet
Study Advisory Committee Meeting #1
January 31, 2017

Name	Representing	Email
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Ben Lucarelli	Mayor	
Mike Kublansky	WSP/PB	
Peter Kremer	WSP/PB	



PARSONS
BRINCKERHOFF



TRUCKTOBERFEST

OCTOBER 29, 2016 | PUBLIC COMMENTS AND MAP MARK-UP

Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

Romson Road toward Red bank - bike Route
Red Bank to Romson via River Road

2. Where would you like to bike and walk?

this Route is very nice

3. What difficulties do you find biking and walking in Fair Haven?
Where/what are specific problem areas?

Nite time visibility - additional reflective
single - MARKERS

4. Please leave additional comments:

proposed map is well thought out -

For more information please contact:

Reed Sibley (sibley@pbworld.com)

Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

River Road through Hartshorne Park.
River Road to Rt 35 Long Branch to
Ashbury Park.

2. Where would you like to bike and walk?

Fair Haven Fields is great!

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

Ridge Road bike path is interrupted
in a few areas. Cars come too close to bike
lane. Need #1 below. Branch should not obstruct
the bike lane.

4. Please leave additional comments:

① How about having a set distance a
car must keep from a cyclist? ② When
a car is avoiding a cyclist and they veer
into the oncoming traffic lane, a citation
should be given to the driver entering
the opposite lane. The cyclist obstruction
should cause the
driver to pause
until opposing traffic
passes.

For more information please contact:

Reed Sibley (sibley@pbworld.com)

