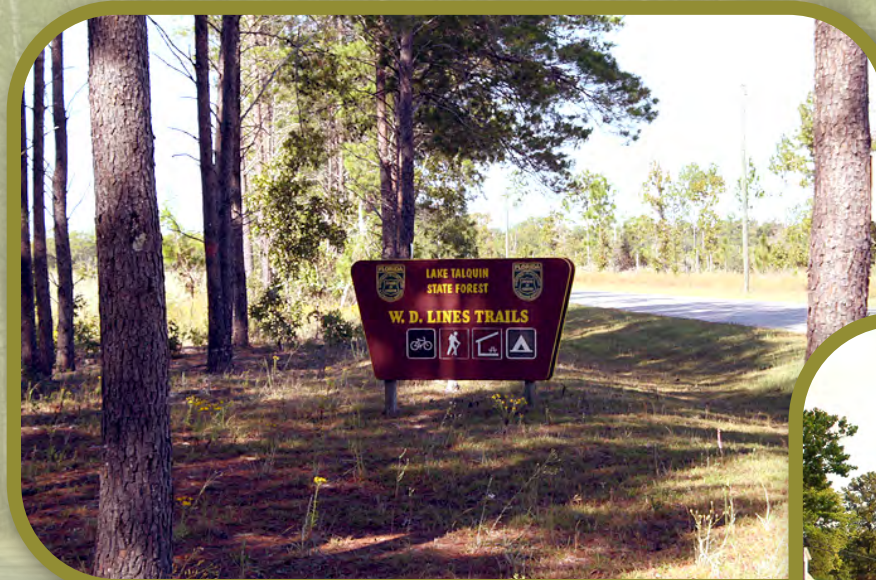


GADSDEN COUNTY



Bicycle AND Pedestrian

FACILITIES MASTER PLAN



Gadsden County Bicycle and Pedestrian Facilities Master Plan

Developed for

Gadsden County



by

Kimley-Horn and Associates, Inc.



Adopted July 2012

Acknowledgements

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Federal, State, and Regional Agencies and Organizations:

Florida Department of Transportation (FDOT)
Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails (OGT)
Capital Region Transportation Planning Agency (CRTPA)
Florida Forest Service

Local Government Entities and Organizations:

Gadsden County Sheriff's Office
Gadsden County Chamber of Commerce
Gadsden County Parks and Recreation Department
Gadsden County Tourism Development Council
Gadsden County School Board
Gadsden County Planning and Community Development Department
Gadsden County Department of Public Works
The City of Quincy
The City of Gretna
The City of Chattahoochee
The City of Midway
The Town of Greensboro
The Town of Havana

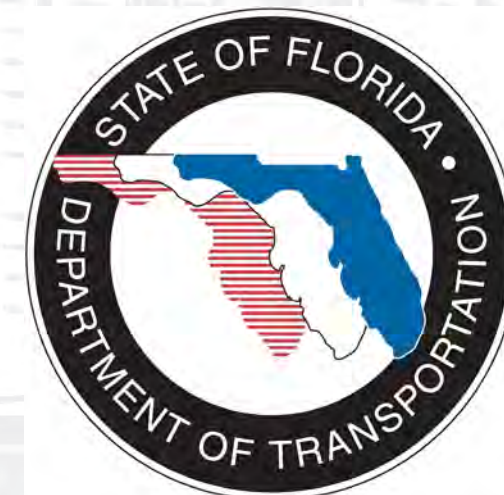




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Introduction

Gadsden County, founded in 1823, is steeped in old Florida history. Located in Florida's Panhandle region, Gadsden County has a rich history of agriculture, a small-town atmosphere, and beautiful natural features. The County offers residents and visitors quaint small towns with locally owned shops and restaurants and picturesque natural features such as Lake Talquin, the Ochlockonee River, and Torreya State Park. While the County has access to major thoroughfares including Interstate 10 (I 10), State Road 12 (SR 12), and SR 90, Gadsden County also has numerous scenic county roadways that would be supported by increased bicycle and pedestrian activities. By leveraging these assets and enhancing the bicycle, pedestrian, and blueway opportunities, Gadsden County can continue to improve the quality of life for residents by providing more mobility options and healthier transportation alternatives. These assets also attract visitors and tourists by connecting key features and destinations in the County and promote economic development for the small and local businesses in the County.

Purpose

The purpose of this Bicycle and Pedestrian Facilities Master Plan is to provide Gadsden County with a planning tool that will pinpoint specific projects and policy recommendations focused on improving the quality of multimodal services within the County. During the development of this plan, coordination was made between Gadsden County, Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails (OGT), Florida Department of Transportation (FDOT) District Three Planning Office, Capital Region Transportation Planning Agency (CRTPA), Gadsden County Municipalities, Gadsden County Staff, and other stakeholders to improve transportation connectivity, enhance mobility, and link trails, parks, and water features in the region. Connecting these features will allow Gadsden County to be able to use, and capitalize on, its resources to boost the local economy and further enhance both transportation and economic development opportunities.

While few non-automobile based transportation options currently exist in the County at this time, this can change with proactive planning and implementation. When implemented, this plan can be used as an planning tool that will leverage the resources of the County and provide its residents and visitors with enhanced multimodal transportation options.



County Offices in Downtown Quincy



GADSDEN COUNTY COURTHOUSE

Gadsden County Courthouse

The Planning Process

The development of this plan utilized a comprehensive planning process. This process included: data collection, data analysis, stakeholder interviews, public involvement, evaluation of alternatives, identification of funding opportunities, and the development of implementation strategies. At the inception of the plan development, a vision and supporting Goals, Objectives, and Strategies were established to guide the development of the plan. The Vision and Goals helped shape the steps that needed to be taken to provide the County with the most implementable tool possible. A number of people, organizations, and municipalities were involved in the development of this Bicycle and Pedestrian Facilities Master Plan. Stakeholder interviews were held to learn about the concerns and desires of residents of Gadsden County. With the information received from stakeholder interviews, a preliminary set of recommendations were designed and presented to the public at a public meeting held on January 23rd, 2012. This meeting allowed the public an opportunity to voice ideas about the recommendations. Additional meetings were held throughout the development of the plan with the Board of County Commissioners and the Gadsden County Planning Commission. Throughout the development of this plan, there were numerous field visits to the County that provided insight into the needs of the County. Specialized analysis using Geographic Information Systems (GIS) was used to provide in-depth analysis of the recommendations as well as provide maps of the proposed facilities. Additional measures were taken to ensure that the Plan is understood to be a dynamic document that should be reviewed on at least an annual basis by the Board and the community. This process identifies strategies and programs that have been implemented, the status of various projects, and even reprioritizes projects as needed due to community comments and/or funding availability. While some priorities may be considered short-term and or require little to no funding, other priorities are included that are inherently larger in scale and complexity and may require that they be undertaken in either smaller “phases” or over the course of several years.

Vision for the Bicycle and Pedestrian Facilities

Master Plan

Through the development and implementation of the Gadsden County Bicycle and Pedestrian Facilities Master Plan, Gadsden County strives to provide more mobility options within the County, specifically through the development of bicycle, pedestrian, and blueway facilities.

The development of these facilities should enhance walkability, expand bicycling opportunities, provide for better connectivity and mobility, and promote economic opportunities within the County. The facility and policy recommendations included in the Gadsden County Bicycle and Pedestrian Master Plan were developed in accordance with this vision.

Goals, Objectives, and Strategies for the Gadsden County Bicycle and Pedestrian Facilities Master Plan

The following Goals, Objectives, and Strategies were established consistent with the vision to help guide the development of the Gadsden County Bicycle and Pedestrian Facilities Master Plan.

Goal 1: Enhance walkability within Gadsden County

Objective 1: Provide safe corridors for students to access school facilities

Strategy 1: Gain input from key stakeholders in the County familiar with the needs of students in the County

Strategy 2: Identify gaps in the bicycle and pedestrian network within a reasonable walking distance from County schools

Strategy 3: Outline strategies to leverage Safe Routes to Schools (SRTS) funding and the Community Traffic Safety Team (CTST) to implement projects that provide for safer routes to Gadsden County Schools

Objective 2: Provide safe connectivity between municipalities

Strategy 1: Identify corridors between municipalities where sufficient rights-of-way exist to construct shared use paths or wide sidewalks

Strategy 2: Gain input from key stakeholders in the County familiar with the needs of residents in the County

Strategy 3: Gain input from the public in a workshop to identify and prioritize the need for connections between municipalities

Objective 3: Address gaps in the pedestrian facility network

Strategy 1: Collect and analyze data to identify gaps and to develop recommendations to address network gaps

Strategy 2: Gain input from key stakeholders in the County familiar the needs of County residents

Strategy 3: Gain input from the public in a workshop to identify and prioritize pedestrian facility needs in the County

Goal 2: Expand bicycling opportunities within Gadsden County

Objective 1: Provide a system of shared use bicycle paths within the County

Strategy 1: Collect and analyze data to identify abandoned rail corridors, opportunities for rails-to-trails and rails-with-trails, easements, and corridors with sufficient rights-of-way for the construction a shared use path

Strategy 2: Identify key destinations within the County and provide recommendations to connect population centers to key destinations

Strategy 3: Establish policy objectives and design guidelines to provide for wide paved shoulders along roadways for use as undesignated bicycle lanes where appropriate

Objective 2: Enhance mountain biking opportunities within the County

Strategy 1: Identify, collect and analyze data for existing trail facilities within the County

Strategy 2: Develop recommendations to enhance and promote existing mountain biking opportunities within the County

Strategy 3: Coordinate with public land managers to identify opportunities to expand mountain biking opportunities within the County



Pedestrian Walking Along a Sidewalk in Havana

Goal 3: Provide better connectivity and mobility for bicyclists and pedestrians within the County

Objective 1: Develop a network of bicycle and pedestrian facilities within the County

- Strategy 1:** Gain input from stakeholders and the public regarding areas of the greatest need for bicycle and pedestrian facilities
- Strategy 2:** Identify opportunities for the development of new bicycle and pedestrian facilities within the County
- Strategy 3:** Identify gaps in the existing bicycle and pedestrian facility network and develop recommendations to address these gaps

Objective 2: Provide a system of signage to aid in wayshowing and wayfinding within the County

- Strategy 1:** Develop design concepts for a family of signs that provide for wayshowing and wayfinding within the County
- Strategy 2:** Identify key locations within the County for the placement of wayshowing and wayfinding signage

Goal 4: Promote economic opportunities through bicycle, pedestrian, and blueway facilities within Gadsden County

Objective 1: Provide for connectivity with commercial development within the County

- Strategy 1:** Provide recommendations for a bicycle and pedestrian facility network that connects to local businesses and commercial development
- Strategy 2:** Provide wayshowing and wayfinding recommendations that identify and direct visitors and residents to areas of commercial development within the County

Objective 2: Promote blueway facilities within Gadsden County

- Strategy 1:** Identify opportunities to enhance docks and boat launch facilities within the County
- Strategy 2:** Identify opportunities for the County and the Tourism Development Council (TDC) to promote blueways to attract visitors to the County

Objective 3: Promote mountain biking within Gadsden County

- Strategy 1:** Identify opportunities to enhance existing mountain biking opportunities within the County
- Strategy 2:** Identify opportunities to provide additional mountain biking opportunities within the County
- Strategy 3:** Provide recommendations to provide connectivity between mountain biking opportunities and other key destinations within the County

Objective 4: Develop tools that can assist the County with the promotion of bicycle, pedestrian, and blueway facilities for the purposes of economic development

- Strategy 1:** Develop an implementation-focused bicycle and pedestrian master plan that provides facility and policy recommendations that address bicycle, pedestrian, and blueway facilities
- Strategy 2:** Develop a bicycle route map that identifies the County's attributes, highlights key attractions, and promotes bicycling within the County



Gadsden County

Gadsden County is composed of 330,368 acres and is located directly south of Georgia and north of Leon County in the Florida Panhandle region. A majority of land in the County is used for various forms of agriculture and over 17,000 acres are designated as conservation areas. There are six incorporated municipalities located in the County: the City of Chattahoochee, the City of Gretna, the City of Midway, the City of Quincy, the Town of Greensboro, and the Town of Havana. There are also multiple unincorporated historically small, rural hamlets or communities including St. John, Robertsville, Hinson, Wetumpka, Concord and others. The City of Quincy holds the county seat. Gadsden County is also home to many local and state parks, including Eugene Lamb Jr. Community Park, Drake Acres Parks, Foxchase Gretna Park, Torreya State Park, and Lake Talquin State Park. Gadsden County has seven elementary schools, two middle schools, two high schools, and six specialty schools.

Population

According to the 2011 Florida Statistical Abstract, published by the University of Florida Bureau of Economic and Business Research (BEBR), the estimated population for Gadsden County is 46,389. The 2011 population estimate represents an 2.9 percent increase in population from the 2000 BEBR population estimate. The majority of residents within the community are either located within or in close proximity to the County’s municipalities. According to the US Census, Gadsden County has a broad population age range with the majority of residents falling into the 35-54 age group. Twenty-four percent of the population is 0-17 years of age, the age bracket predominantly below the driving age. Fourteen percent of the population is above the age of 65, a bracket where some individuals may experience greater need for transportation options beyond personal vehicles. Together, 38 percent of the population is in a position of potentially needing transportation options other than a personal vehicle. The age breakdown of Gadsden’s population is shown below in Figure 1.

Figure 1: Gadsden County Age Brackets (2010 Census)

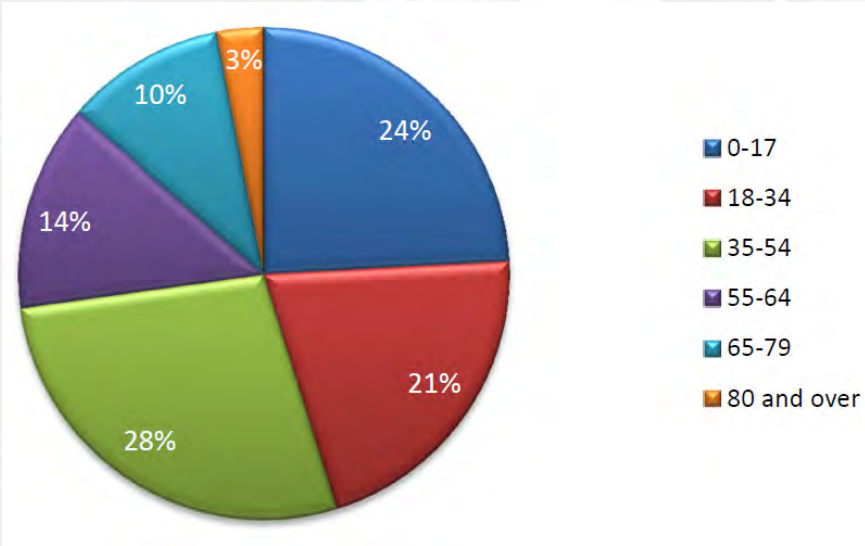


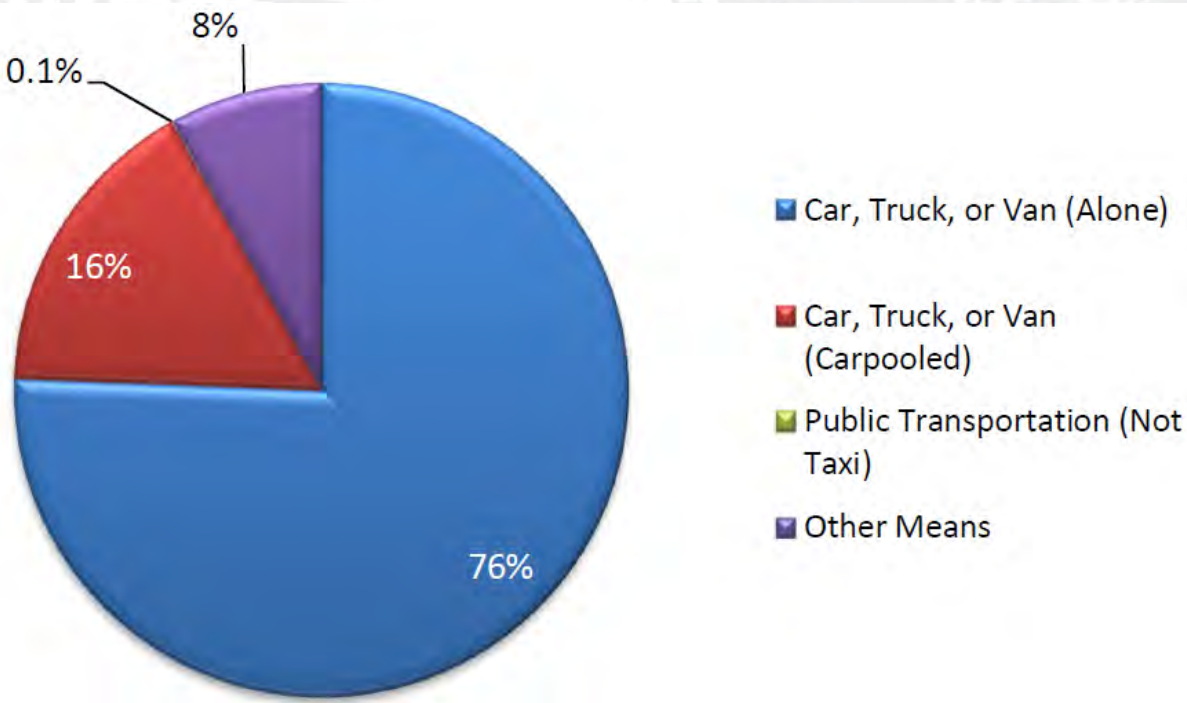
Figure 2 shows the 2011 BEBR population projections for Gadsden County over the next 28 years:

Figure 2: Gadsden County Population Projections

Gadsden County	Population Projections					
	2015	2020	2025	2030	2035	2040
Low	45,600	44,400	43,100	41,900	40,600	39,400
Medium	47,000	47,200	47,400	47,600	47,800	48,000
High	48,400	50,000	51,700	53,300	55,000	56,600

The majority of the population travels to work in individual vehicles. According to the 2005 - 2009 American Community Survey Estimates, 76 percent of all residents over the age of 16 drove alone to work, 16 percent carpooled, 0.1 percent took public transportation, and eight percent did “other.” The “other” category could include walking and bicycling. The modes of transportation residents used to commute to work are shown in Figure 3 below.

Figure 3: Modes of Commuting to Work (2010 Census)



Key Destinations

Gadsden County has many desirable locations that make it a very attractive destination for all age groups. Lake Talquin and surrounding forest lands have numerous fishing and wildlife observation opportunities as well as hiking and mountain biking trails. Gadsden also has 16 sites that are registered on the National Register of Historic Places, including the Quincy Library and US Arsenal Officers Quarters. These sites, in addition to the numerous other parks, shops, and natural features, give Gadsden County numerous destination options.

Commercial Activity

The six incorporated municipalities within Gadsden County are the main commercial activity centers for the County. Of those incorporated areas, Quincy stands out as the main commercial center for the county. This is not only because it has the largest population of all the incorporated areas, but also has the highest concentration of schools, businesses, and available shopping. The Town of Havana also has a historic downtown that holds numerous shops and businesses. All of the incorporated areas within the County have some level of commercial activity, but it is most heavily concentrated in Quincy and Havana. One of the reasons that Gadsden County retains multiple commercial activity centers is its close proximity to Tallahassee, the state capital.



Commercial District in Downtown Quincy

Community Redevelopment Agency (CRA)

The City of Quincy is the only municipality within the County that has established a Community Redevelopment Area. The CRA helps direct money towards redevelopment projects with the goal of stimulating economic growth and redevelopment. To date, three projects have already been completed including the renovation of multiple homes in the community. The CRA is currently working on a system of trails and parks that would cover a portion of the county. Currently no other CRAs are in existence in Gadsden County.

Medical Centers

Gadsden County has numerous general care facilities as well as urgent care facilities. Capital Regional Medical Center is located south of the intersection of US 90 and Strong Road near Quincy and Florida State Hospital is north of US 90 in Chattahoochee. In addition to these larger care facilities, there are numerous general practitioners and specialists with offices located throughout the county and incorporated areas.



