

Addendum 1 to MATS Complete Streets Policy:

Rural NMT Routes/Loops

As seen on the accompanying map, these routes are proposed for inclusion in the updated MATS NMT Plan; and

Routes included should connect to existing and regional routes where feasible; and

Routes should include standardized signage for routes and loops where feasible.

Policy Regarding Shoulders

1. If a route has an ADT of less than or equal to 2000 vehicles per day, and is part of an identified NMT Loop or Route in the MATS area, then share the Road Signage should be provided if feasible.
2. If a route has an ADT of greater than 2000 per day and
 - a. the segment is part of a corridor identified as having significant safety issues;
 - b. maintenance of gravel shoulders is an ongoing issue;
 - c. there is meaningful bike and pedestrian usage of the shoulders; thenA paved 3' shoulder should be provided if feasible. If not feasible, then share the Road Signage should be provided.
3. If a route meets the criteria for 2 above, and is part of an identified NMT Loop or Route in the MATS area then a paved 4' shoulder should be provided if feasible.

Infeasibility of providing the 3' or 4' paved shoulder needs to be documented by governing agencies, and transmitted to MATS.