Fair Haven

Bicycle & Pedestrian Master Plan

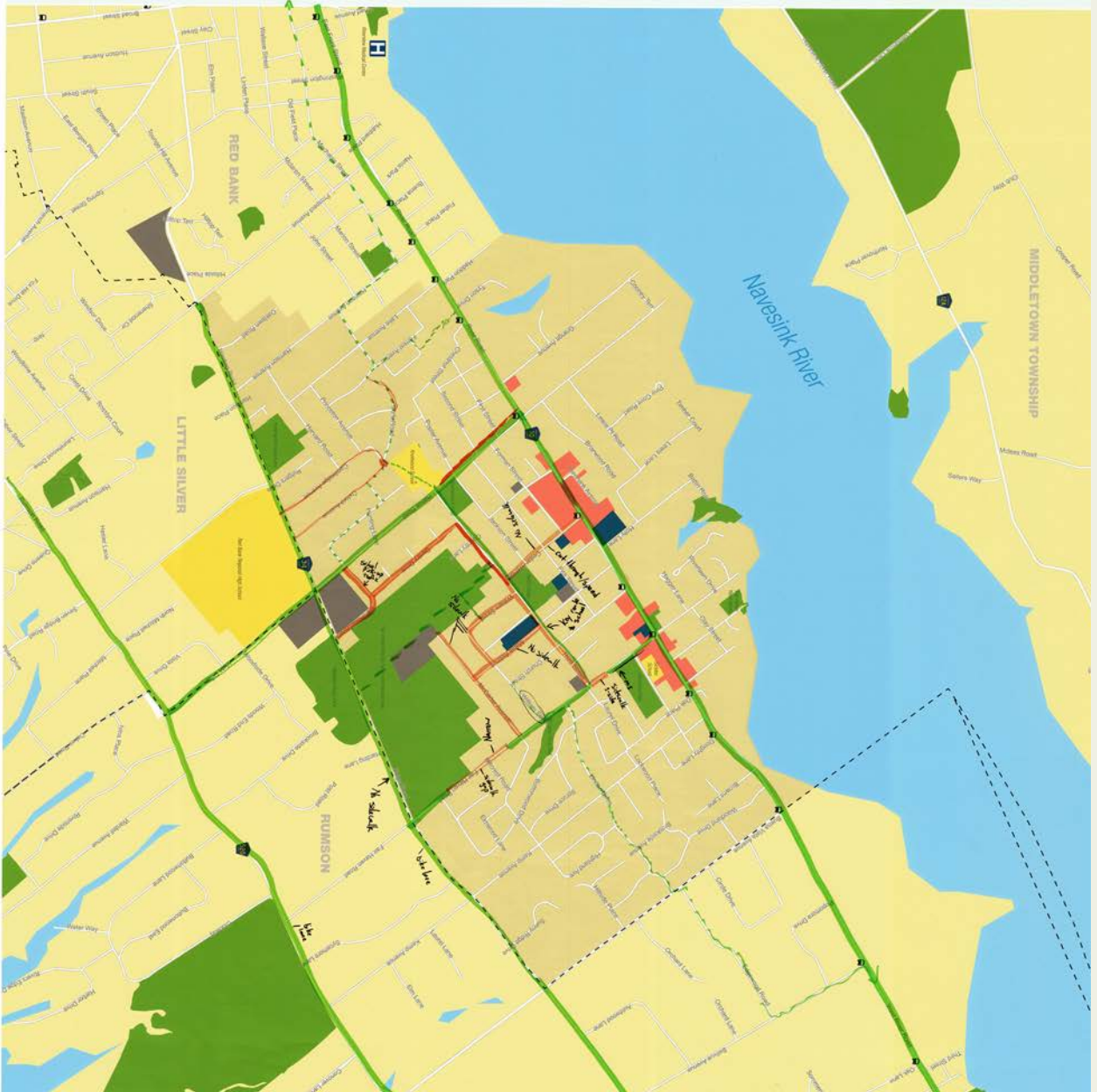
Description

The purpose of the Bicycle Master Plan is to identify areas within the Borough of Fair Haven for bicycle and pedestrian infrastructure improvements. The goal of these improvements is to create a more comfortable and safe environment for bicyclists and pedestrians, making walking and biking a more attractive, convenient, and easy option for Fair Haven residents and visitors.

Desired Walk/Bike Route
 Ruben Corridor/Street
 Ruben St/Intersection

Map Legend

School
 Park
 Commercial Area
 Place of Worship
 Municipal Building
 NJ Transit Bus Stop
 Municipal Boundary



PUBLIC INFORMATION CENTER #1

APRIL 27, 2017 | PUBLIC COMMENTS AND MAP MARK-UP

Fair Haven

Bicycle and Pedestrian Master Plan

Sign-In Sheet
Public Information Center
April 27, 2017

Name	Representing	Email
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PARSONS
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Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

School, Ravein and the Peach

2. Where would you like to bike and walk?

beach - ice cream Pizza

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

when there is no crossing
guard i don't feel safe crossing
~~the~~ stre river road

4. Please leave additional comments:

For more information please contact:

Reed Sibley (sibley@pbworld.com)



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

Grange to downtown Fair Haven
Fair Haven Fields

2. Where would you like to bike and walk?

To Fair Haven Road + See Bright

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

Between Hance + downtown sidewalks are not even
+ unsafe

To go to Fair Haven Fields sometimes hard to
bike w/ garbage cans, debris in street

4. Please leave additional comments:

For more information please contact:

Reed Sibley (sibley@pbworld.com)



PARSONS
BRINCKERHOFF



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

~~XXXXXX~~ - woods in fairhaven - Red bank
Store - Raven and the peach.

2. Where would you like to bike and walk?

beach - Crazy's ice cream

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?
Crossing the street on river end
hance,

4. Please leave additional comments:

side walks arnt always wide enough to
ride bike on. ~~trash~~ trash cans sometimes
take up ~~the~~ the side walk.

For more information please contact:

Reed Sibley (sibley@pbworld.com)

Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

Every Where! prefer bike/walk/Run
OVER CARS

2. Where would you like to bike and walk?

Same as above

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

Narrow Sidewalks River Road needs a bike lane
Even if its a shared Lane / marked Lane

4. Please leave additional comments:

Make And keep the Rich bike tradition
of FAIR HAVEN! Its unique + cherished.