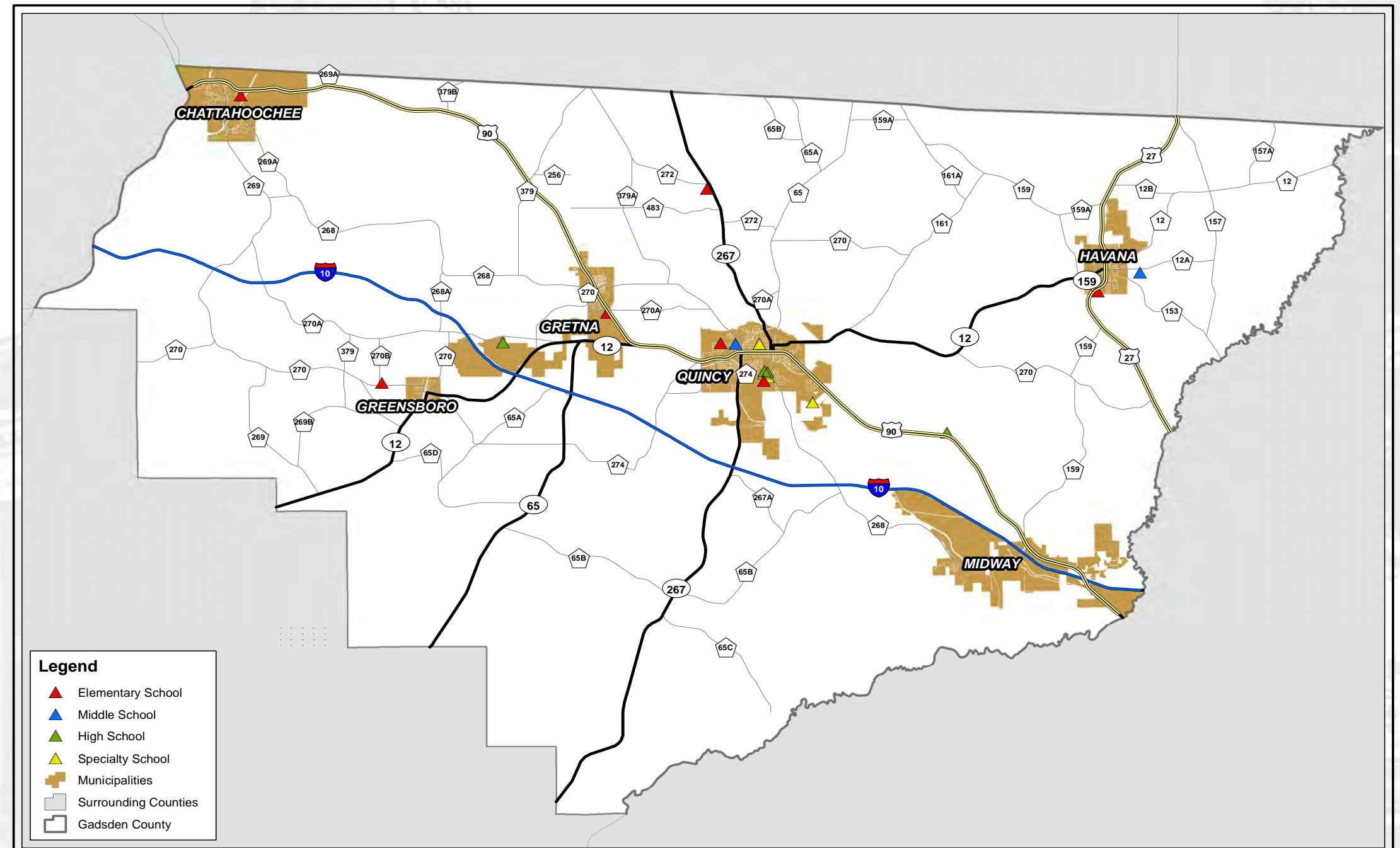
Eugene Lamb, Jr. Park

Parks

Gadsden County has numerous parks located throughout the community that each offer something different. The largest park in the County is Lake Talquin State Park. Lake Talquin offers fishing, boating, hiking, and numerous other natural amenities. The City of Chattahoochee has eight parks including, Clyde Hopkins Park, which has a picnic area with grills and a boat ramp, and Georgia Fields which has numerous athletic fields. The City of Quincy has two community parks that are each over 15 acres in size. The Bobby E. Nealy Sports Complex has softball fields, picnic areas, and a playground. The City of Quincy Leisure Golf Driving Range has a driving range, pavilion, nature trails, and playgrounds. In the City of Midway there are two main parks: the Midway Recreation and Parks Center and the Midway Hilltop East and West. Both parks offer athletic courts as well as playgrounds for children. There are additional parks throughout Gadsden County but due to how population is distributed and the location of natural features, a strong majority are centered in Quincy, Chattahoochee, and Midway. The Town of Havana has The Havana Golf and Country Club as well as the nearby Eugene Lamb, Jr. Community Park. Additionally, Tanyard Creek Park is in development in downtown Quincy, this park will include recreational areas as well as playground facilities.

There are seven elementary schools, two middle schools, and two high schools in Wilcox County. These are: Chattahoochee Elementary School (located near the intersection of King Street and the intersection of Greensboro Highway and Tolar-White Road), Gretna Elementary School (located on Martin Luther King Jr. Boulevard near US 90), Havana Elementary School (located south of Main Street on 4th Street SW), St. John Elementary (located on Bainbridge Highway just south of Hutchinson Ferry Road), Stewart Street Elementary School (located on S. Stewart Street and Martin Luther King Jr. Boulevard), Havana Middle School (located on Kemp Road in Havana), James A. Shanks Middle School (located between Fletcher Drive and N. 14th Street), East Gadsden High School (located near the intersection of Blue Star Highway and Academy Drive), West Gadsden High School (located on Providence Road just south of Greensboro Highway), Carter-Parramore Academy (located near the intersection of Martin Luther King Jr. Boulevard and S. Adams Street), Crossroad Academy Charter School (located on Strong Road near High Bridge Road), Gadsden Central Academy (located at the intersection of S. Stewart Street and Martin Luther King Jr. Boulevard), Gadsden Technical Institute (located on Martin Luther King Jr. Boulevard near S. Adams Street), Gadsden Elementary Magnet School (located on King Street Ward Street North), and Hope Academy (located on S. Stewart Street). Many of the schools in the City of Quincy are located in very close proximity to each other, adding extra emphasis the need for having safe, walkable roads surrounding them. School locations are identified in **Figure 4.**

Figure 4: Gadsden County Schools



Transit Facilities

Gadsden County currently offers public transportation on the Gadsden Express. The system is a commuter route that offers daily trips to and from Tallahassee. As an incentive, if a rider uses the system three days a week, they are eligible for a guaranteed ride home if an emergency arises.

Transportation Network

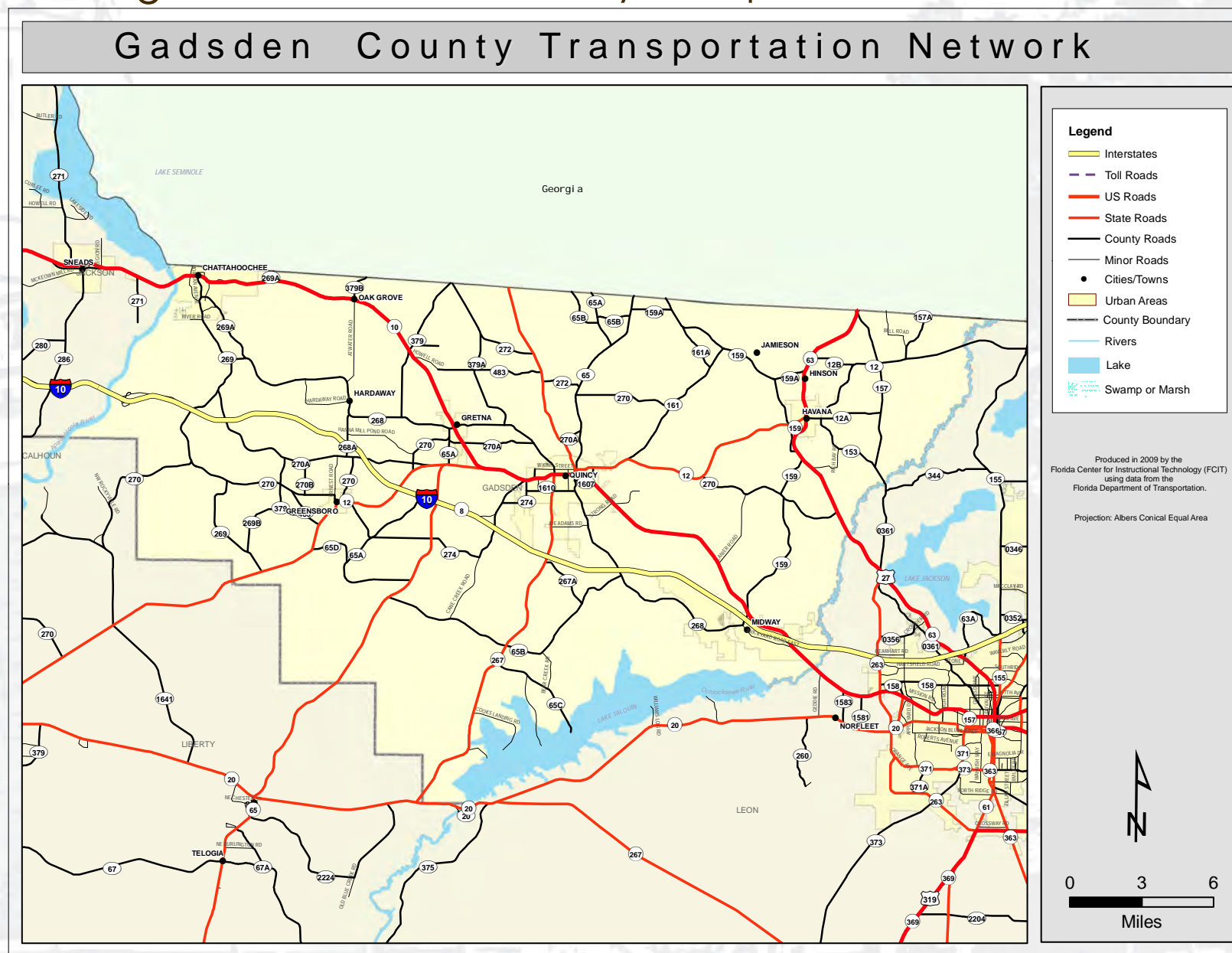
Gadsden County is very fortunate to have an expansive road system. Consisting of an interstate (I 10), state roads, US roads, and local collector roads, Gadsden offers residents and visitors with automobiles an easy system to access the amenities in and surrounding the County. US 90 is the main transportation link in the county, connecting Gadsden County to the nearby City of Tallahassee, the regional employment center. I-10 also serves as a primary east-west link between Jacksonville and Pensacola, as well as additional destinations further west. There are additional roads that connect Gadsden County to nearby cities, however, US 90 and I-10 are the two main corridors for the County.

Other major roads in the county are: Bainbridge Road Highway which extends from Georgia through Quincy; Attapulgis Highway which intersects with Bainbridge Highway in Quincy; and Pat Thomas Highway, which leads south from Quincy becoming Lake Talquin Highway. The vehicular transportation system network is shown in **Figure 5**.

Shared Use Bicycle Paths

Currently there are no shared use paths in Gadsden County, a shared use bicycle path is a paved trail that is separated from the roadway. An example of this is shown on page 15. There are, however, numerous existing trails and greenways located in parks and on conservation lands. These existing trails are predominantly hiking trails that are short and do not serve as a means of transportation, but rather as recreational nature trails. Implementation of the Gadsden County Bicycle and Pedestrian Facilities Master Plan should result in the development of shared use paths that could serve the County as viable transportation connections and alternatives, and, in the future, connect to areas outside of the County.

Figure 5: Gadsden County Transportation Network



Bike Facilities

Gadsden County does not have any designated bicycle lanes, but does have numerous roads that have wide paved shoulders that serve as undesignated bicycle lanes. For a paved shoulder to be considered an undesignated bike lane, it must be greater than four feet wide. The roads that meet this criteria are: US 90 (from the southern County Line to Quincy), SR 12 (from Quincy to the County Line and through Havana), SR 267 (from Quincy to Georgia), and SR 65 (from Quincy to the southern County Line).

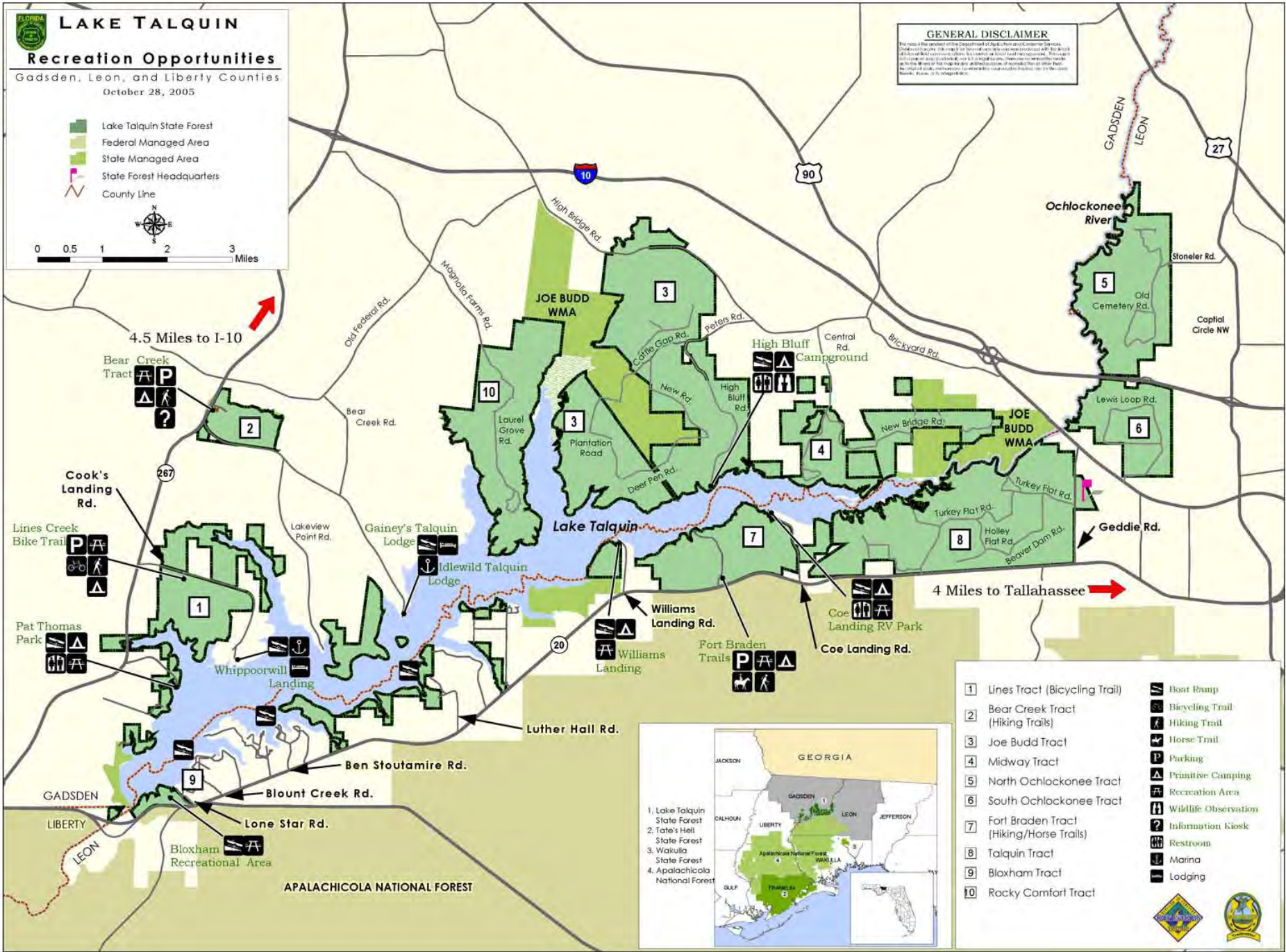
Sidewalks

Sidewalks are primarily limited to the incorporated areas of Chattahoochee, Havana, Gretna and Quincy. These sidewalks provide connections within their respective communities but do not provide greater, regional connections to other areas.

Blueway Facilities

A blueway, or paddling trail, is a water path that is developed typically by state, county, or local agency. Blueways typically have launch points, camping locations, and points of interest to encourage family recreation, ecological education, and preservation of natural resources. Gadsden County has three blueway facilities: Lake Talquin, the Apalachicola River, and the Upper Ochlocknee River. Lake Talquin is the main blueway facility in the county and provides a number of different water-based recreational activities, including, but not limited to, paddling, boating, and fishing. The Lake Talquin facilities map can be seen in Figure 6.

Figure 6: Lake Talquin Recreational Activities



Bicycle and Pedestrian Crash Data

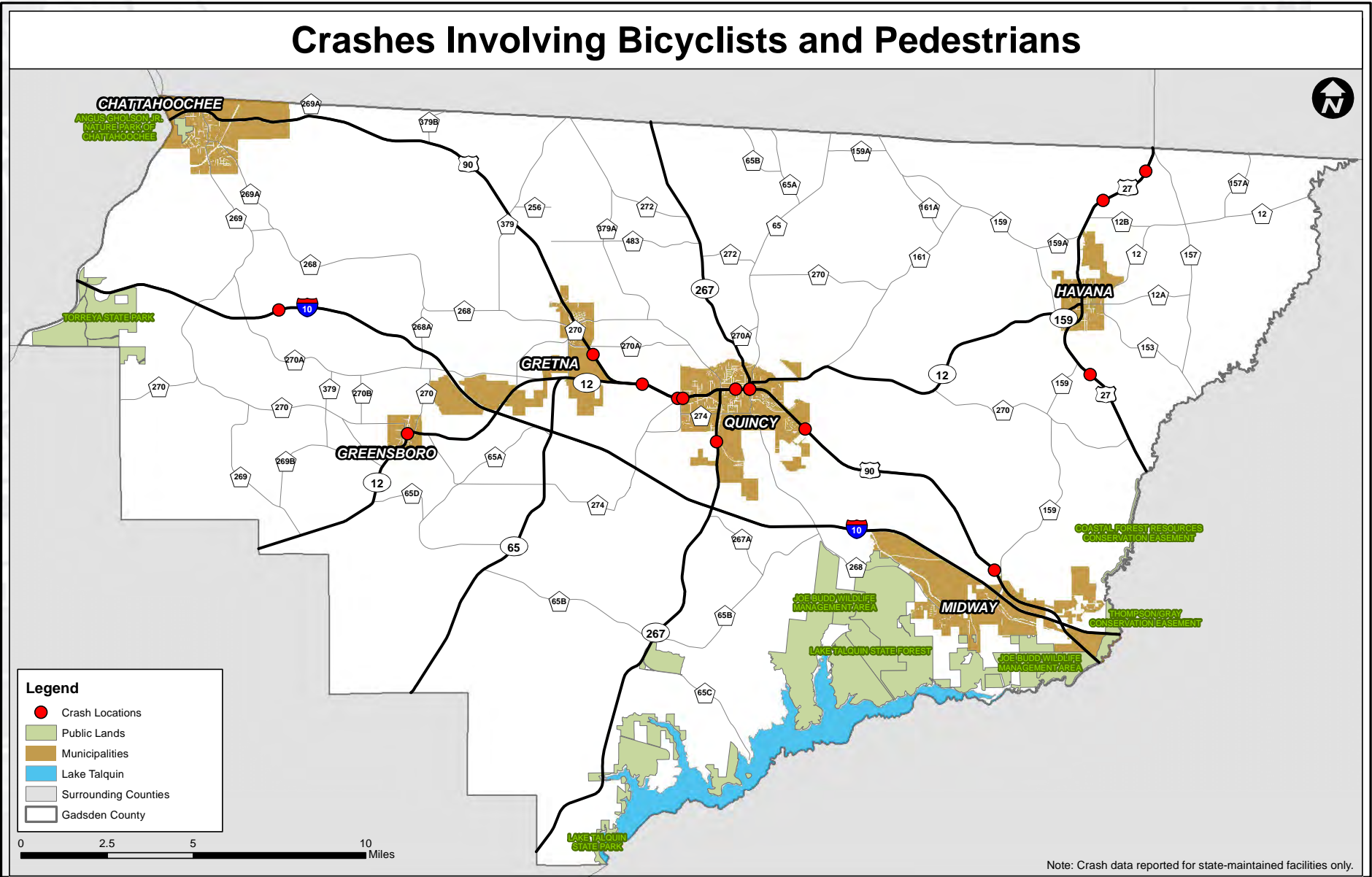
Gadsden County had multiple cases of bicycle and pedestrian conflicts with vehicles in 2008, 2009, and 2010. A large number of the reported cases occurred within the cities, but there were also numerous cases that occurred along more rural stretches. Having bicycle and pedestrian facilities such as shared use paths and crosswalks could help mitigate some of the conflict between bicyclists, pedestrians, and vehicles. Crash records are shown in Figure 7 and locations of bicycle, pedestrian, and vehicular crash sites are shown in Figure 8.

Figure 7: Crash Records

Gadsden County Bicycle and Pedestrian Crash Records 2008 - 2010					
Total Crash Records: 15	Result			Weather	
	Fatal Crashes	Injury Crashes	Non-injury Crashes	Wet	Dry
	40%	60%	0%	20%	80%
	Lighting				
	Daylight	Dusk/Dawn	Dark (Street Light)	Dark (No Street Light)	
	20%	0%	20%	60%	
	Contributing Cause				
	No Improper Driving	Careless Driving	Failed to Yield R/W	Improper Lane Change	All Others *
	66%	7%	0%	7%	20%

* All others are classified as any contributing cause that was not specifically classified by the author of the crash report. Some examples include: hit and run, walking in roadway, failure to use crosswalk, and drug use.

Figure 8: Bicycle and Pedestrian Crash Sites



Public Involvement

The development of this Bicycle and Pedestrian Facilities Master Plan included several components that allowed for and encouraged input from the public and key stakeholders. The intent of these components was to identify relevant issues, opportunities, and constraints in order to develop appropriate recommendations for the County and best address the mobility needs of the County residents.

Stakeholder Interviews

Before developing the draft bicycle, pedestrian, and blueway recommendations, the consultant team performed a series of interviews with various stakeholders in the project. These stakeholders included representatives from:

- CRTPA
- FDEP Office of Greenways and Trails
- FDOT District Three Planning Office
- Florida Forest Service
- Gadsden County Chamber of Commerce
- Gadsden County Parks and Recreation staff
- Gadsden County School District
- City Administrators in Quincy, Havana, Midway, Chattahoochee, and Gretna
- Gadsden County Sheriff's Office
- Gadsden County Tourism Development Council

These stakeholder interviews provided invaluable information from a range of people and entities with different perspectives on bicycling, walking, and paddling in the County. The information received from the stakeholders was used in the formation of draft facility and policy recommendations. A summary of the stakeholder interviews is included as **Appendix A**.

Project Newsletter #1

Prior to the public workshop, a newsletter was prepared and distributed throughout the County. The newsletter provided an overview of the project, details on how to be involved in the project, and information about the public workshop. A copy of the newsletter is included as **Appendix B**.

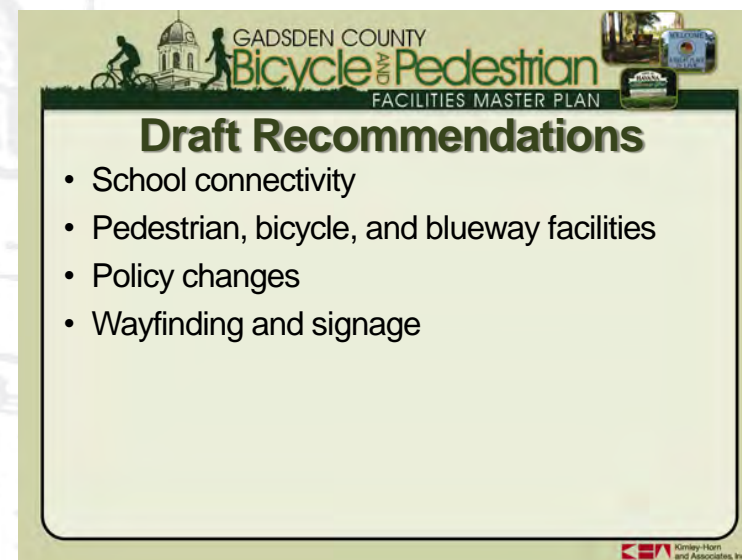
Public Workshop

During the development of this plan, a public workshop was held to provide the County an opportunity to comment on, refine, and prioritize the draft recommendations. The public workshop was held on January 23, 2012 from 6:00 p.m. to 8:00 p.m. at the Gadsden County Commission Chambers. At the workshop, a presentation was given summarizing the steps taken up to that point with opportunity for the public to ask questions and provide feedback. Those in attendance were asked to comment on and to prioritize the draft recommendations presented at the workshop. Attendees were also provided with comment forms to use in providing additional input into the

project. Input received from the public during the workshop was used to further refine the projects included in this Master Plan. The comment form and agenda used at the public workshop is shown in **Appendix C**.

County Commission Workshop

A meeting was held on May 15, 2012 with the Gadsden County Commissioners where they were able to provide feedback on the draft recommendations. At this workshop there was a powerpoint presentation that was followed by a question and answer session where Commissioners were able to voice comments, concerns, and ideas for further development of the master plan elements. There were updates provided to the Gadsden County Planning Commission provided on November 10, 2011, January 12, 2012, and February 23, 2012.



Project Newsletter #2

An Executive Summary will be completed in the form of a second project newsletter for the Master Plan. This summary can be found in **Appendix E**.

County Commission Adoption Hearing

The Bicycle and Pedestrian Facilities Master Plan was adopted by the Gadsden County Board of County Commissioners on July 17, 2012. The adoption of the Master Plan initiates the implementation phase of the Gadsden County Bicycle and Pedestrian Facilities Master Plan.



Discussion at Workshop Meeting



Public Workshop Attendees



Example of a 10-Foot Shared Use Path (Multiuse Bicycle Trail)

Master Plan Elements

Based on the data collection and analysis, input received during the stakeholder interviews, and the feedback received during the public workshop, recommendations were developed as reflected in the following elements:

- **Bicycle Element**
- **Implementation Element**
- **Pedestrian Facilities Element**
- **School Connectivity Element**
- **Blueways Element**
- **Mountain Biking Element**
- **Wayfinding Signage Element**



Gadsden Elementary Magnet School



Bridge Crossing the Apalachicola River



Havana Welcome Sign



US 90 Looking West

Bicycle Facility Recommendations

The following bicycle facility recommendations are based on data analysis, stakeholder interviews, public involvement, and professional planning and engineering judgment. Together, the recommendations in this Plan form a network of facilities that improve connectivity and provide for transportation alternatives throughout Gadsden County. The proposed network provides connections to major activity centers throughout the County. Policy recommendations are also included to support the implementation and maintenance of the network as well as provide for supportive facilities, such as bicycle parking.

There are numerous pre-existing, undesignated bicycle routes throughout the county that attract riders from all around the world. The topography, scenic corridors, and naturally beautiful landscapes make the County the ideal location for bicycle rides. The following are specific recommendations that have been identified through stakeholder interviews and ranked accordingly as being priorities for increased connectivity by multimodal transportation. The recommended locations for shared use paths can be seen in **Figure 9**.

- 1) Shared Use Bicycle Path Between Quincy and Havana - The Florida Arts Bicycle Trail
- 2) Shared Use Bicycle Path Between Quincy and Gretna
- 3) Shared Use Bicycle Path Between Gretna and Greensboro
- 4) Shared Use Bicycle Path Between Gretna and Chattahoochee
- 5) Shared Use Bicycle Path Between Quincy and Midway
- 6) Shared Use Bicycle Path Between Quincy and Lines Tract
- 7) Potential Rails-with-Trails Connection in Chattahoochee

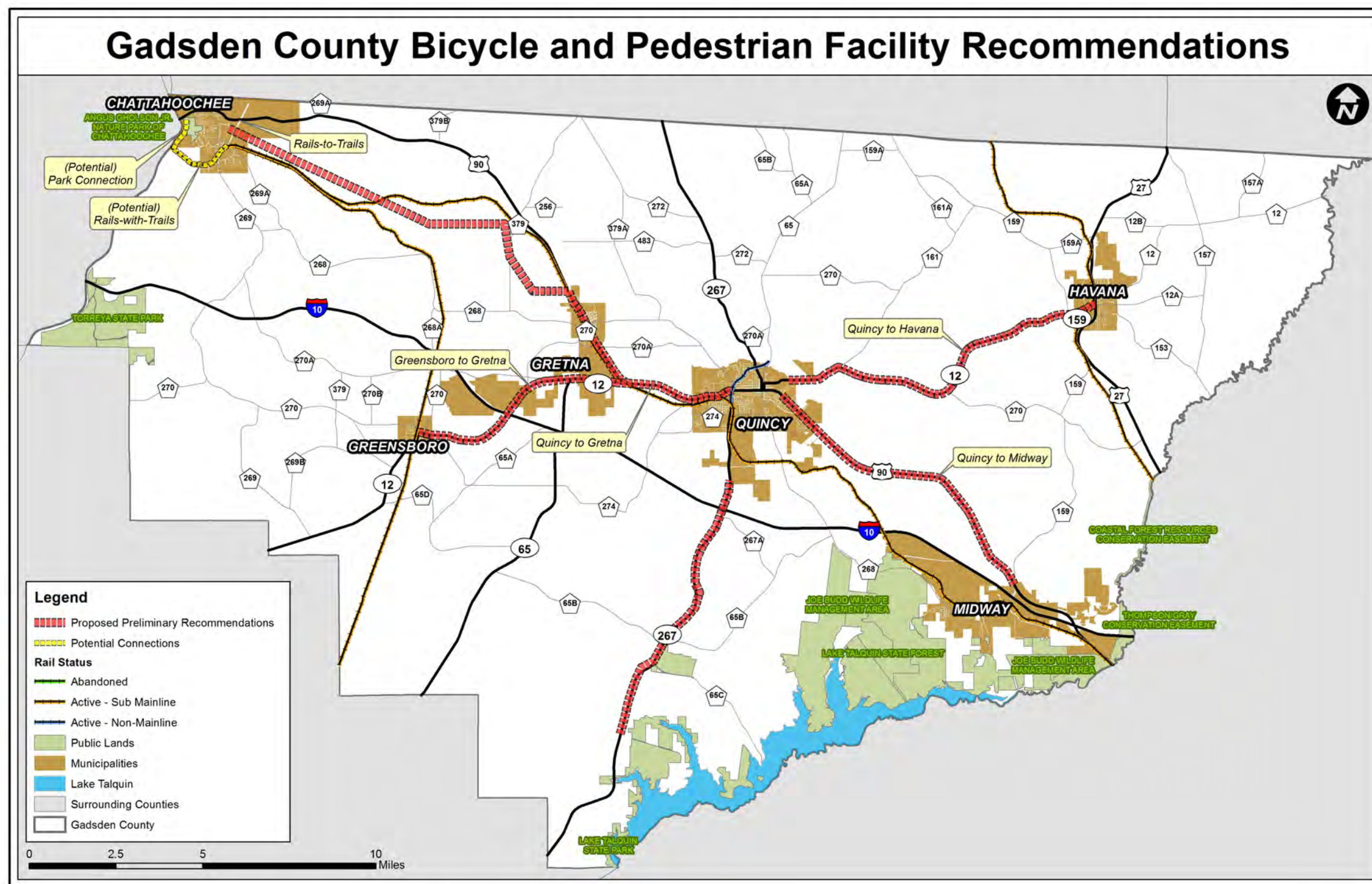


Typical Section of US 90



Typical Section of SR 12

Figure 9: Gadsden County Bicycle Facility Recommendations



The Florida Arts Bicycle Trail

The Florida Arts Bicycle Trail would serve as a connection between the cities of Quincy and Havana (Figure 10). The name Florida Arts Bicycle Trail is in coordination with the designation of the SR 12 corridor as The Florida Arts Trail. SR 12 was originally designated by the Florida legislature as the Florida Arts Trail for its connection between art galleries and art communities. It is recommended that a shared use path be located on the most feasible side of SR 12. The total length of the corridor would be roughly 10 miles, depending on where final connections are made in Quincy and Havana. To highlight the art themed trail, it is suggested that replicas of local artwork be placed in kiosks and wildflowers be planted along the corridor. This connection will eventually connect to the Gadsden Arts Center, downtown Havana, and Eugene Lamb, Jr. Community Park.

A separate feasibility study was completed for this corridor, identifying specific considerations, such as locations of utilities and natural features.

The eastern terminus of the trail will be near the intersection of US 27 in Havana, with one possible location being in the vacant lot across the post office on 9th Avenue East. This lot would allow for trailhead facilities to be built that could include a parking lot as well as bicycle parking facilities.

It is recommended that the western terminus be located near the intersection of Camellia Drive, just east of the bridge over Quincy Creek. It is proposed that a small trailhead be located here that would provide both bicycle and vehicular parking facilities. A proposed trail head design is shown in Figure 11. Because connections between commercial areas are important an additional connection needs to be made into downtown Quincy. Because the right-of-way is constrained west of Camellia Drive, signage should be added that indicated that there is a high likelihood of the presence of bicyclists in the wide paved shoulder. Once the Historic District of Quincy begins, the speed limits are reduced from 35 to 25 miles-per-hour and is possible to include shared lane pavement markings (sharrows). It is proposed that the pavement markings continue on SR 12 until it intersects with N. Adams. At this intersection, the lane markings should continue south on N. Adams to the corner of Franklin Street.

On the property located at this intersection, it was proposed by the Quincy Beautiful - Downtown Beautification and Revitalization Plan that a parking lot with informational kiosks be located here to serve the parking demand in Quincy (Figure 12). It is recommended that this plan be implemented, but with the addition of bicycle parking and bicycle lockers so that the area may also be used as a downtown trailhead. Additionally, information could be added to the kiosks about the Florida Arts Bicycle Trail and other activities offered in both Quincy and Gadsden County.

Figure 10: Florida Arts Bicycle Trail

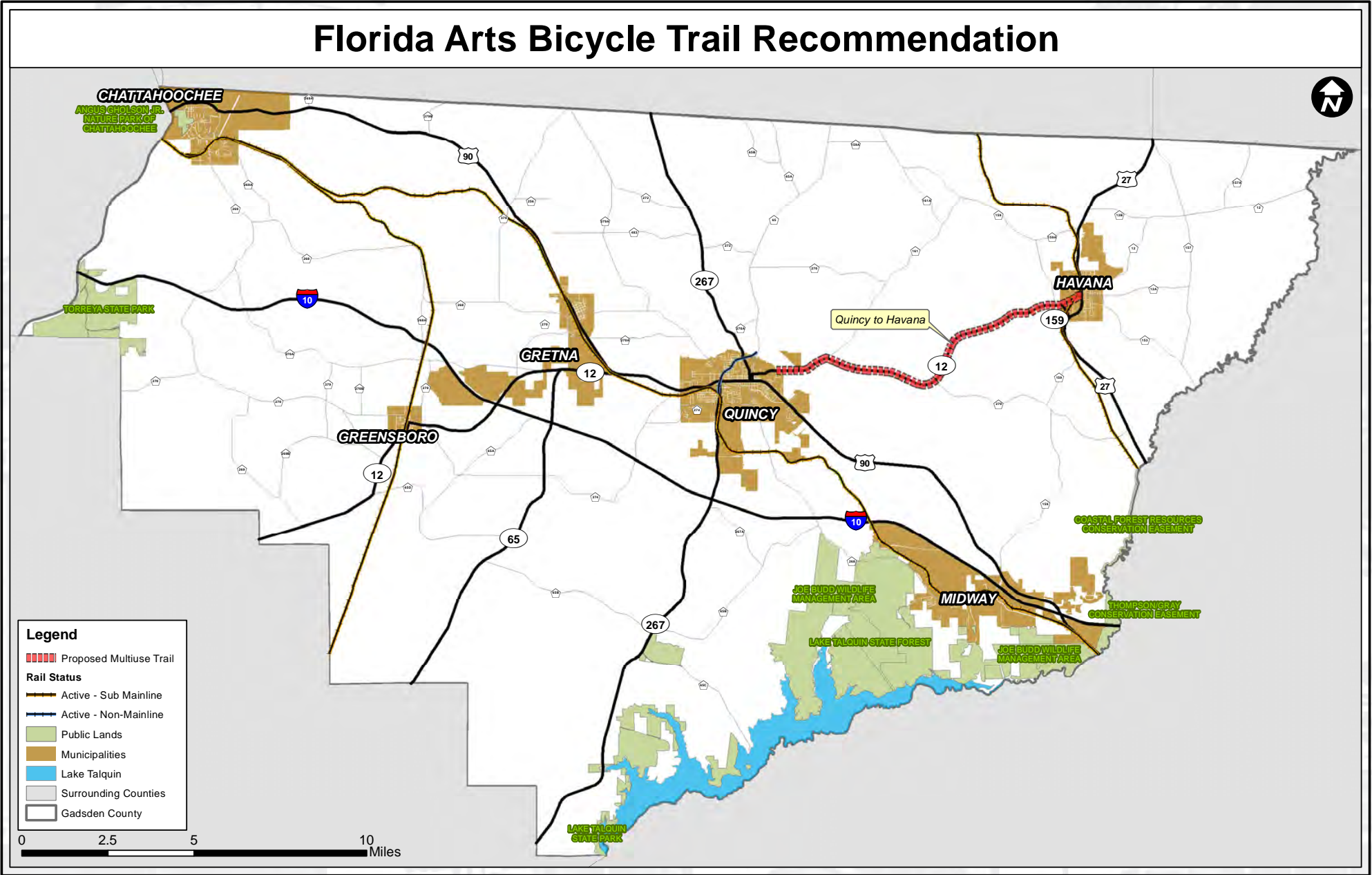
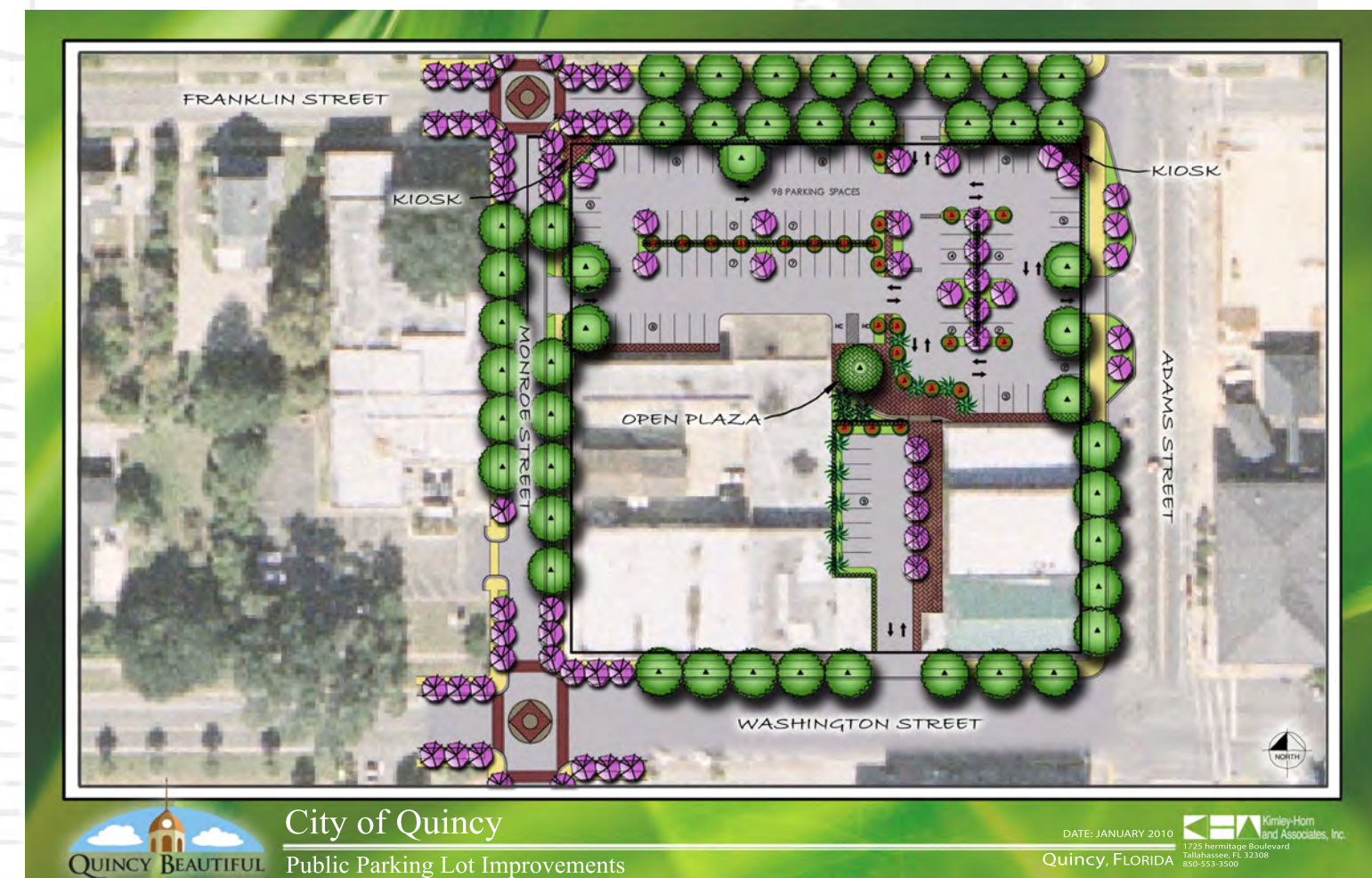


Figure 11: Conceptual Trailhead on SR 12 Near Quincy Creek

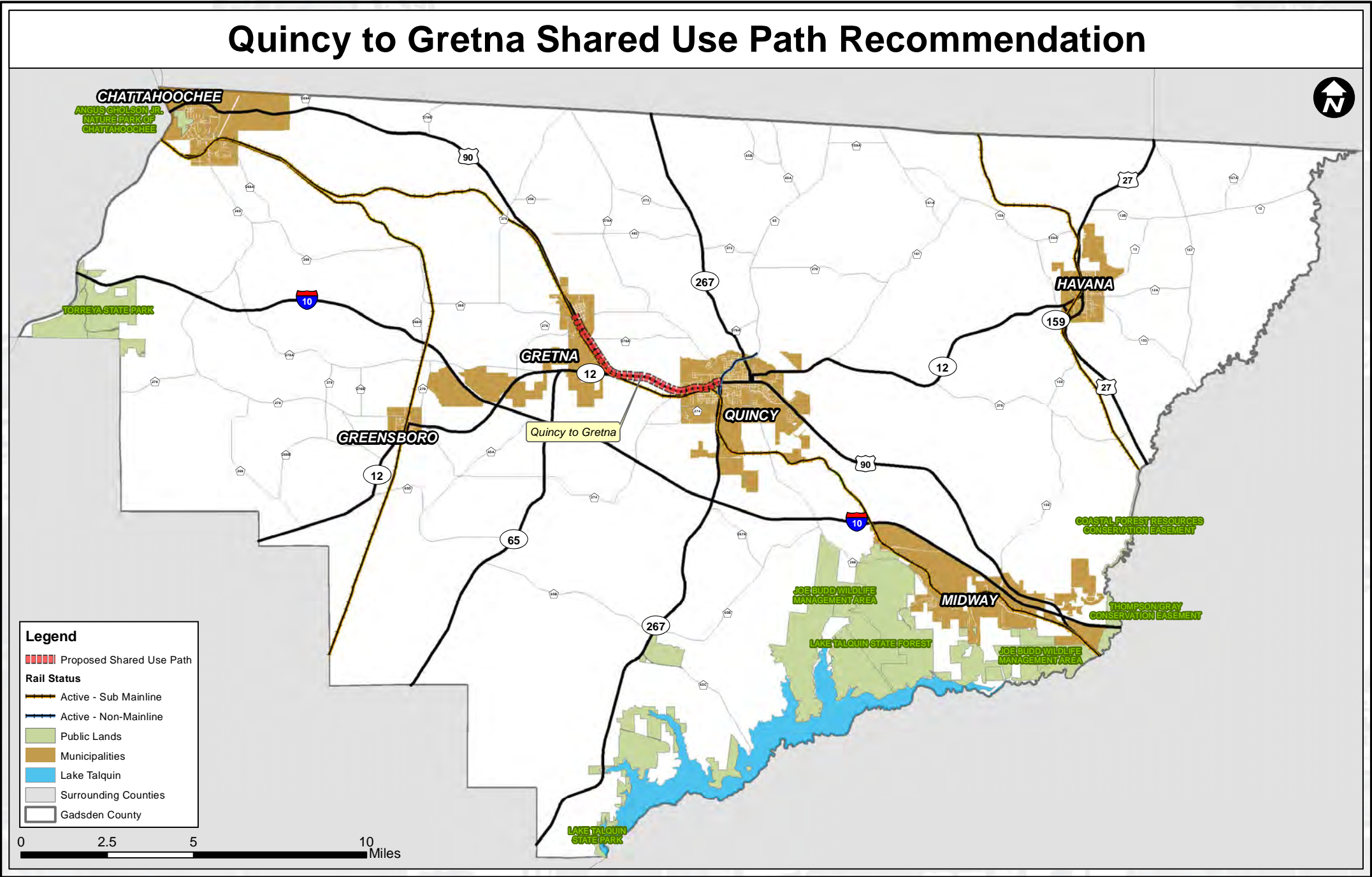


Figure 12: Proposed Trailhead Parking Lot Design in Quincy



Quincy to Gretna Connection

During the stakeholder interview process and the public workshop the connection between the Cities of Gretna and Quincy was identified as an important project. Because both of these cities are located in close proximity to each other and there is currently no facility serving pedestrian traffic between them, it was identified that a shared use path should be constructed. Additionally it was noted during the public workshop for the Evaluation and Appraisal Report (EAR) of the Gadsden County Comprehensive Plan that was held in Gretna City Hall on January 29, 2009, that senior citizen transportation is a major issue because many of them do not have personal vehicles and therefore do not have access to doctors or stores. A shared use path would provide for more mobility and safer walking and bicycling conditions between the two municipalities. It was also stated at this workshop that there were worn footpaths in the grass that lines the road, indicating a need for bicycle and pedestrian facilities. **Figure 13** shows the entire corridor that is being recommended to connect Quincy and Gretna. **Figures 14a and 14b** show potential considerations and conflicts along the corridor that would need to be evaluated in a feasibility study for the project.