For more information please contact:

Reed Sibley (sibley@pbworld.com)

Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

FH Nature trails

2. Where would you like to bike and walk?

Around FH Fields

3. What difficulties do you find biking and walking in Fair Haven?

Where/what are specific problem areas?

Getting to FHF on Ridge Rd - LAKES too narrow
Turning onto Harding Rd from Ridge is very difficult

4. Please leave additional comments:

Turn onto Harding from Ridge should ~~be~~ have a
better cross walk plan

For more information please contact:

Reed Sibley (sibley@pbworld.com)

Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

All over town, mostly walk

2. Where would you like to bike and walk?

All over

3. What difficulties do you find biking and walking in Fair Haven?
Where/what are specific problem areas?

Brust in the streets.
Cross walks in Downtown need repair

4. Please leave additional comments:

Awareness of people in crosswalks ^{Drivers stop!} to make ~~fit~~

For more information please contact:

Reed Sibley (sibley@pbworld.com)



Fair Haven

Bicycle and Pedestrian Master Plan

Feedback

1. Where do you bike and walk?

I walk everywhere!

2. Where would you like to bike and walk?

*I enjoy walking River Rd, Ridge Rd
J.H. Rd and side streets.*

3. What difficulties do you find biking and walking in Fair Haven?
Where/what are specific problem areas?

*Crosswalks are in dire need
of repair.*

4. Please leave additional comments:

*Crosswalks are dangerous.
Raise awareness for drivers when
approaching a crosswalk and someone
is in the Xwalk - stop!*

For more information please contact:

Reed Sibley (sibley@pbworld.com)



Draft Vision

Fair Haven is a model community for walking and bicycling, where these are convenient, comfortable, and safe transportation options for people of all ages and abilities. Traveling on foot or by bicycle is the natural, default choice for children going to school and residents and visitors traveling within the Borough. Active transportation supports a vibrant community, with a thriving business district and streets filled with people of all ages.



Draft Goals

To support this aspirational vision, the Plan seeks to achieve the following goals:

What is most important to you?

Comfort and Access

- Support a Borough-wide network for bicyclists and pedestrians that is comfortable for school children and provides convenient access between residential neighborhoods and schools, parks, and businesses



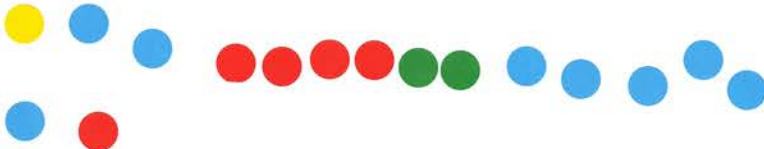
Regional Connectivity

- Integrate Fair Haven's bicycle network with the regional network, supporting links to destinations in neighboring Red Bank, Rumson, Sea Bright, and Little Silver



Safety

- Improve safety and driver awareness of bicyclists and pedestrians through enhanced crossings, improved bicycle facilities, traffic calming, or other infrastructure improvements consistent with the local context and need



River Road Complete Street

- Balance the needs of bicyclists, pedestrians, and motor vehicles along River Road to enhance access and support a bustling, vibrant local business district