Typical Section on US 90 near Gretna

Quincy to Gretna Shared Use Path Potential Considerations

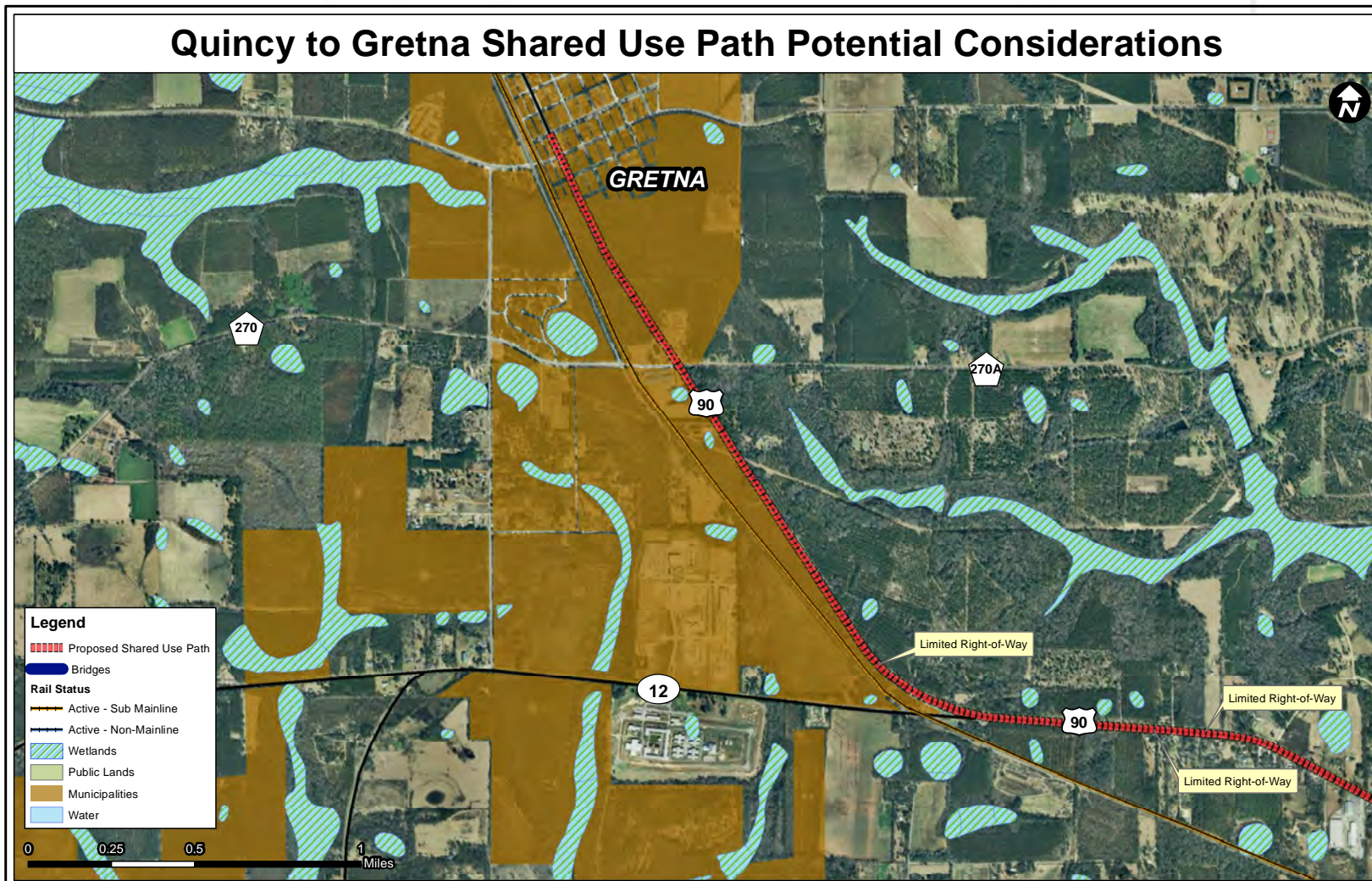
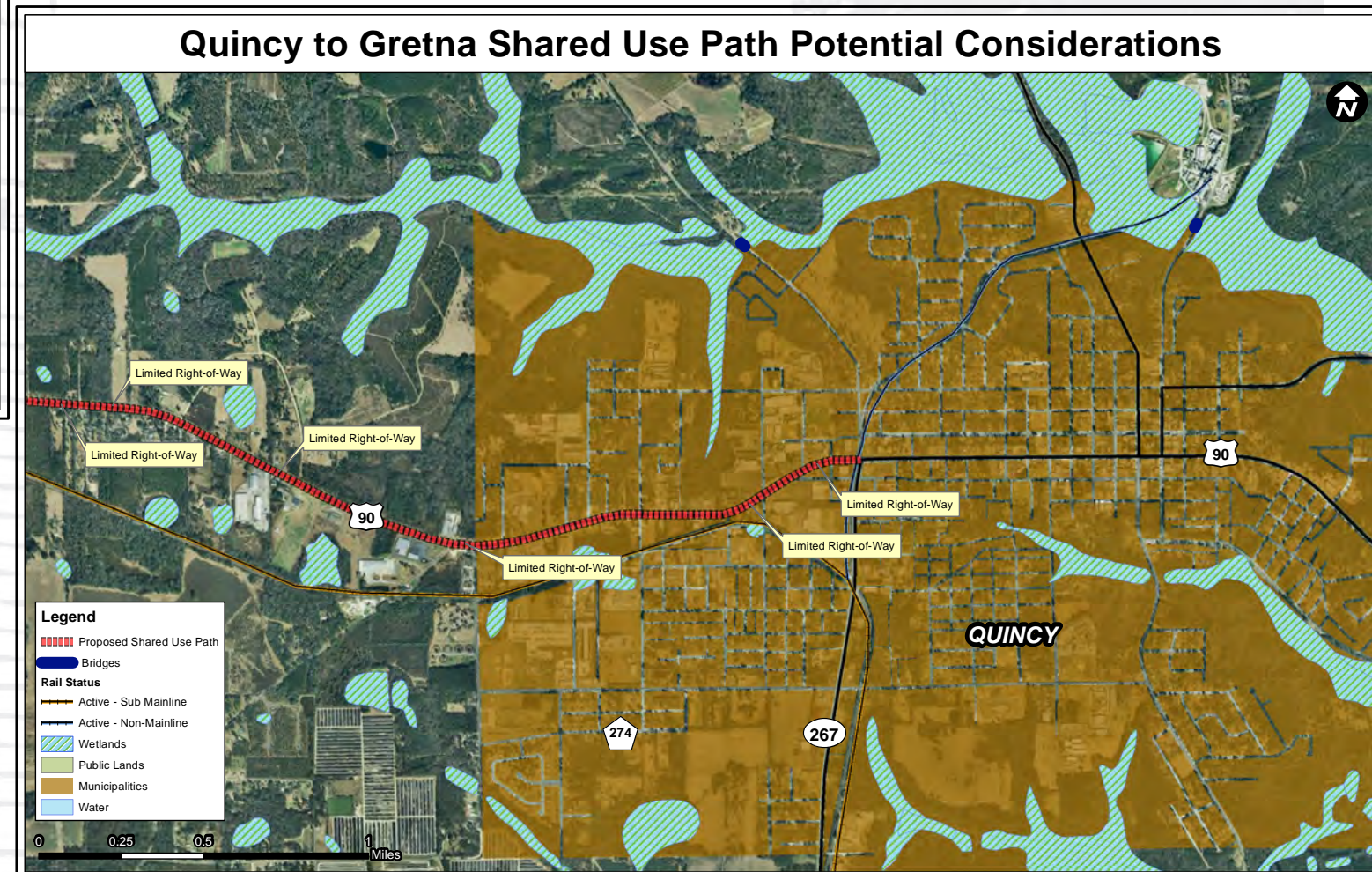


Figure 14a: Potential Considerations

Figure 14b: Potential Considerations

Quincy to Gretna Shared Use Path Potential Considerations



Gretna to Greensboro Connection

This connection is recommended so that the City of Greensboro can be connected to the overall trail system by connecting through Gretna and Quincy. The proposed trail would provide users with a safe facility to access goods and services located in both Gretna and Quincy and would provide users with access to the city, which could act as an economic booster. The complete corridor is shown in **Figure 15**. **Figures 16a and 16b** show potential considerations/ conflicts along the corridor that would need to be evaluated in a feasibility study for the project.

Figure 15: Proposed Shared Use Path



Typical Section on SR 12 Near Greensboro

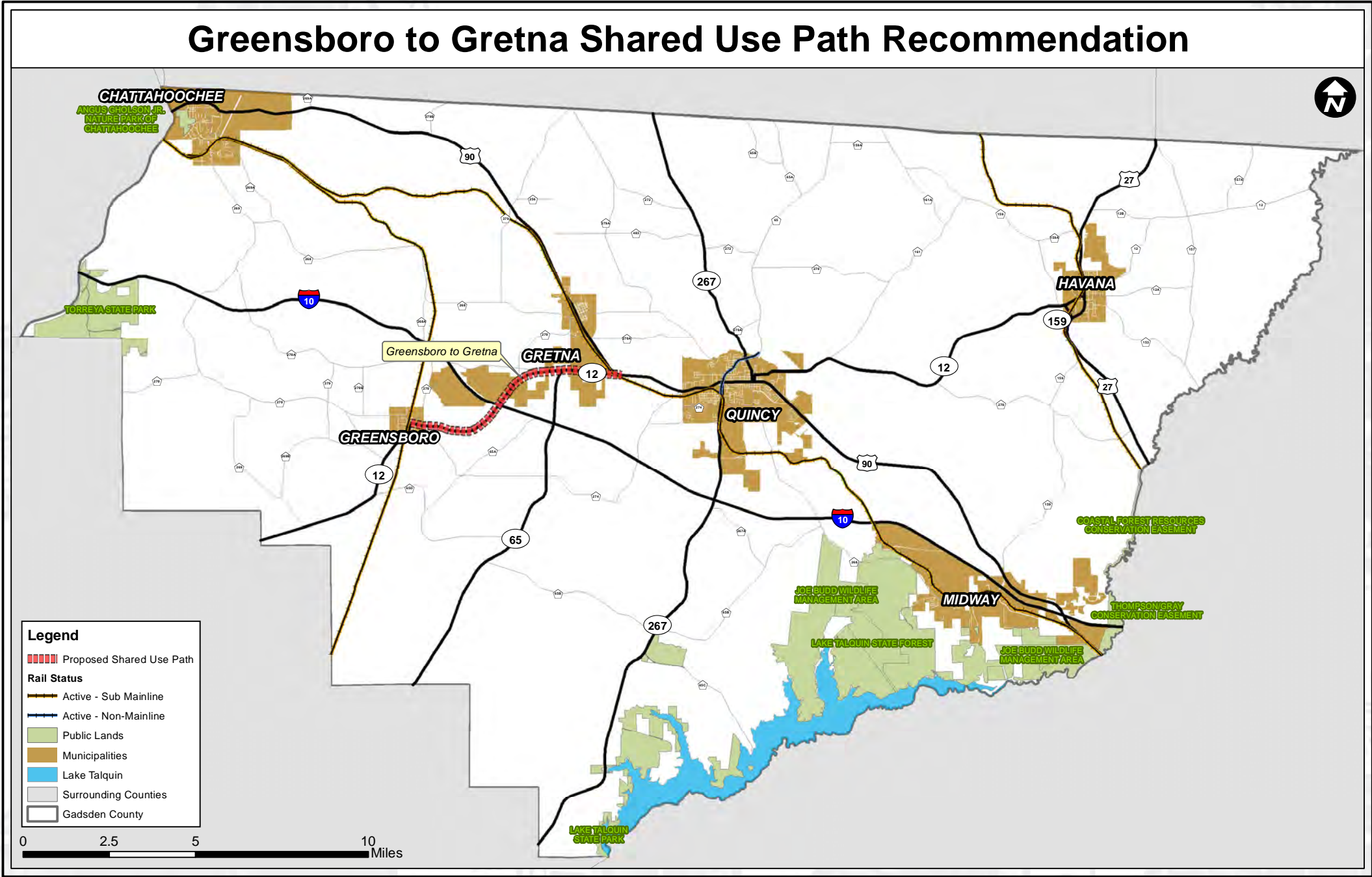


Figure 1 6a: Potential Considerations

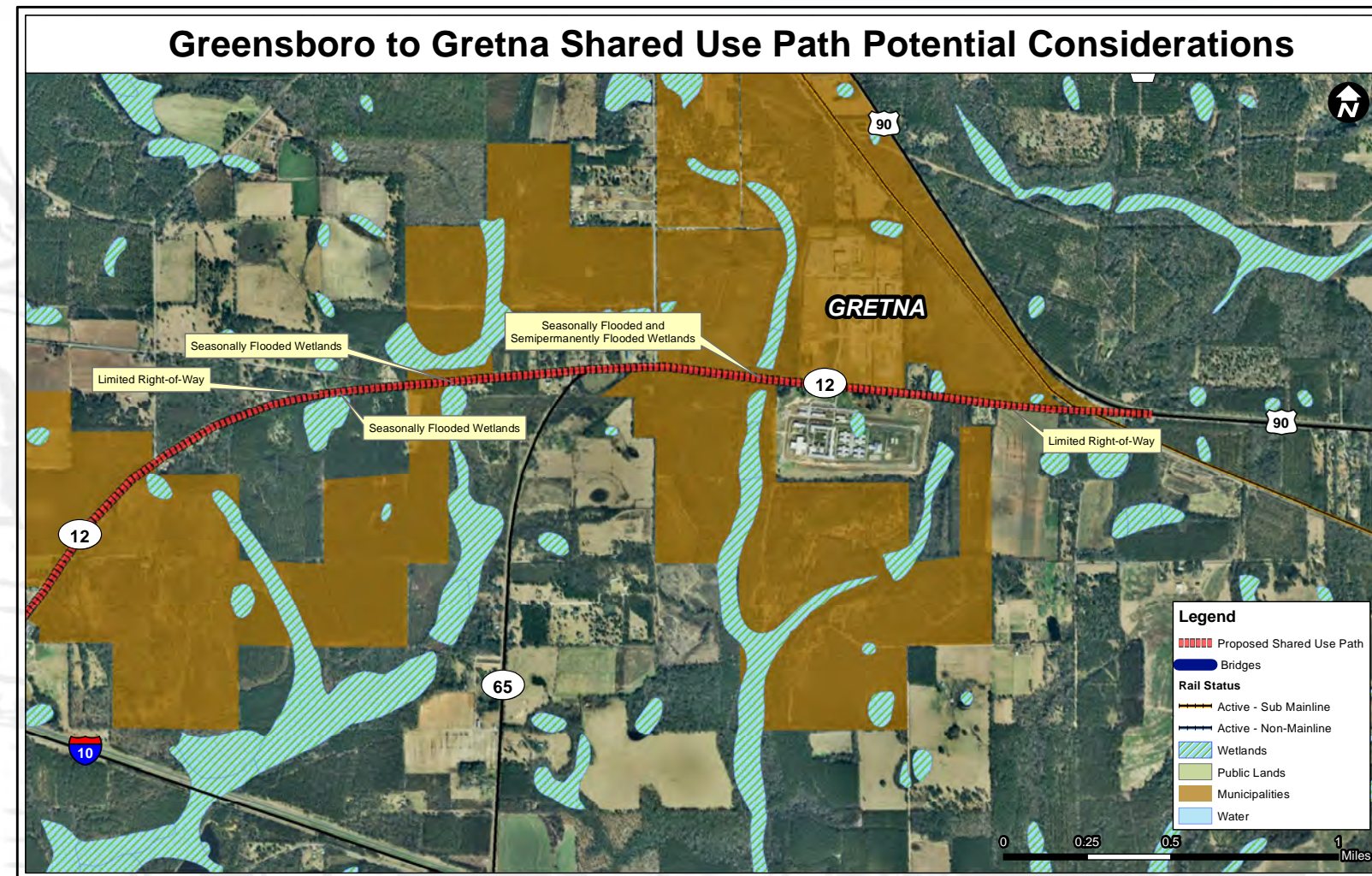
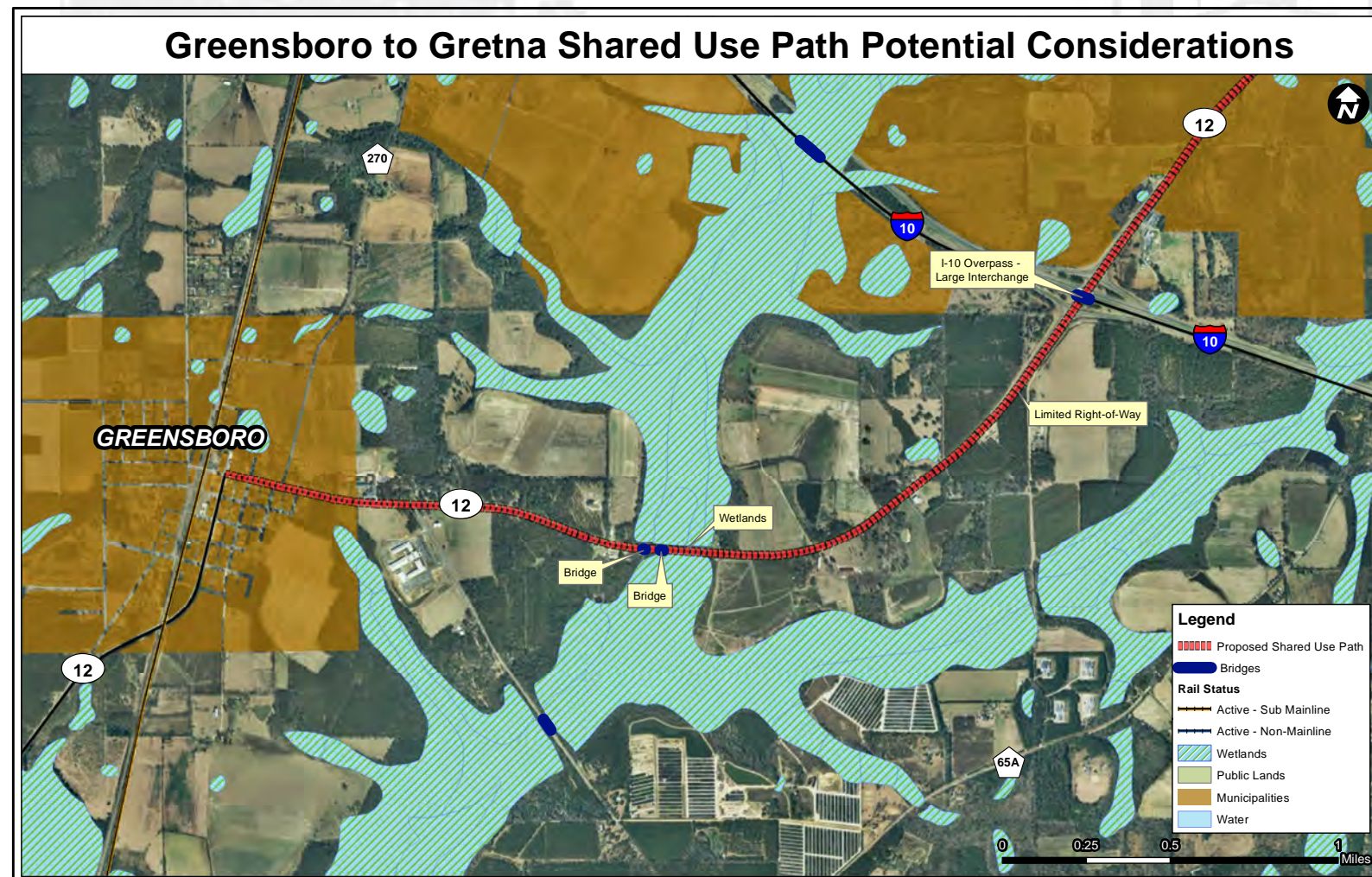


Figure 1 6b: Potential Considerations

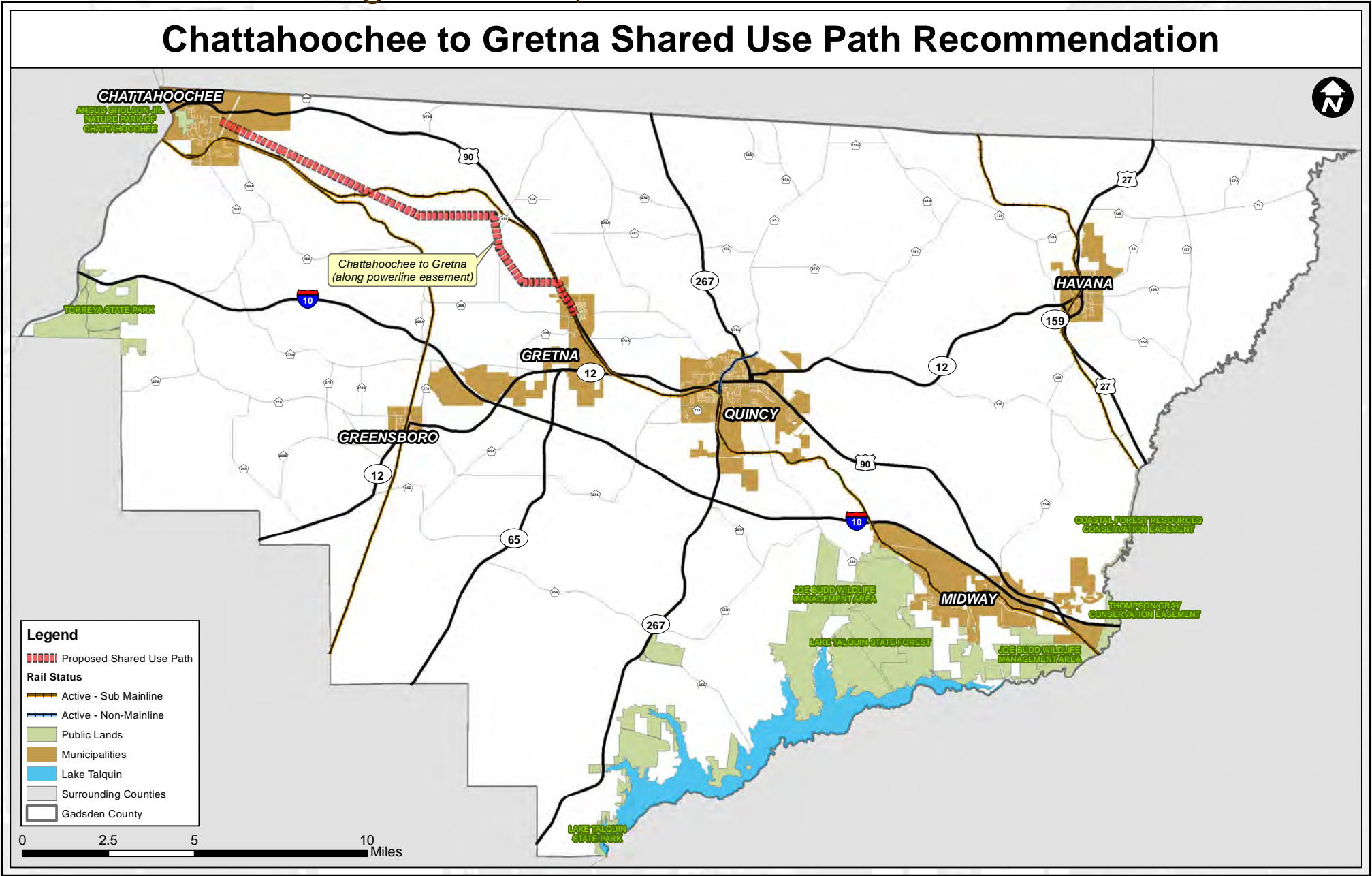
Gretna to Chattahoochee Connection

This corridor is recommended because of its beautiful scenery and unique topography. This connection is also partially served by a powerline easement which should be utilized to limit potential right-of-way constraints. This shared use path would run from within the City limits of Gretna along US 90 until it reaches the powerline easement. The path will then leave the road and follow the powerline easement into Chattahoochee. The total length of the corridor will be roughly 12 miles in length and will be the longest shared use path segment in the County. The complete corridor is shown in **Figure 17**. **Figures 18a through 18d** show potential considerations/conflicts along the corridor that would need to be evaluated in a feasibility study for the project.