Education

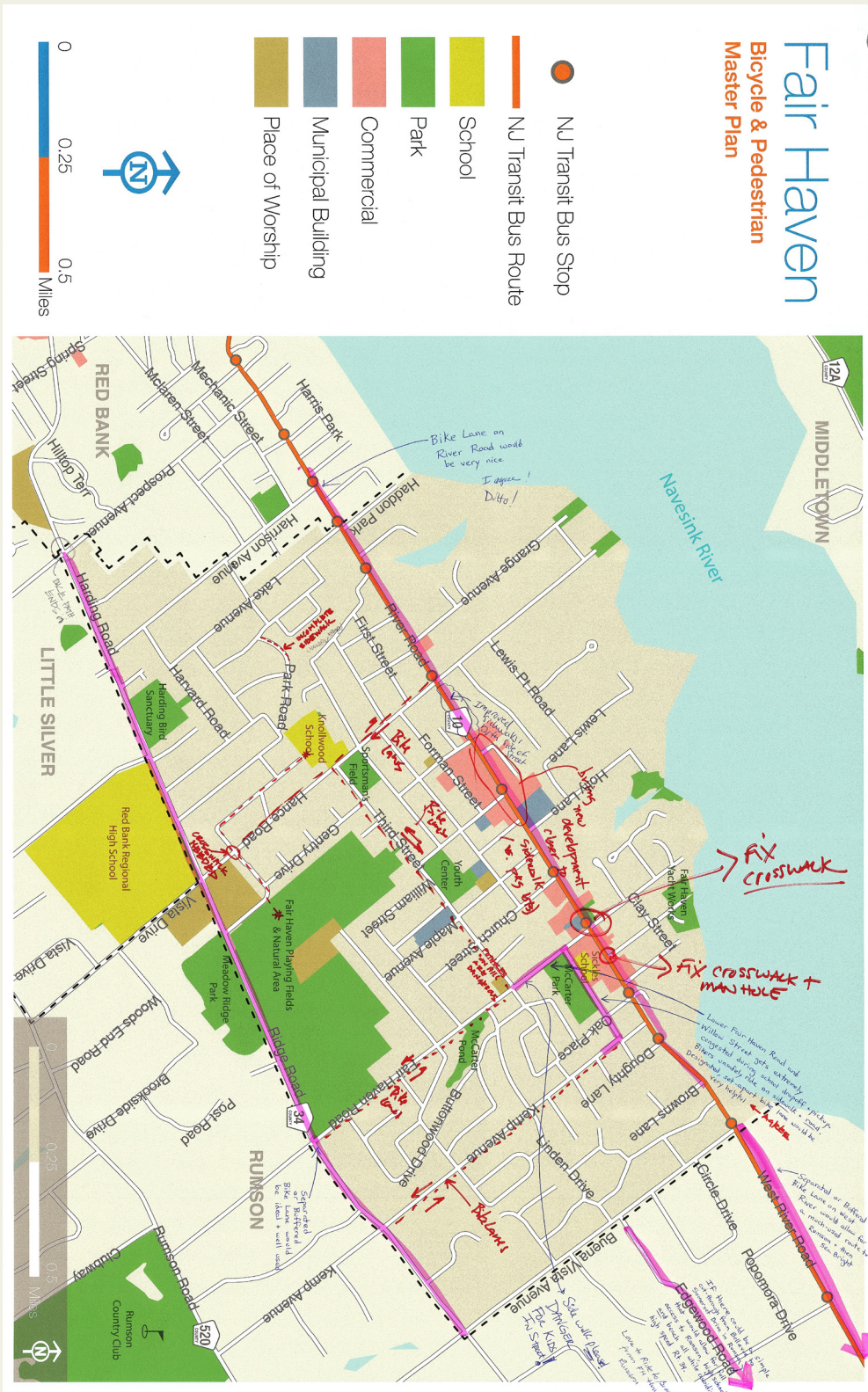
- Communicate the rules of the road and promote safe travel habits for all modes



Implementation

- Create a clear plan for integrated multimodal networks of safe travel options by foot or bike that can be easily communicated and shared with various constituencies, stakeholders, and partners, and that identifies a broad range of short and long term strategies





SAC MEETING #2

JULY 31, 2017

Fair Haven

Active Transportation Plan

Sign-In Sheet
Study Advisory Committee Meeting #2
July 31, 2017

Name	Representing	Email
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PUBLIC INFORMATION CENTER #2

SEPTEMBER 25, 2017

Fair Haven

Active Transportation Plan

Sign-In Sheet
Public Information Center #2
September 25, 2017

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wsp



PUBLIC INFORMATION CENTER #2

SEPTEMBER 25, 2017

Fair Haven

Active Transportation Plan

Sign-In Sheet
Public Information Center #2
September 25, 2017

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Fair Haven
Active Transportation Plan