Figure 17: Proposed Shared Use Path

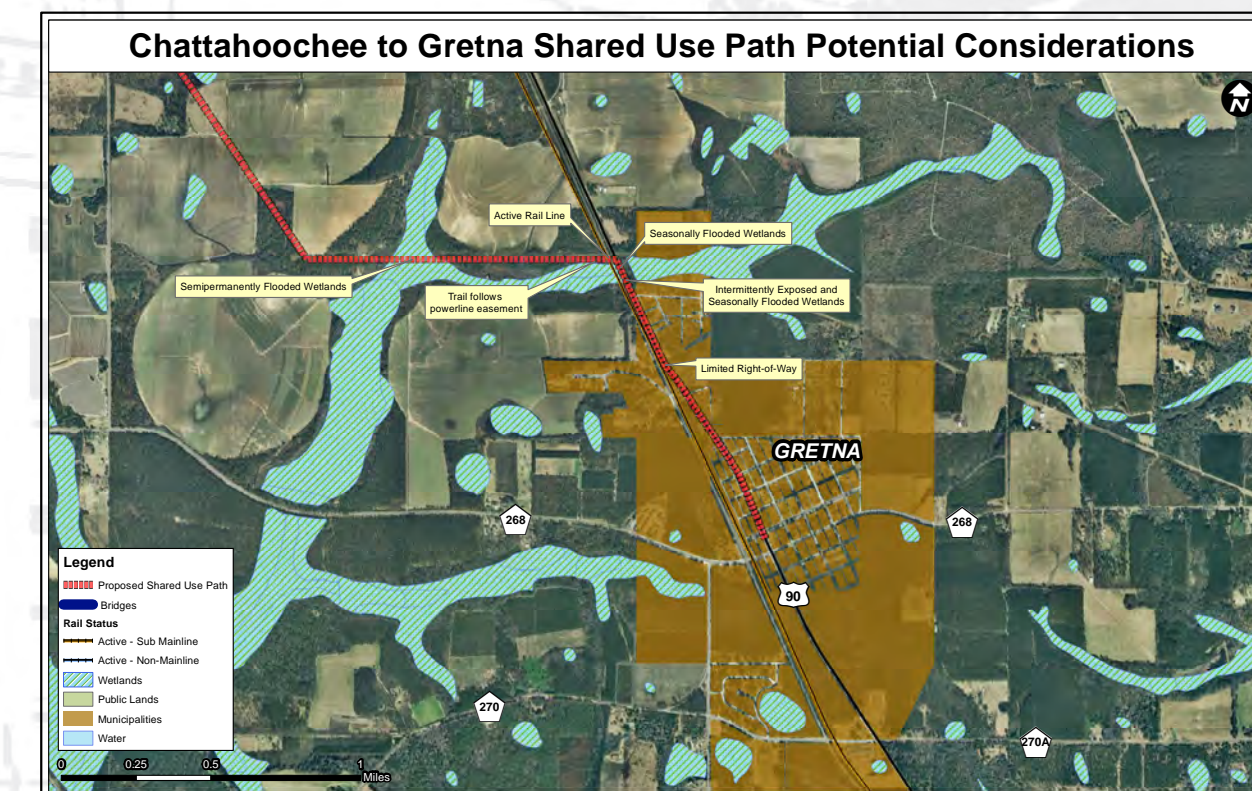
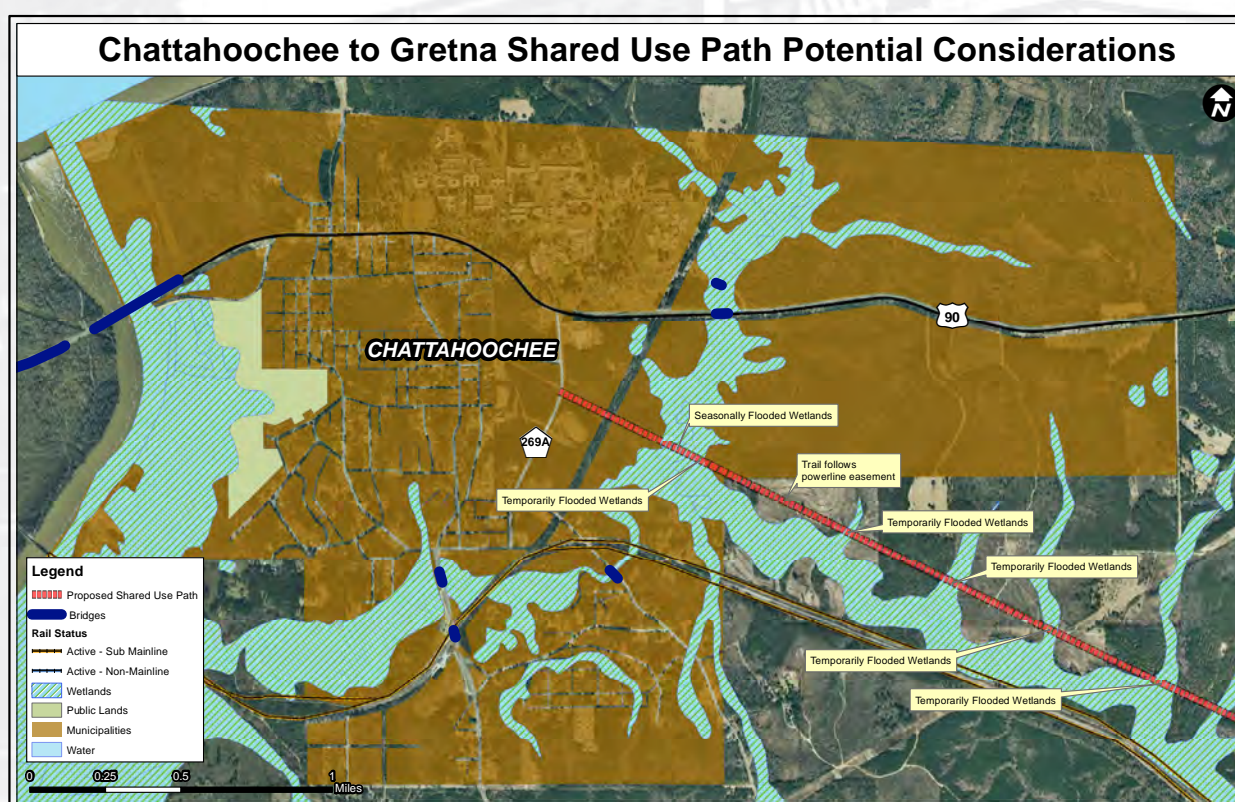
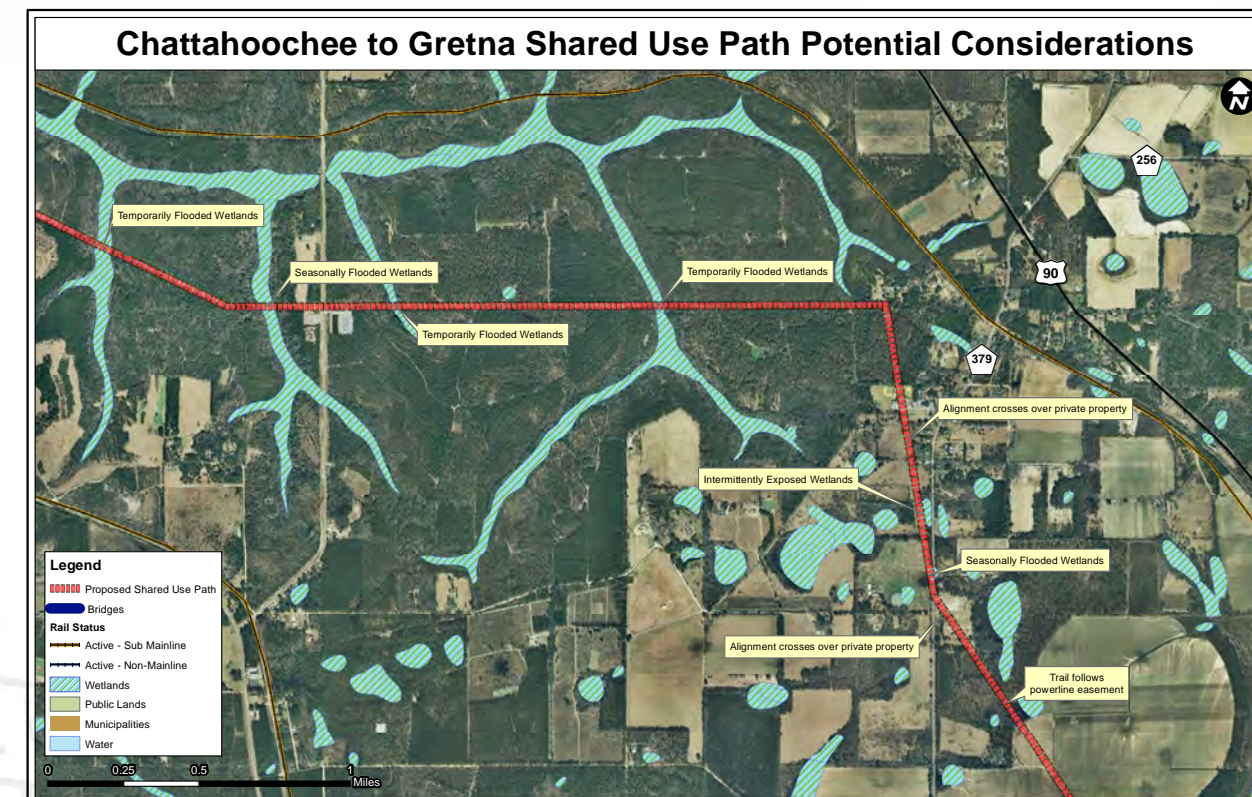
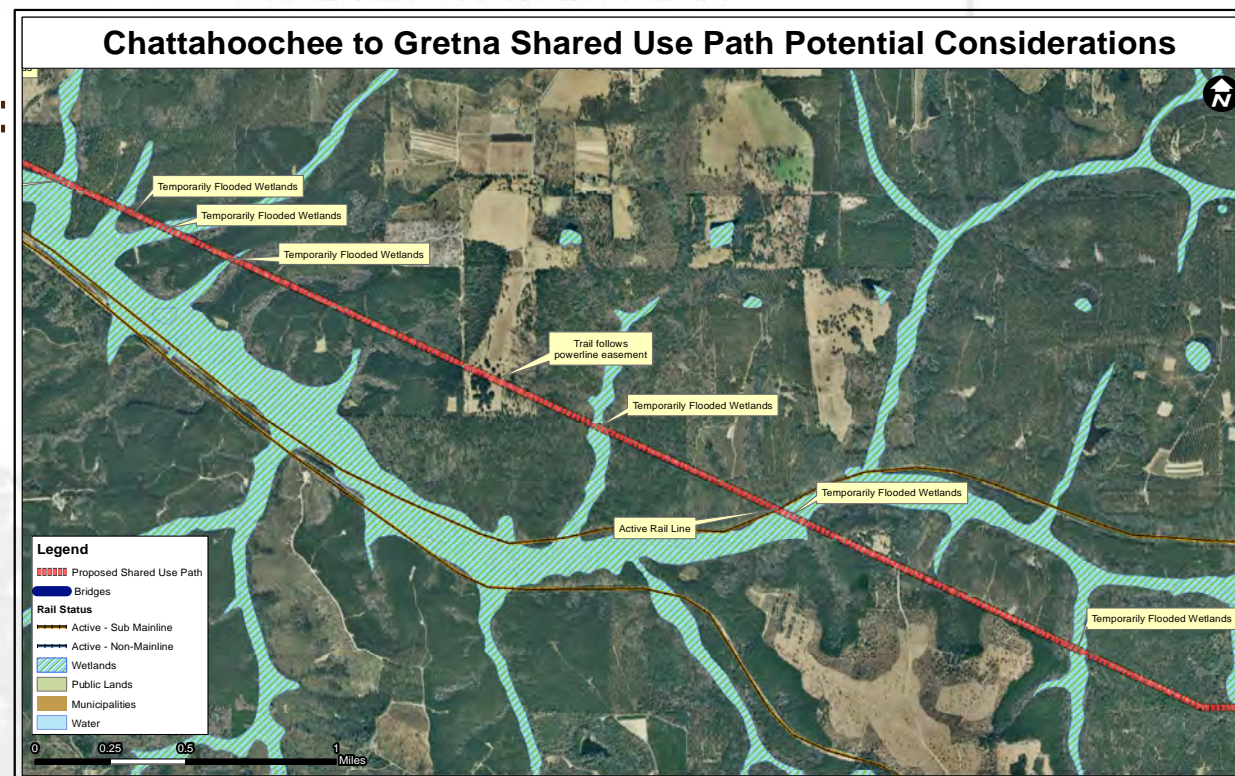


Paved Trail Along Powerline Easement in Pennsylvania



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Figure 18a - 18d:
Potential
Considerations



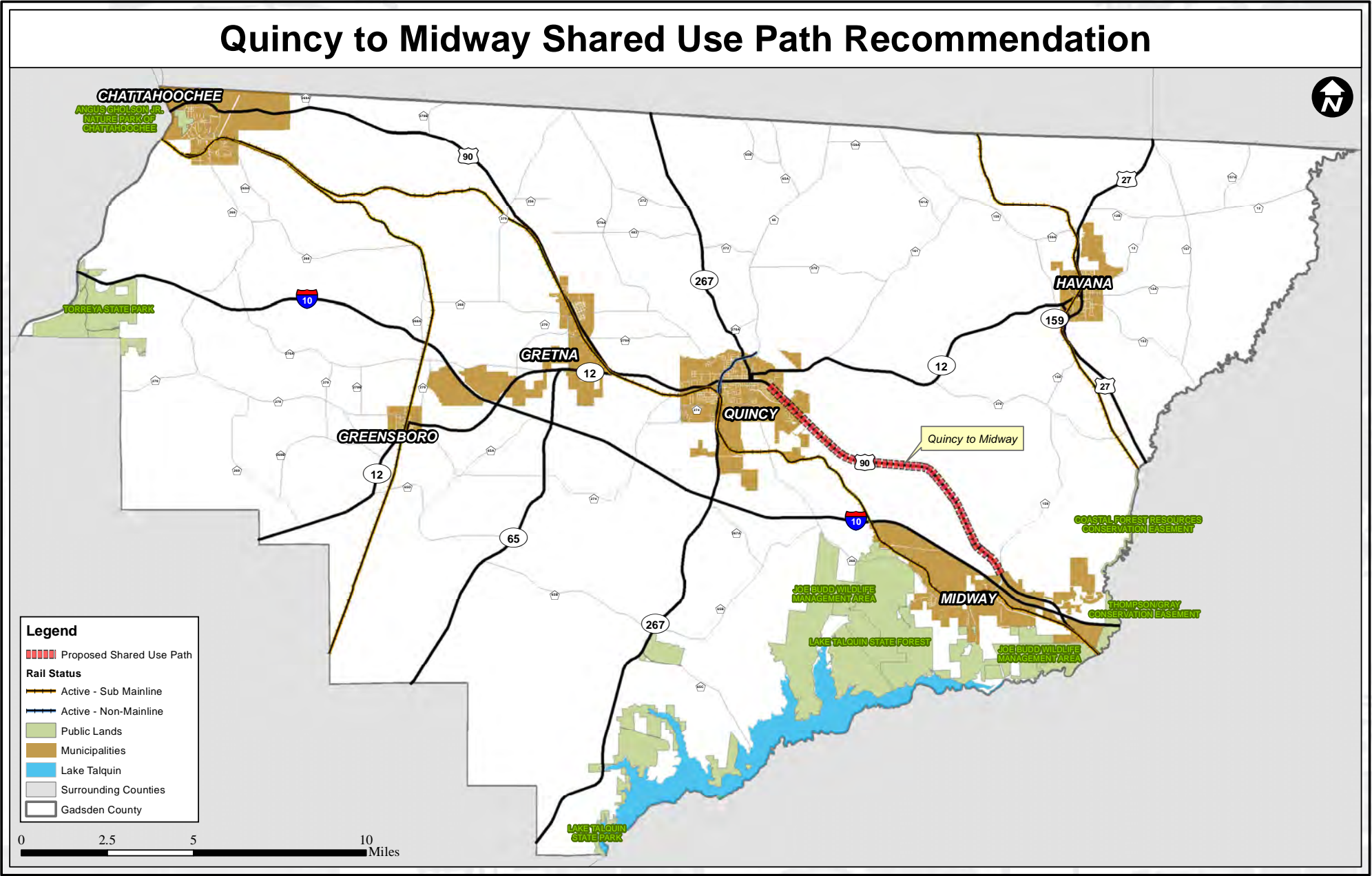
Quincy to Midway Connection

This facility will serve as a safe connection between Quincy and Midway. It will allow increased pedestrian and bicycle opportunities to those who do not have access to automobiles, providing a means to travel this primary transportation corridor without having to use an unpaved right-of-way or the shoulder of US 90. This trail may also draw users from nearby Tallahassee. Another benefit of this trail is its location and use by East Gadsden High School. This trail could be used as a safe route for athletic teams to run along without having to share the road with vehicles. This corridor would begin at the trailhead location in Downtown Quincy and follow US 90 to Dover Road on the outskirts of Midway. It is proposed that another trailhead be located at this location (US 90 and Dover Road). By having a trailhead and shared use path from Midway to Quincy, bicyclists will have designated facilities that connect all of the municipalities in the County. This will bring an added economic benefit to Gadsden County and could eventually link to trails as part of a region wide system. The complete corridor is shown in **Figure 19**. **Figures 20a through 20c** show potential considerations/conflicts along the corridor that would need to be evaluated in a feasibility study for the project.



Typical Section of US 90 Between Quincy and Midway

Figure 19: Proposed Shared Use Path



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Figure 20a: Potential Considerations

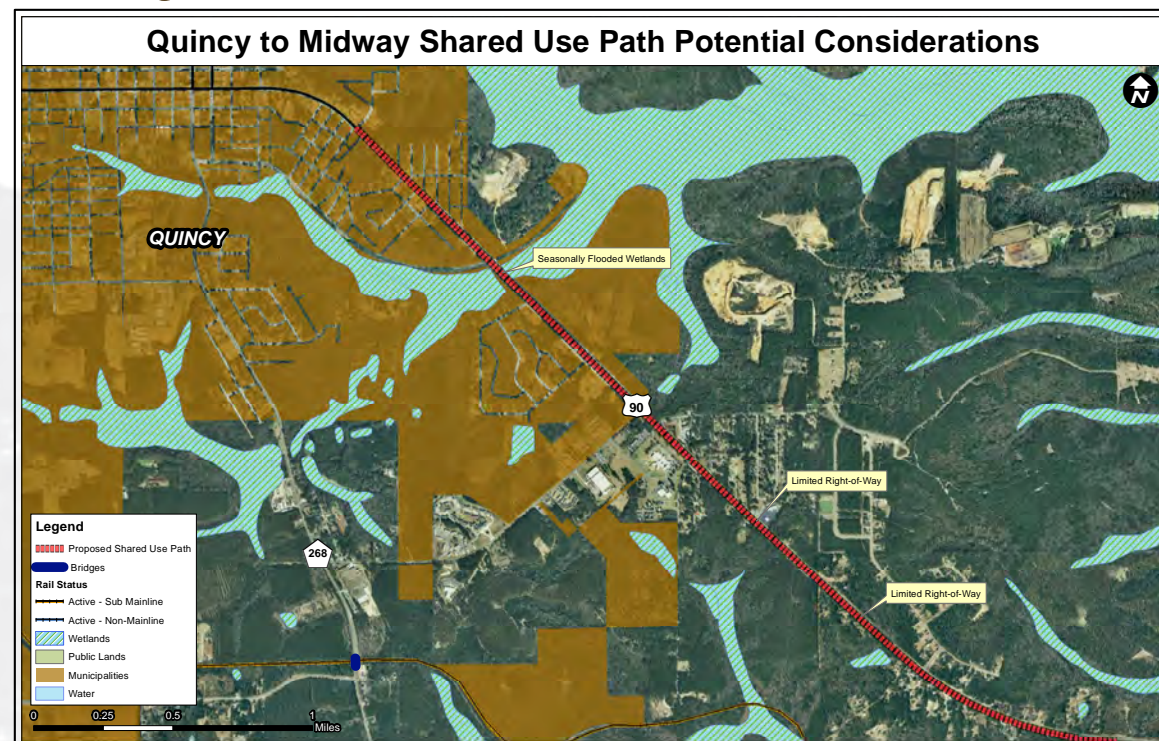


Figure 20b: Potential Considerations

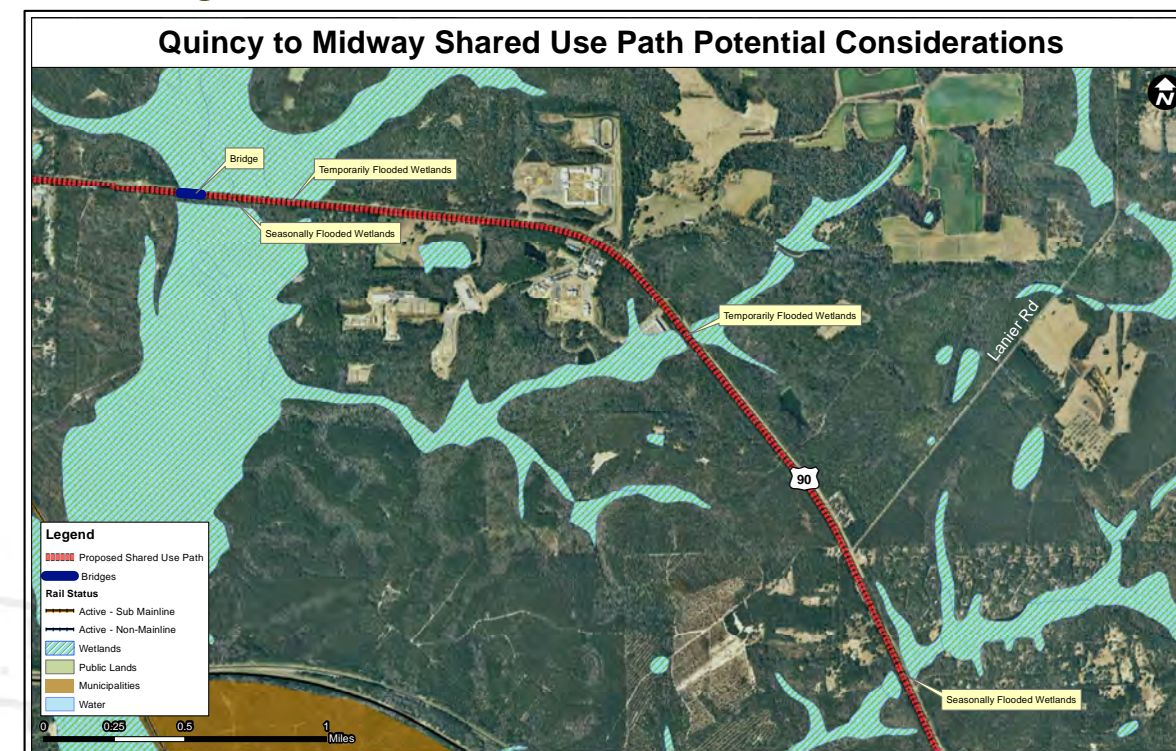
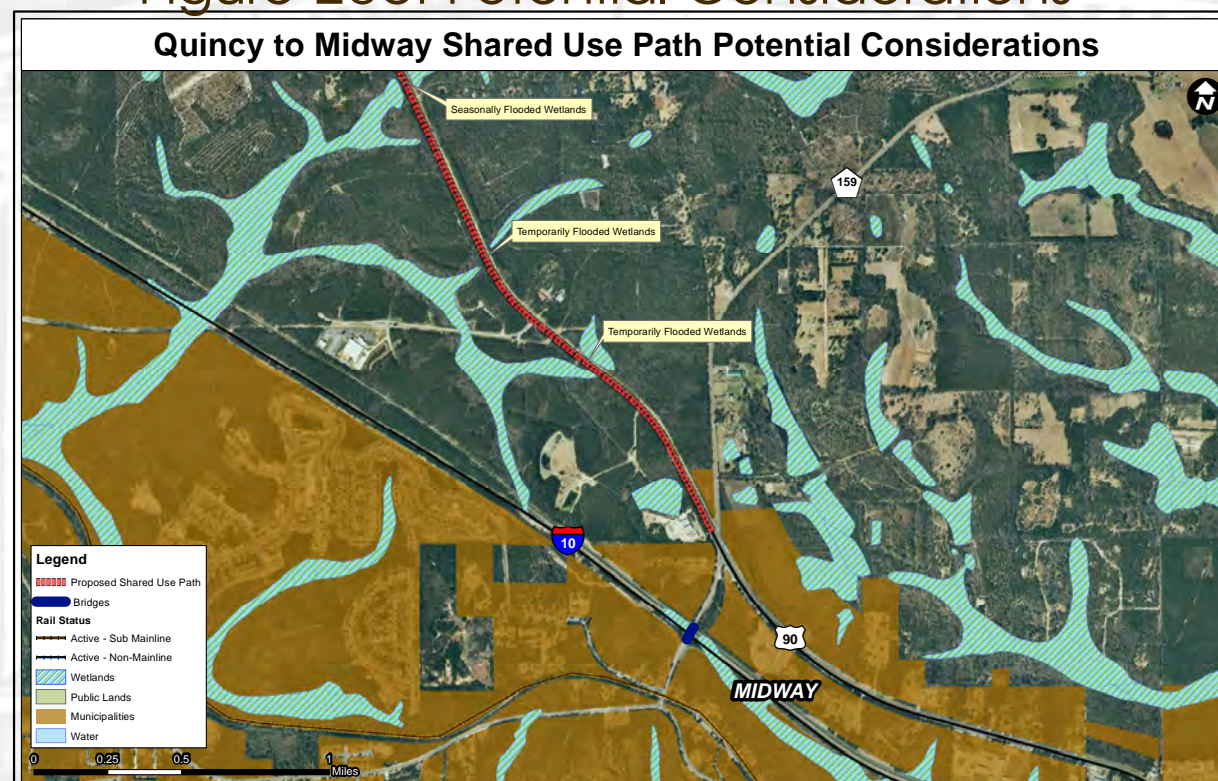


Figure 20c: Potential Considerations



Future Connections

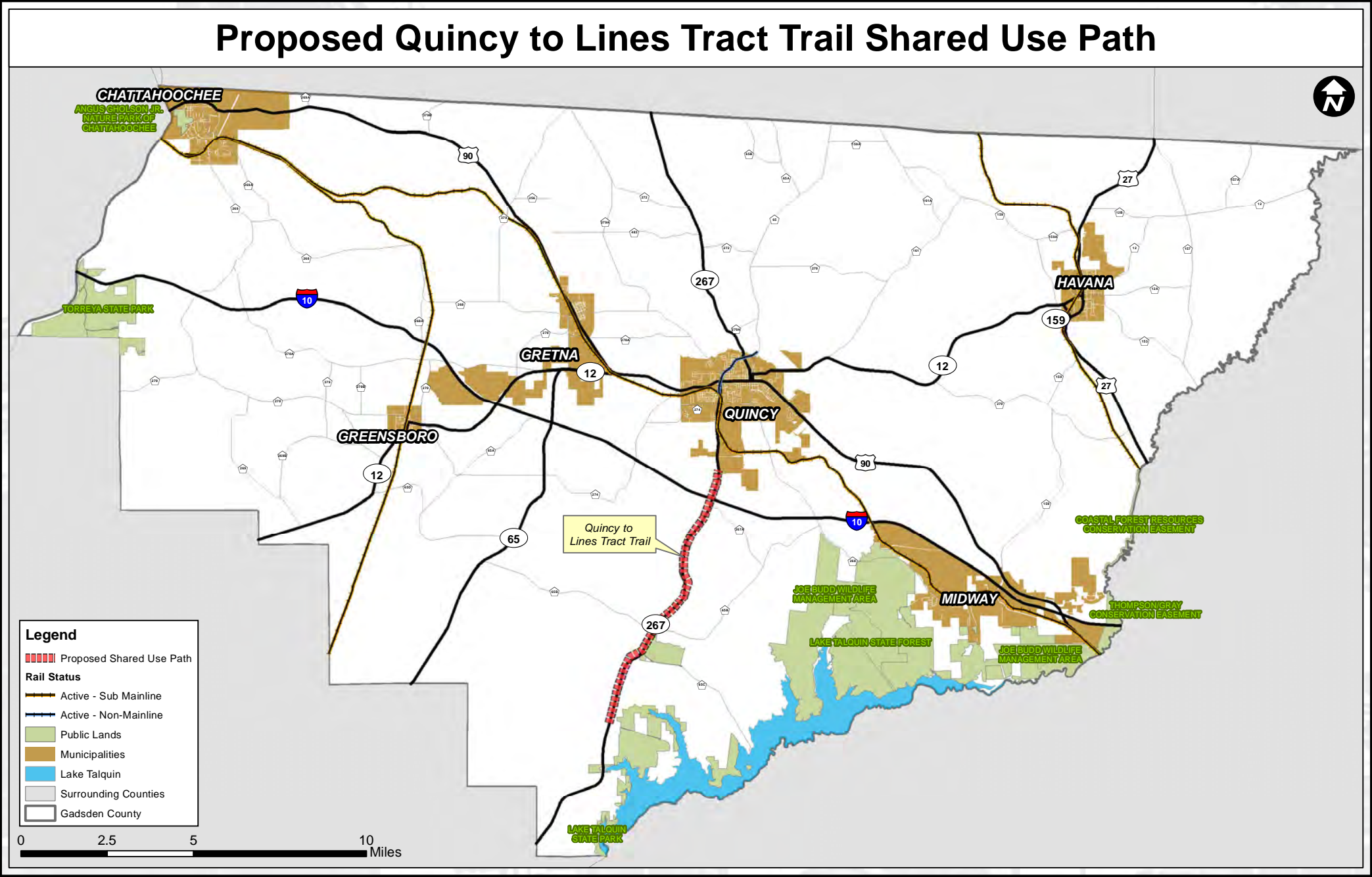
Quincy to Lines Tract

This connection was identified to connect Quincy with both Lake Talquin and the Lines Tract mountain biking trails in the Lake Talquin State Forest. This connection would provide multimodal access to recreational opportunities in the Lake Talquin State Forest. Providing this connection is important for Gadsden County to be able to market itself to different types of bicyclists, which could bolster the County economically. This corridor would also bring exposure to the Lines Tracts mountain bicycling trail. Currently, the trail is underused due to limited information being available to potential users. Linking these facilities would enhance the exposure of both and provide more route options to the entire shared use path system. Currently, the SR 267 has wide paved shoulders, so signage indicating bicycles presence should be implemented to alert vehicles of this. SR 267 has right-of-way available on the west side of the road in a powerline easement. The complete corridor is shown in **Figure 21**.



Typical Section on SR 267

Figure 21: Proposed Shared Use Path



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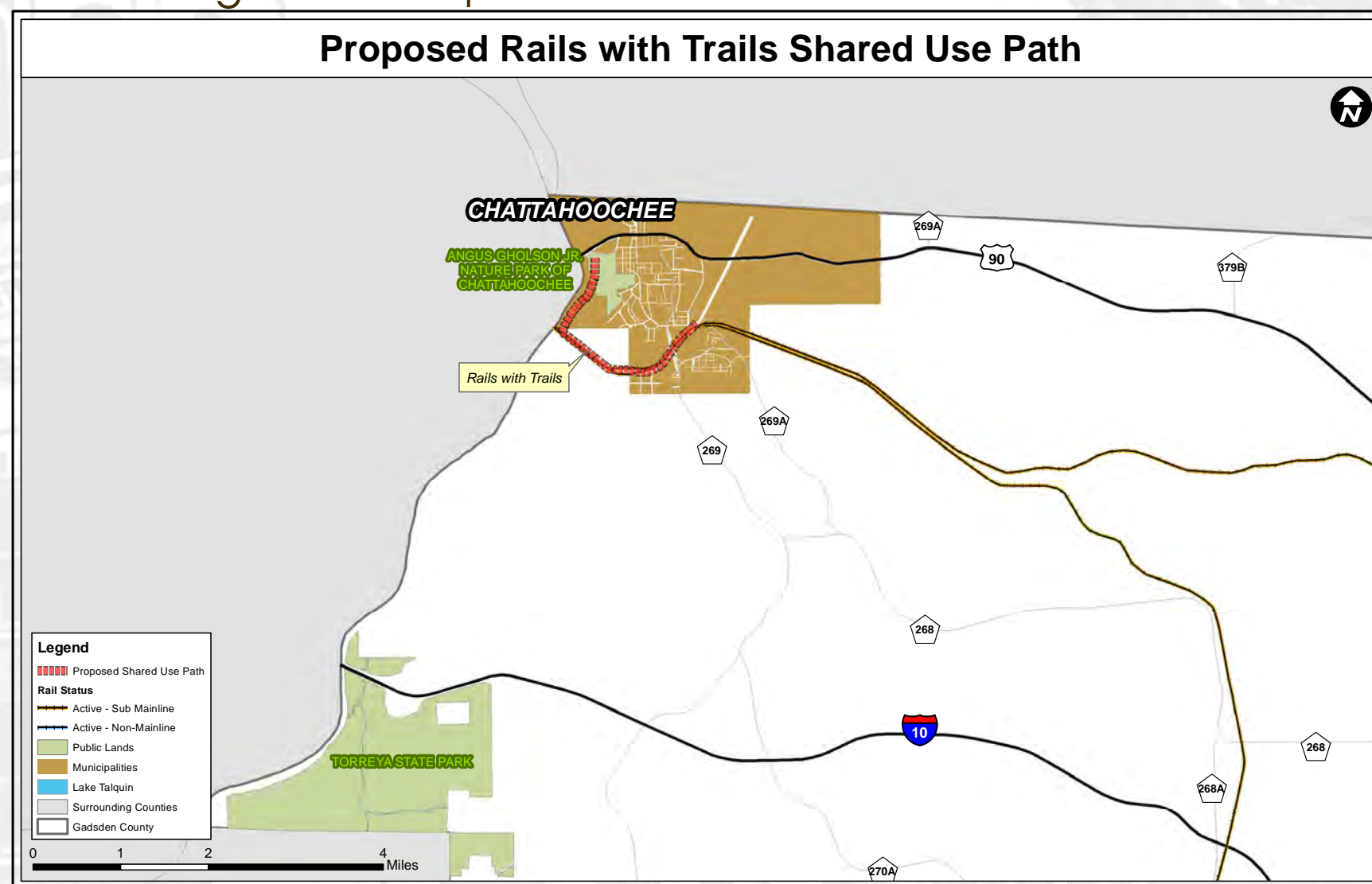
Rails with Trails Connection

This connection would start near the intersection of Maple Street and McDonald Avenue and travel southwest approximately 2 miles up to the Gadsden-Jackson County line. This segment would be constructed within the CSX right-of-way along an active CSX rail line. This type of trail is referred to as a rails-with-trails project. Rails-with-trails corridors are shared use paths constructed adjacent to or within an active railroad corridor. The rails-with-trails concept provides even more opportunities for the creation of trail systems that enhance local transportation systems, offering safe, attractive community connections. The corridor would then continue north, running near the Gadsden-Jackson County line until it terminated in the Angus Gholson Jr. Nature Park of Chattahoochee. This corridor recommendation can be seen in **Figure 22**.

Rails-with-trails can also provide a solution for rail companies and local governments concerned about safety risks posed by those who illegally cross rail lines. By providing a safe, attractive alternative for cyclists and pedestrians, often with fencing between the pathway and the railway, rails-with-trails can eliminate the previous incentive to use the tracks as a shortcut.

Gadsden County has numerous rail lines that cross the county. If funding is available and agreements can be made between the rail lines and the County, then rails-with-trails should be considered for the rail line that runs from Georgia, through Gadsden County, and into Tallahassee. Other facilities should also be considered on the rail line that goes from Chattahoochee, through Greensboro, exiting the County to the south.

Figure 22: Proposed Rails With Trails Shared Use Path



Rails-with-Trail Project in Natural Tunnel State Park in Virginia

Bicycle Supporting Policies

Bicycle Parking Ordinance

Pursuant with Gadsden County's Land Development Code, Chapter 5 - Subsection 5604: Bicycle Parking Facilities, Gadsden County should continue to be proactive in its support of the provision of bicycle parking for new development and redevelopment. When bicycle parking is being included at a development, the following guidelines should be followed:

- A) Designed to allow each bicycle to be supported by its frame
- B) Designed to allow the frame and wheels of each bicycle to be secured against theft
- C) Anchored to resist removal and solidly constructed to resist damage by rust, corrosion, and vandalism
- D) Located to prevent damage to bicycle by cars
- E) Located in convenient, highly visible, active, well-lighted areas
- F) Located so as not to interfere with pedestrian movement
- G) Located as near the principal entrance of the building as practical
- H) Located to provide safe access from the bicycle parking to the right of way or bicycle lane

Decorative bike racks can be considered, but should be designed in a manner that provides for both functionality and the security of bicycles that use the rack. Additional bicycle parking guidelines can be found in the Association of Pedestrian and Bicycle Professionals (APBP) publication Bicycle Parking Guidelines:

http://www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf

Bicycle Parking Retrofit Program

For existing development, it is recommended that a bicycle parking rack retrofit program be established in the cities of Gadsden County. Information can be provided on the County website about how bicycle parking can be added through a grant program that can be funded through various grants with a match from local businesses. In Quincy, the Bicycle Parking Retrofit program could work in coordination with the Community Redevelopment Agency (CRA) to establish funds and design standards for the area.

Bicycle Advisory Committee

The County should consider establishing a bicycle advisory committee (BAC) to build public support for bicycling improvements. The establishment of this committee creates a systematic method for ongoing citizen input into the development of bicycle-related policies, plans, and projects. The committee membership should be comprised completely or predominantly of volunteer citizens with involvement from law enforcement representatives. The committee should be involved with developing relevant policy and planning documents, setting priorities, reviewing annual pedestrian program work plans, and reviewing major public and private projects. The BAC could also review FDOT projects planned for Gadsden County as well as provide comments to the Planning Commission on development plans in the County. The committee can meet monthly, bimonthly, quarterly, or annually.



Inverted U Parking



A Bicycle Parking



Post and Loop Parking With City Branding

FACILITIES MASTER PLAN

Bicycle Program Manager

Gadsden County should consider designating a Bicycle Program Manager. This role can be part of the regular duties of an existing position in the County. The Bicycle Program Manager would be responsible for implementing the recommendations in this plan, coordinating with other entities to provide training courses (such as Traffic Skills 101, Cycling Skills, Commuting, and other League of American Bicyclist courses), and promoting bicycling events (such as National Bike Month and Bike to Work Day).

Bicycle Education

Gadsden County should look for opportunities to promote bicycle education through a variety of means, including:

- Bicycle education in schools through Safe Routes to Schools
- Public service announcements
- County newsletters
- Utility bill inserts
- New resident packets
- Newspaper articles
- Blogs and social media
- Bicycling page on the County's website
- Drivers education courses

County Employee Training

County engineers and planners should be trained in American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards.

Maintenance Policies

Gadsden County should consider adopting maintenance policies that address:

- Regular street sweeping that clears bicycle lanes and paved shoulders
- Post-storm street sweeping to remove debris
- Pothole and surface repair with a specific time frame following a complaint (i.e. 24 hours, one week, or one month following a complaint)
- Sweeping of multiuse trails
- Vegetation maintenance on multiuse trails

Bicycle Lanes and Paved Shoulders

During resurfacing and reconstruction, 5-foot paved shoulder paved shoulders should be added to all roadways when right-of-way is available. Four-foot paved shoulders should be constructed if 5-foot paved shoulders are not feasible. In urban areas, these paved shoulders should be marked as designated bicycle lanes.

Adopt a Context Sensitive Complete Streets Policy

The County should adopt a complete streets policy that is sensitive to the streets' context. The policy should include provisions for bicycle and pedestrian facilities on streets, and should establish a hierarchy for the types of facilities provided. The hierarchy should include:

- Provision of a 12-foot or wider shared use path where right of way is available
- Provision of a 10-foot shared use path where a 12-foot shared use path is not feasible
- Provision of a 8-foot shared use path where a 10-foot shared use path is not feasible
- Designated bicycle lanes or paved shoulders on all roadways, where feasible
- Shared lane markings (sharrow) on roads with speed limits below 35 miles per hour where bicycle lanes are not feasible
- Speed limits of 20 miles per hours or less on residential streets

Bicycle Suitability Map

The County should make available bicycle suitability maps in both printed and electronic format. The maps could be available on the County's website for download. **Appendix F** has the County's Bicycle Suitability Map. This map serves two main purposes:

- The map identifies the suitability of roadways for bicycling based on speed limits and traffic volumes
- The back of the map provides bicycle resources and safety information

Bicycle Friendly Community Designation

As the projects identified in this plan are implemented, Gadsden County should consider applying for designation as a Bicycle Friendly Community (BFC).



Mountain Biking Element

The Lines Tract Trail in the Talquin State Forest is currently the only mountain biking facility in Gadsden County. The Lines Tract Trail is a nine mile off-road bike trail that highlights many of Florida's natural features, such as pine plantations, sandhills, and hardwood trees. There is a trail head that has a pavilion area and restrooms. There is also a primitive camping area located on the trail that allows users to further explore the area. The trail contains obstacles such as tight turns, low trees, and logs in order to provide riders of all levels with a rewarding off-road experience. Biking is not allowed on any other trails located in the State Forest, so promotion and enhancement of this trail is the primary recommendation for mountain biking. The location of the Lines Tract Trail is shown in **Figure 23a** and the Lines Tract Trail route map is shown in **Figure 23b**.

Potential Partnerships

There is land owned by Neal Land and Timber Company along the Apalachicola River to the north of I-10. If possible the County should pursue a public/private partnership with the Timber Company that would allow them to develop mountain biking trails in the future. The BASF mining company also owns land north of Quincy, if possible the County should also enter a partnership with them to provide for additional mountain biking facilities. Through the public/private partnership, land, such as reclaimed mining land, could be provided as an easement or a long-term lease to the County for use as mountain biking trails.

Mountain Biking Design Guidelines

If the County is able to enter a partnership with either the timber or mining company for trails to be developed then certain guidelines must be followed to ensure that a safe usable facility is constructed. The International Mountain Biking Association (IMBA) has created a set of design guidelines for creating new mountain biking facilities. These guidelines should be consulted when planning and designing trails in Gadsden County.

Diverse Trail Systems: It is difficult to create a single trail that meets all potential users' wants and needs without conflict. Creating a diverse trail system is one way of getting around this. A diverse trail system is made up of a network of trails of varying degrees of difficulty, enabling users to gravitate to the trails that best fit their needs. A common way this is implemented is through using wide, easy trails near trailheads with access to narrow, rugged, and difficult trails further along. Using a diverse system, those craving a technical challenge will pass through the early trails to the more difficult portions while those wanting an easier walk or ride will stay on the early trails; this distributes visitors throughout the system, reducing wear and tear on the trail, and reduces conflict of users. The trails in the system should be clearly identified so as to assist users in finding the trail most relevant to them. These systems can be accomplished through a series of connected looping trails a varying difficulty; loops not only enable the diverse trail system to work effectively but also create a richer user experience in which users start and end at the same point through completely different trails.

Signage: Trailheads should be equipped with signs with a complete map and description of nearby trails, including length and difficulty. Directional signs along trails provide navigational information, and can be as simple as a single blaze. These signs should be posted at regular intervals to clearly mark the way along the trail.

A trail grade, or slope, is considered sustainable at 10 percent or less. A grade of less than half of the sideslope is most sustainable – i.e. a trail running along a 6 percent sideslope should have a grade of less than three



Bicycling Trail Loops at Lines Tract Trail

percent. At this grade, erosion and eventual trail deterioration is minimized as users will not be loosening the soil through working harder to travel the trail and water will not run directly along the trail, eroding the soil further. Grade reversals, points where the trail levels out and changes direction, drops subtly, and then rises again also assist in drainage of trails. At the dip created by the grade reversal water is able to drain from the trail. A series of grade reversals, 20 to 50 feet apart, help trails to endure with minimal maintenance. If there is a water crossing, it should be done at the bottom point of a grade reversal.

Identification of Control Points: Control points influence where a trail will go. Positive control points are features such as overlooks, lakes, and other points of interest; a well-designed trail will connect these positive control points to avoid the creation of social trails, where users trample their own trail to these points. Negative control points are features such as low-lying wet areas, extremely steep areas, environmentally sensitive areas, and safety hazards; these areas should be avoided. Certain features, such as outcroppings, may pose a safety hazard to some users but can be craved by those seeking more of a challenge.

Ceiling Height: Trail ceiling height depends on the use of the trail – an 8 foot ceiling is generally adequate but equestrian trails require at least a 10 foot ceiling.

Switchbacks: Switchbacks should be fitted with natural or placed barriers, such as boulders or trees, to discourage users from shortcutting the switchback.

Maintenance: Vegetation overgrowth should be controlled and kept off of the trail, erosion problems should be noted and dealt with as needed, and rerouted trails should be clearly marked to assist users.

Figure 23a: Lines Tract Mountain Biking Trail

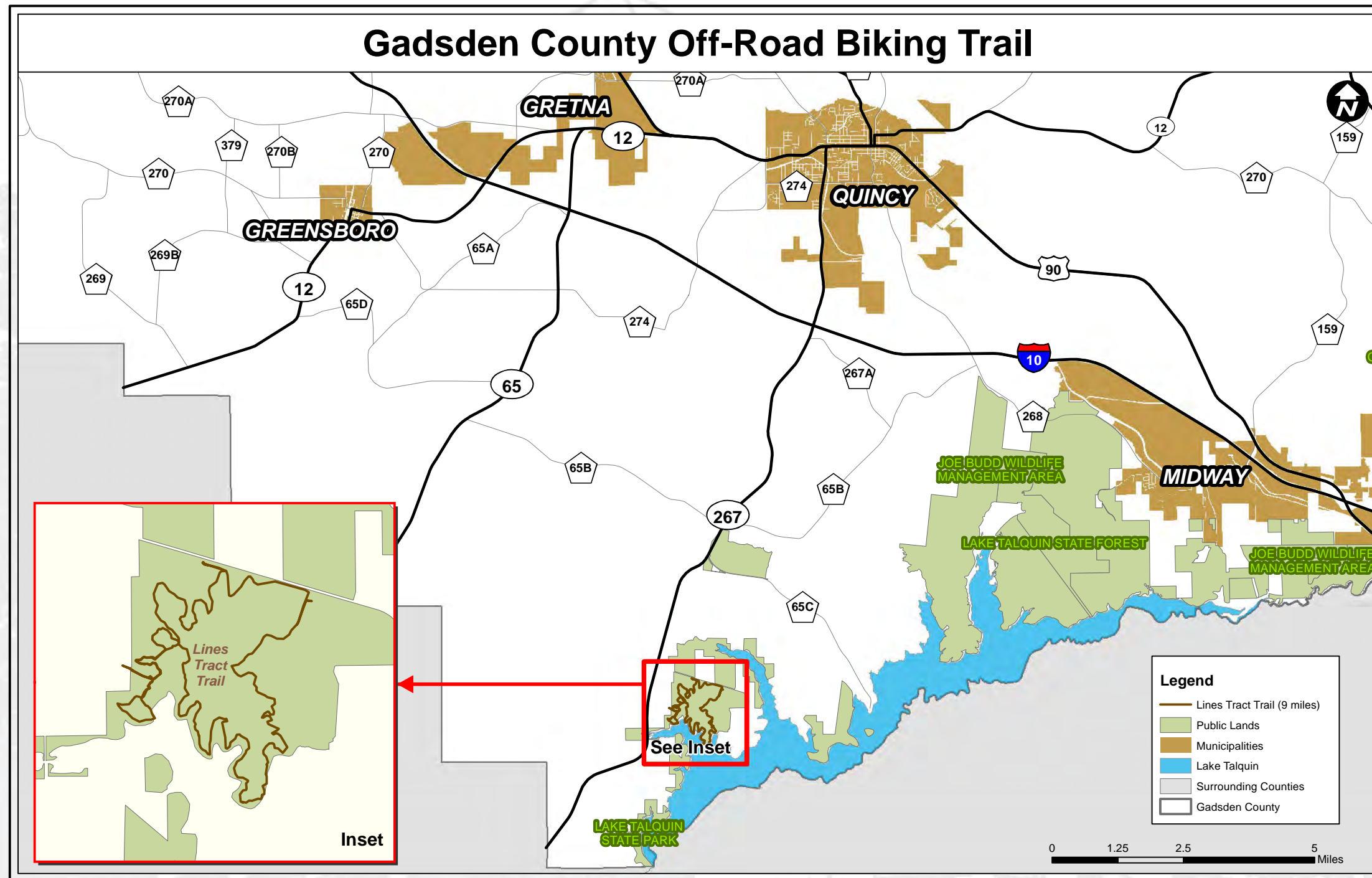
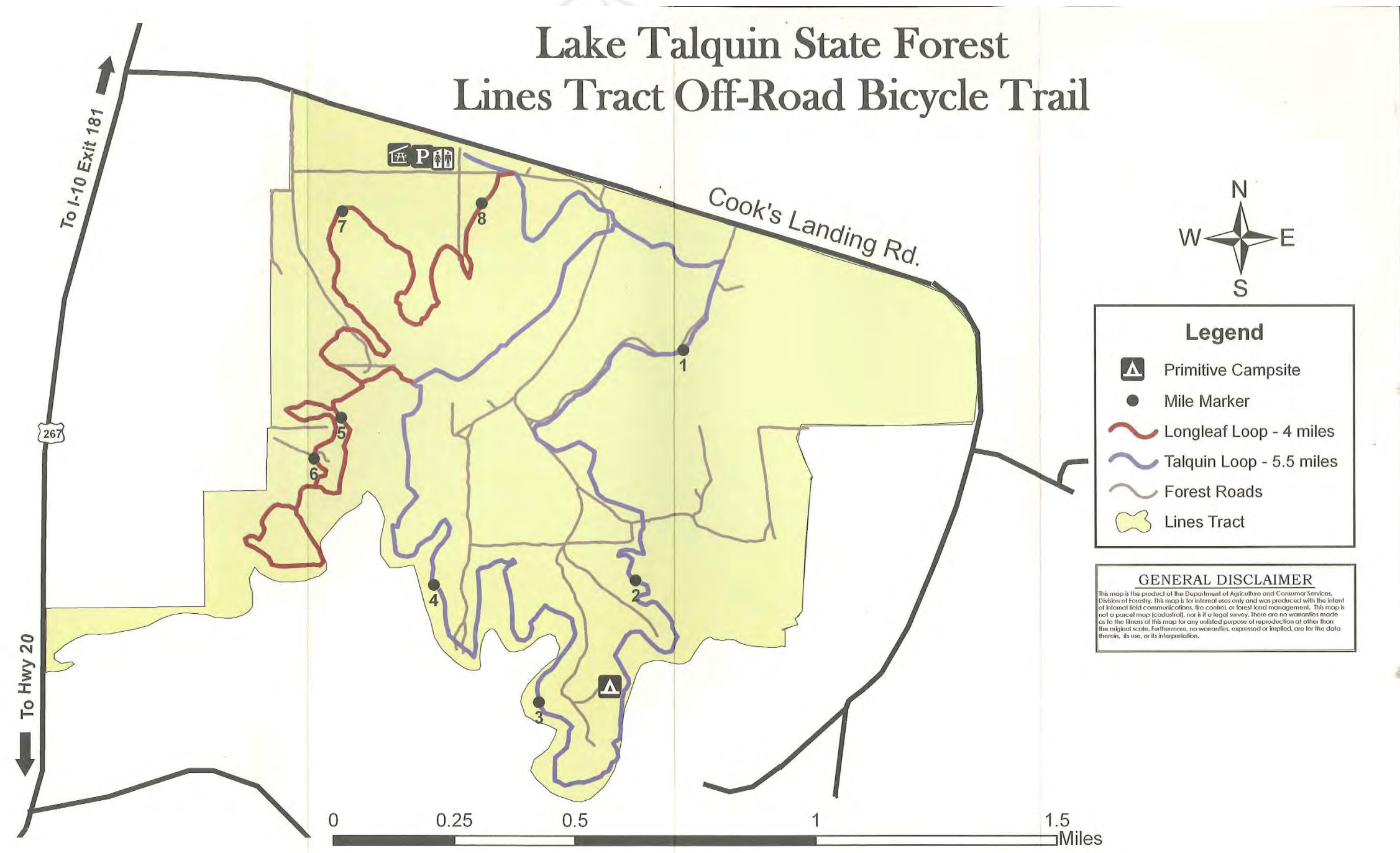


Figure 23b: Lines Tract Mountain Biking Trail



Current Recommendations

Because Lines Tract is currently the only mountain biking facility in Gadsden County, it is recommended that steps be taken to further promote the trail as well as provide connectivity to Lake Talquin and other areas in the State Forest. Locations around the Line Tract that would be ideal for connection would be Pat Thomas Park and the Whippoorwill Sportsman's Lodge. Either of these two connections would allow for users of the mountain biking trail to also have a destination where they could enjoy Lake Talquin. Currently, the Line Tract mountain biking route is relatively unused, therefore it is also recommended that signage with a consistent design theme be implemented in Quincy along US 90 and along SR 267 leading to the entrance to the park. These signs will direct users to the trail and may inform users of the trails existence. Coordination with the Gadsden County Tourism Development Council (TDC) is also recommended to promote mountain biking opportunities to potential visitors to the county. Additionally, it is recommended that the facility be promoted on the County website to maximize exposure of the facility. Doing this should raise awareness and interest in this resource. The Line Tract Trail is shown in **Figure 23a** and **23b**. Additionally the County and the TDC should move forward with developing public/private partnerships with companies such as Plum Creek and Neal Land and Timber Company. These facilities should be at least 60 acres in order to provide a diverse and usable facility.





Existing Sidewalk in Chattahoochee

Pedestrian Element

Introduction

For Gadsden County, five areas have been identified as areas of concern for pedestrian access and connectivity. These areas are: Chattahoochee, Gretna, Quincy, Midway, and Havana. Increasing pedestrian access and connectivity in these areas will allow for neighborhoods to gain access to recreational and civic facilities, including schools and the businesses that surround them. Some of the following recommendations will also be covered in the School Connectivity Element of this Master Plan, but the enhancements presented in the Pedestrian Element were all specifically cited by city officials as being important for pedestrian connectivity. Similarly, some of the recommendations will overlap with recommendations made in the Bicycle Element; in these instances the City and the County should work together to raise funds so that the projects have a higher likelihood of being implemented.

In some instances, the City Officials identified a need for sidewalk enhancements along roadways that have existing sidewalks in order to repair or improve the sidewalks that have fallen into disrepair or upgrade crosswalks and curb ramps that are not up to current design. Current design standards for typical pedestrian facilities include:

Sidewalks:

Sidewalks are critical elements of any pedestrian transportation system within a community. They allow for pedestrian movement from one place to another and should provide direct and convenient routes. Where available, sidewalks should allow for direct access to civic buildings, schools, and parks as well as transit facilities where available and commercial areas. It is important to remember that sidewalks need to promote and enhance accessibility to business, transportation facilities, and public spaces in the most direct route possible. This can be achieved using:

- Wide sidewalks
- Minimal obstacles
- Moderate grades and cross slopes
- Firm, stable, and slip resistant surfaces
- Adequate lighting
- Clearly defined pedestrian zone

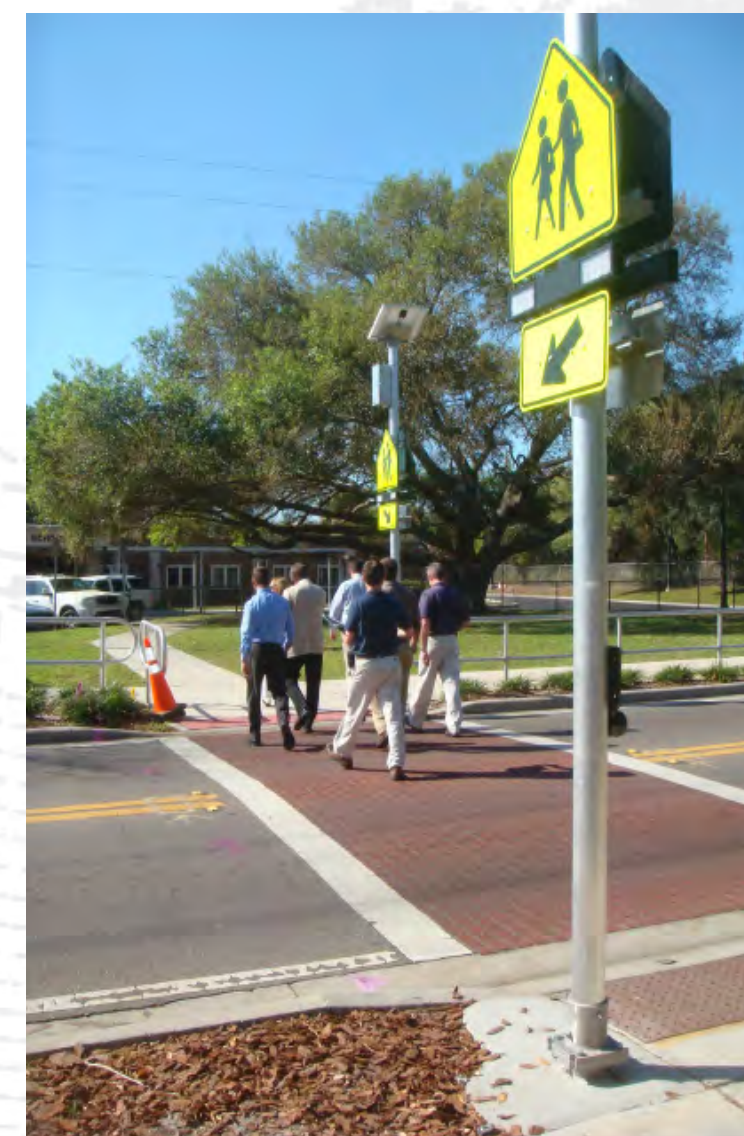
Sidewalk width is one of the main determinants impacting the experience for pedestrians using a sidewalk. Narrow sidewalks can limit the number of users and force them to walk in close proximity to each other. In addition, narrow sidewalks can make pedestrians travel too close to adjacent buildings or fast moving traffic and can limit access for those utilizing wheelchairs. It is recommended that the pedestrian zone of any sidewalk be 60 inches wide (five feet) at a minimum.

Crosswalks

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops. In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs. Crosswalk design can vary in nature depending on the intensity and usage of an roadway, so special considerations should be made depending on location.

Signals

Signalized pedestrian crossings should be considered at busy intersections and in areas that experience a heavy volume of pedestrian traffic. Pedestrian signals are used to alert pedestrians when to cross an intersection by displaying person/hand symbols at traffic signals. These signals usually follow a set traffic signal cycle and alert pedestrians of the designated time that is allowed to cross the road. Additional considerations will need to be taken at intersections that allow vehicles to turn right on red. The Manual for Uniform Traffic Control Devices (MUTCD) should be reviewed prior to planning, and coordination with the local transportation authority should be made prior to the installation of pedestrian signals. Enhanced pedestrian crossing can also be used to provide additional visibility to pedestrians by alerting motorists that pedestrians are present at the crossing by using signage and flashing lights.



Example of Signalized Pedestrian Crossing in Largo, Florida

Chattahoochee

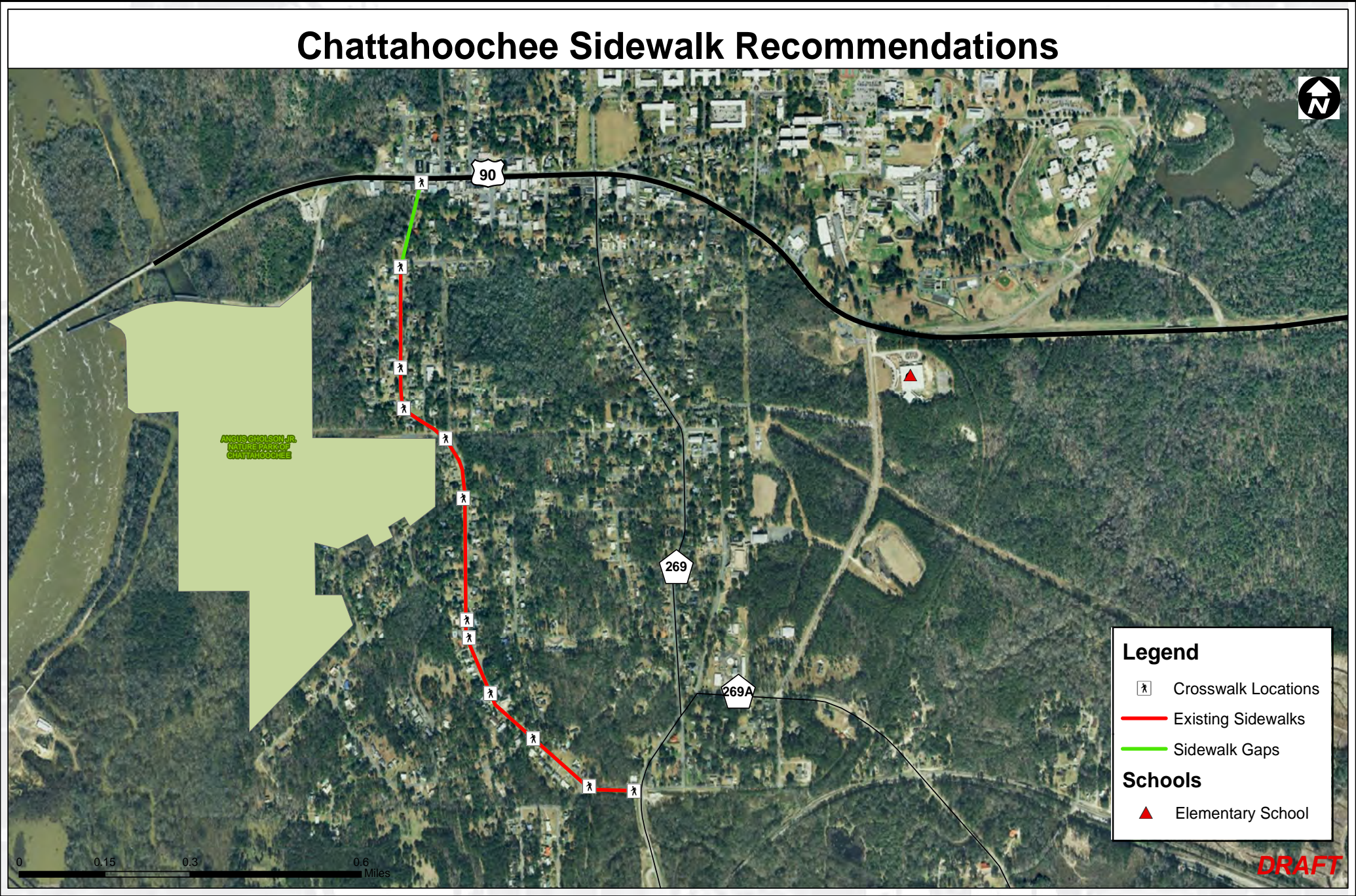
Pedestrian facility recommendations for the City of Chattahoochee include improvements and enhancements to Morgan Avenue. This corridor was identified due to the fact that it is lined by residential development and runs between two of the most highly trafficked roads in the Chattahoochee. Morgan Avenue runs for 1.3 miles between US 90 (W Washington Street) and CR 269 (S. Main Street). On the most southern 1.1 miles, there are sidewalks on alternating sides of the street. While there are existing sidewalks, it was identified by City staff and confirmed by site visits, that the sidewalks were in poor condition and not served by proper crosswalk and curb facilities. It was noted that at all cross roads, the sidewalk ended at the curb with no ramp or crosswalk markings. It is recommended that along this section of roadway, the sidewalks be refurbished or rebuilt, including making crosswalks and curb ramps comply with current design standards.

Additionally, on the 0.2 mile portion of the roadway from the intersection of Morgan Avenue and W Marion Street to the intersection of Morgan Avenue and W Washington Street, a sidewalk should be constructed on the most cost feasible side of the road or on both sides of the road. By forming this connection, pedestrian access will be provided from the commercial area of Chattahoochee to a large residential area. This corridor is shown in Figure 24.

Gretna

Pedestrian facilities in Gretna are recommended along US 90 between Earnest Barkley Street and Hardaway Highway. This corridor was identified due to the high volume of vehicular traffic that is seen on this corridor. As discussed in the Bicycle Element of this plan, a shared use path is proposed to run through Gretna along US 90, therefore, it is proposed that the City coordinate with the County so that funds can be combined and a shared use path can be constructed along this corridor. If, during the feasibility phase of the project, it is identified that sufficient right-of-way is not available for a shared use path, this corridor should be evaluated for a sidewalk and designated bicycle lanes.

Figure 24: Sidewalk Recommendations



Quincy

Sidewalk facilities are recommended along US 90 from west of Pittman Street to east of Love Street. This corridor is approximately 6,000 feet long and is located within the Quincy City limits. Extending from East Love Street (including both driveways at the Gadsden County Emergency Center) to west of Pittman Street (at the Advanced Discount Auto Parts driveway), this corridor is where most of the commercial activity in the City is located. In this corridor, there are approximately 12 crosswalks and 13 curb ramps missing at existing side street and driveway locations. Provided this geographical area includes commercial, residential, and office properties adjacent to or in close proximity of a major state highway (US 90) through the center of the Quincy Downtown area, these pedestrian facility enhancements should be considered as opportunities to address the overall safety of pedestrians. At one location, the corner of US 90 and Slappy Street, the northwest curb ramp should be realigned with the sidewalk. Also, at the intersection of US 90 and Frank Smith Road and the intersection of US 90 and Cleveland Street, the crosswalk pavement marking need to be restriped so that they are more visible to both pedestrians and vehicles.

The Monroe Street Corridor would also be well served by enhanced pedestrian accessibility. This corridor forms an important connection between the proposed trailhead facility on the corner of Franklin and Monroe Street and Tanyard Creek Park. As suggested in the *Quincy Beautiful - Downtown Beautification and Revitalization Plan*, a streetscape should be implemented along Monroe Street, going from the trailhead to the park. This corridor can be seen in **Figure 25a**. A proposed entrance to Tanyard Creek Park can be seen in **Figure 25b**.

This pedestrian facility enhancement would work in conjunction with the Bicycle Element of this plan by providing access along the US 90 corridor and through the main commercial area of both Quincy and Gadsden County. This kind of connection would provide direct access to many businesses and could act as an economic driver for the County.

Midway

Pedestrian recommendations for Midway include the provision of sidewalks in the Rustling Pines subdivision. Currently there is a sidewalk that begins on the east side of Dover Road just south of I-10. The sidewalk continues on the north side of Palmer Road, until the sidewalk terminates at Rustling Pines Boulevard. There are no other sidewalks in the area despite the fact that the Rustling Pines subdivision is a major residential area without pedestrian connections to the nearby Eugene Lamb, Jr. Recreation Center.

Figure 25a: Monroe Street Redevelopment Concept

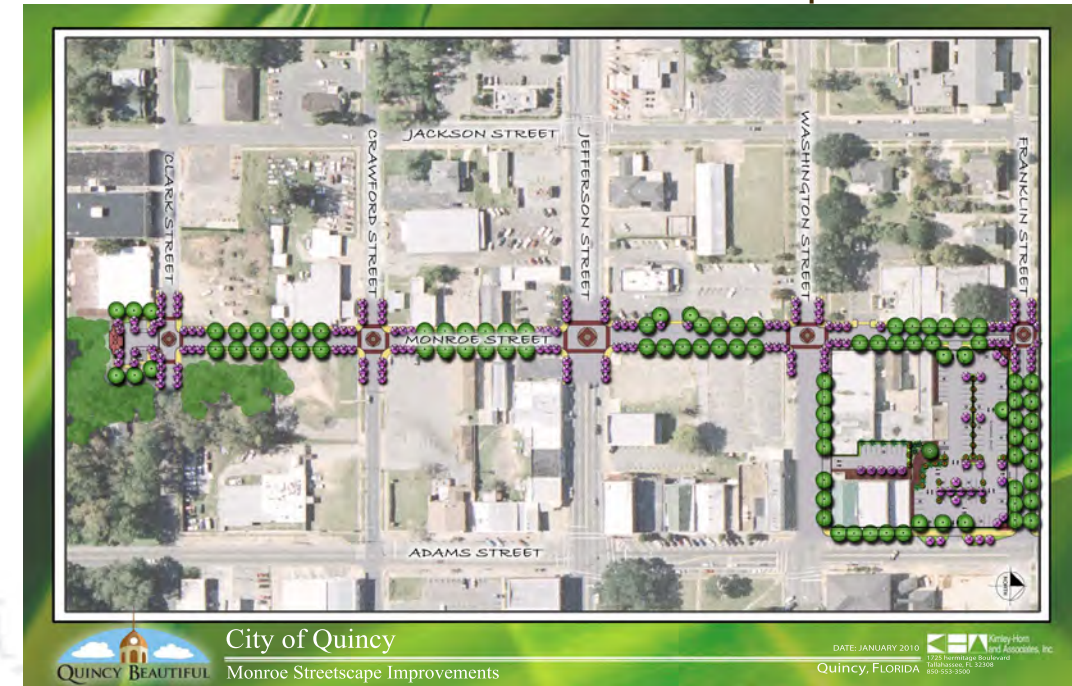


Figure 25b: Tanyard Creek Park Entrance Concept



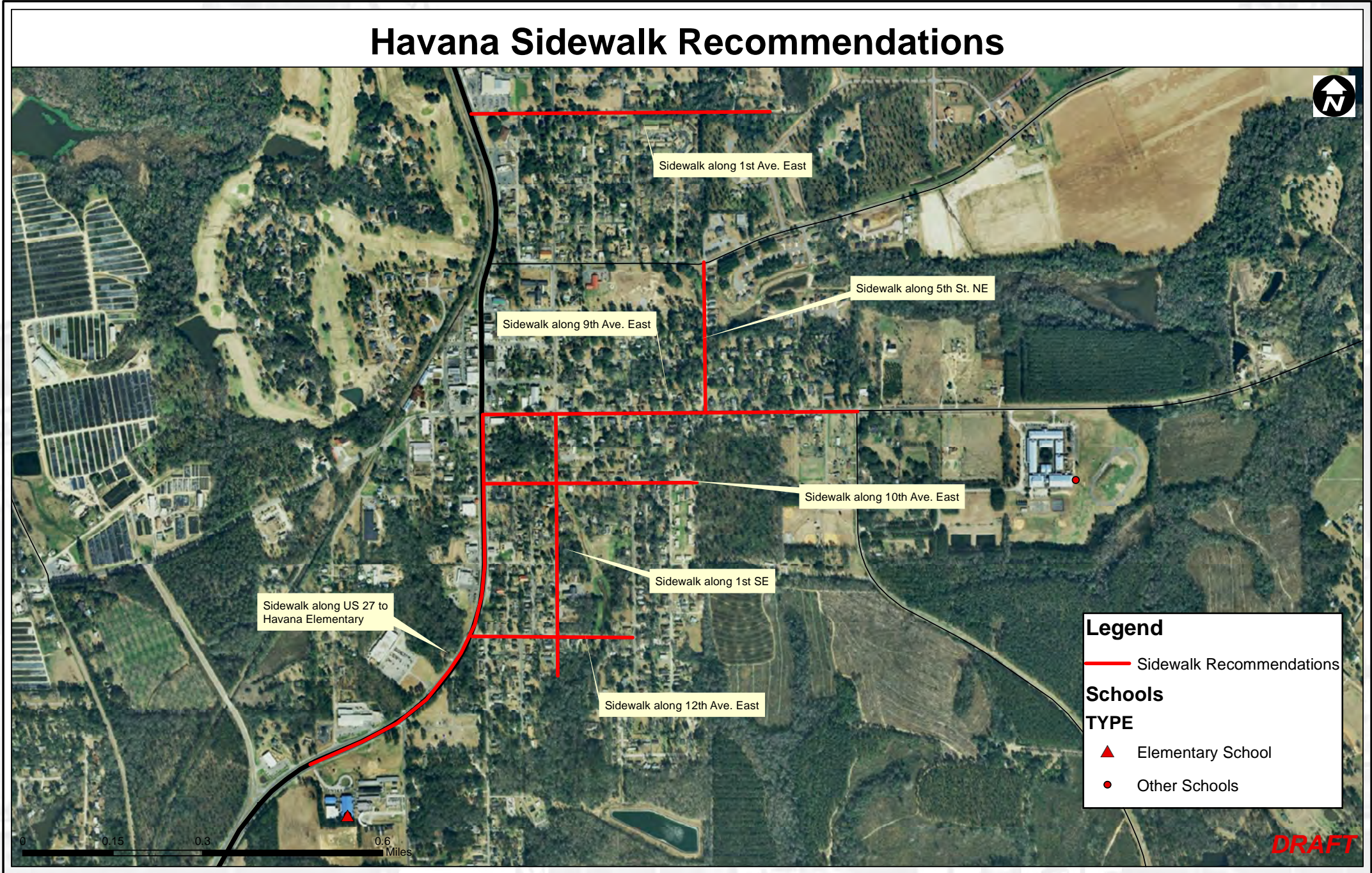
Havana

Pedestrian recommendations for Havana consist of connections on main corridors as well as connecting side streets. Sidewalk facilities are recommended for the following roads:

- 1st Avenue East
- 9th Avenue East
- 10th Avenue East
- 12th Avenue East
- 1st Street South East
- 5th Street North East
- South Main Street

These connections would provide pedestrian mobility around the downtown area as well as provide access to the shops and businesses that are located there. These recommendations would work in conjunction with the Bicycle Element of the plan by providing access to the commercial areas of Havana, which could bring economic development to the area. It would also be beneficial for Havana to promote some destinations as part of the Florida Arts Trail. By doing this, they could leverage there assets to bring more visitors to the County and Town. The sidewalk recommendations can be seen in Figure 26.

Figure 26: Sidewalk Recommendations



Safe Routes to School Program

The Safe Routes to School (SRTS) Program was authorized in August 2005 by Section 1404 of the federal transportation act, SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This program provides Federal aid highway funds to State Departments of Transportation (DOTs) to make it safer and easier for children in grades K through 8, to walk or bicycle to and from school. Safe Routes to School (SRTS) initiatives can help communities address their school transportation needs and encourage more students to walk or cycle to school. The federal SRTS program is a reimbursement program administered by the Federal Highway Administration (FHWA). SRTS strives to enable and encourage children in grades K-8, including those with disabilities:

- To walk and cycle to school;
- To make walking and biking to school safer and more appealing; and
- Facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

In addition to encouraging more children to walk or cycle to school, the program also seeks to address the safety needs of children already walking or biking in less than ideal conditions. The application window for FFY 2018 will open November 2012-March 2013. The following is a summary of the requirements needed to apply for SRTS funding, the existing conditions surrounding the schools, and the recommendations for each school within the study area.

Federal Highway Administration (FHWA) recommends that SRTS efforts incorporate - directly or indirectly - five components, often referred to as the “5 E’s”. They are:¹

1. **Engineering** - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
2. **Education** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
3. **Encouragement** - Using events and activities to promote walking and bicycling.
4. **Enforcement** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.
5. **Evaluation** - Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).

¹: Information provided by: http://www.dot.state.fl.us/Safety/SRTS_files/SRTS.shtm

Eligible Project Categories

Infrastructure Projects

Proposed Infrastructure or Engineering projects may be located on or off the state highway system. These types of projects typically take longer to plan and implement, and cost more than most Non-Infrastructure programs, but usually have a great potential to help more children walk and bike safely to and from school. Examples of eligible infrastructure projects under Florida's Guidelines include:

Pedestrian facilities: Includes new sidewalks and other pathways, sidewalk widening and sidewalk gap closures, on the public right-of-way. All of these facilities must include ramps and meet other ADA requirements. Short pedestrian bridges may be able to be funded with SRTS funding. However, longer pedestrian bridges over roadways will most likely be cost prohibitive, given the limited SRTS funding. Other types of funding should be pursued for these larger projects.

Bicycle facilities: Includes new or upgraded bicycle lanes, shared-use paths, geometric improvements and shoulder widening, on the public right of way, and bicycle parking facilities such as racks, and lockers on school grounds. (Note: Bicycle parking facilities, racks, and lockers may be purchased with SRTS funds for placement on public school property, but not on private property.)

Traffic control devices: Includes new or upgraded marked crosswalks, pavement markings, traffic signs and signals, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, pedestrian activated signal upgrades, and all other pedestrian- and bicycle related traffic control devices.

(Note: For any traffic control devices that require minimum 'warrants' to be satisfied prior to their installation, warrant sheets must be attached to the application. Coordinate with the appropriate traffic engineering office on this. The cost for a required traffic signal warrant study will not be funded by SRTS funds.)

Traffic calming: Includes roundabouts, bulb-outs, speed humps, raised crosswalks, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, and other speed reduction techniques. Generally these are not stand-alone projects, but some traffic calming devices may be included as part of an overall pedestrian or bicycle facility project. (Note: to be eligible for SRTS funding, the primary benefit of the proposed traffic calming must be to benefit children walking to or from school).

Projects that are ineligible for SRTS funding include projects such as:

- Supplanting or replacing any existing or approved funding.
- Purchase of right of way
- Sidewalks or other pathways on school property, which are the responsibility of the school board or private school
- Improvements to routes to bus stops
- Improvements to pick-up and drop-off areas, unless the primary purpose is to benefit children walking and bicycling to school
- Stand-alone curb ramps, which should be done with other funds to meet ADA requirements

- Stand-alone items that should be addressed by regular maintenance, such as pavement repairs, repainting of roadway markings or replacement of signs

Non-Infrastructure Projects

Non-Infrastructure SRTS funds are limited and considered start-up funds. As a result, local non-infrastructure program funding should not exceed three consecutive years for the benefit of one school or group of schools. However, local applicants can apply to expand or adapt successful programs to different schools, or propose different programs after that time.

Applications for non-infrastructure programs can be applied for at any time, as long as the District has uncommitted funds.

²: http://www.dot.state.fl.us/Safety/SRTS_files/SRTS%20Guidelines,%2011-30-10.pdf

Application Process

Applicants applying for infrastructure funding are required to form a school-based SRTS Committee and are required to meet a minimum of three times before their application can be submitted. The School-based SRTS Committee can be based on an existing committee such as a Community Traffic Safety Team, a Parent Teacher Association or Parent Teacher Organization (PTA/PTO) committee or a School Safety Committee, but other members must be added so the final committee includes school and community representatives from all 5E's. The Committee should include representatives from the school or schools, elected officials, Metropolitan Planning Organizations (MPO), appropriate county and city agencies, local neighborhood associations and non-profit organizations. It is important to involve the public and neighborhood associations in planning efforts so everyone will be on board if a project is selected for funding.

Prior to and during the application phase it is recommended that the applicant use the planning steps outlined in the "Steps for Creating a Safe Routes to School Program" available on the National Center for Safe Routes to School website and provided in the Appendix. Other resources and suggested guidelines available can be found in the Florida Safe Ways to School Tool Kit.

This tool kit is available for download from the University of Florida's College of Health and Human Performance (HHP) website and a link is available on the FDOT website.

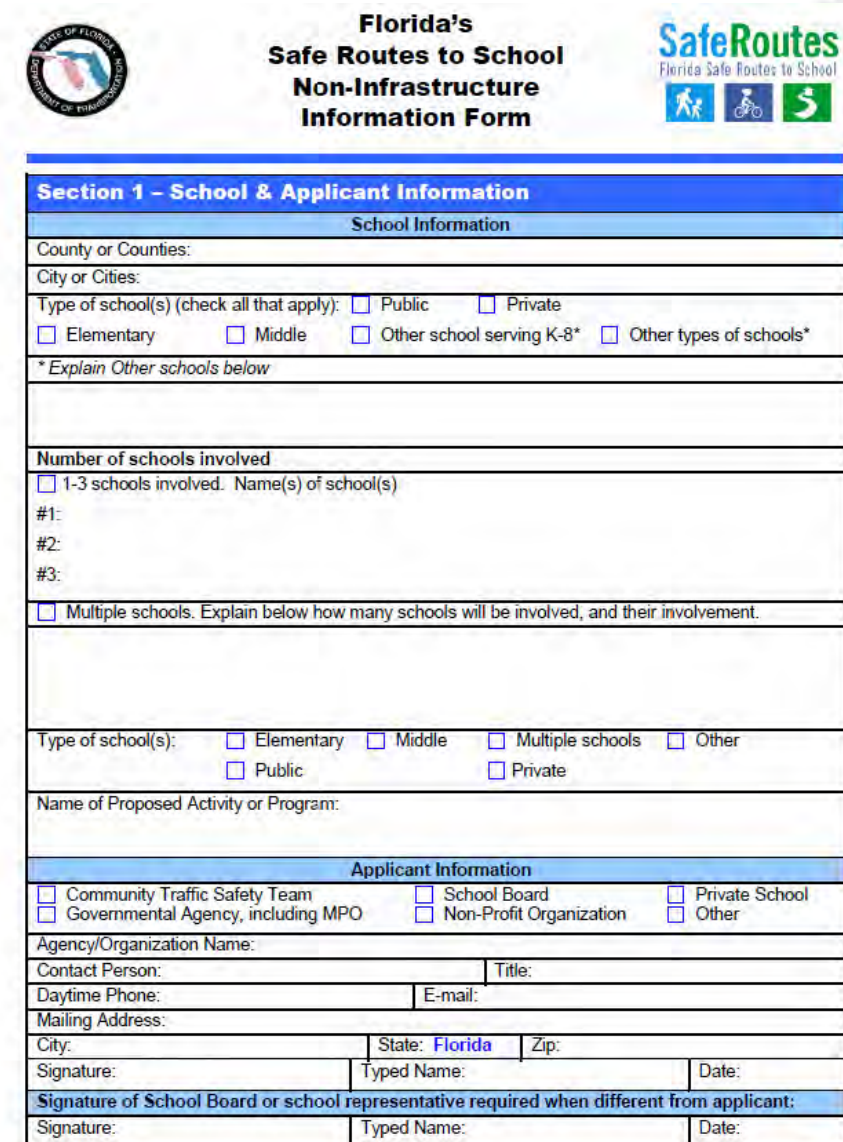
Data collection is required in both a) the application phase, and b) the implementation phase of SRTS projects and programs. The standard data collection forms are located under the Data Central tab on the National Center for Safe Routes to School website. A copy of the data collection forms overview is provided in **Appendix D**.

A student in-class travel tally is required to be conducted before an application is submitted. The results must be submitted to the National Center for SRTS data base and also summarized in the Infrastructure Application or Non-Infrastructure Information Form. The Parent survey is not required before an application is submitted, but it is a helpful tool to gather information and identify problems, so it is encouraged.

Both the student in-class travel tally and the Parent Survey must be administered again shortly before a SRTS project begins, and a few months after it is completed. The only exception is for a non-Infrastructure program which is implemented in the same school year as the proposal, and there have been no major changes in travel patterns or major events which would influence either survey.

Sample applications for both infrastructure and non-infrastructure related projects are shown and included in Appendix D. Submitted applications are reviewed by an application review team made up of FDOT employees, specific to each district. Members of the team are knowledgeable of the needs and design standards associated with bicycle and pedestrian projects in and around their districts. The review team will evaluate each application and rank the applications using criteria established by the state Safe Routes to School Coordinator. The proposed projects are then sent to the state SRTS Coordinator for a final review and then the projects are placed in the Work Program for implementation to begin.

The FDOT Safe Routes to School Program requirements and information is subject to change. It is recommended that coordination be made with the five FDOT District SRTS coordinators prior to starting the application process. Further information and contact information can be found on FDOT's Safe Routes to School Program website or by contacting the statewide SRTS coordinator, Pat Pieratte, directly at: Pat.Pieratte@dot.state.fl.us.



Florida's Safe Routes to School Non-Infrastructure Information Form

Section 1 – School & Applicant Information

School Information

County or Counties: _____

City or Cities: _____

Type of school(s) (check all that apply): ☐ Public ☐ Private

☐ Elementary ☐ Middle ☐ Other school serving K-8* ☐ Other types of schools*

* Explain Other schools below

Number of schools involved

☐ 1-3 schools involved. Name(s) of school(s)

#1: _____

#2: _____

#3: _____

☐ Multiple schools. Explain below how many schools will be involved, and their involvement.

Type of school(s): ☐ Elementary ☐ Middle ☐ Multiple schools ☐ Other

☐ Public ☐ Private

Name of Proposed Activity or Program: _____

Applicant Information

☐ Community Traffic Safety Team ☐ School Board ☐ Private School

☐ Governmental Agency, including MPO ☐ Non-Profit Organization ☐ Other

Agency/Organization Name: _____

Contact Person: _____ Title: _____

Daytime Phone: _____ E-mail: _____

Mailing Address: _____

City: _____ State: **Florida** Zip: _____

Signature: _____ Typed Name: _____ Date: _____

Signature of School Board or school representative required when different from applicant:

Signature: _____ Typed Name: _____ Date: _____

School Assessments

The Gadsden County safe routes to school routes and recommendations were developed by assessing the areas within a quarter mile and half mile radius around each school. Routes were identified that connected or ran adjacent to schools and established neighborhoods or areas with a higher density of residential development. Identified routes were then field verified to assess the accessibility and condition of both the bicycle and pedestrian facilities. This element includes recommendations for each school listed below.

Schools Assessed:

- Havana Elementary School
- Chattahoochee Elementary School
- Gretna Elementary School
- George W. Munroe Elementary School
- Gadsden Elementary Magnet School
- James A. Shanks Middle School
- Carter-Parramore Academy/Stewart Street Elementary School
- Crossroads Academy



“Building A Brighter Future”

Havana Elementary School

Existing Conditions

The intersection at US 27 and 5th Street, across from Havana Elementary School is unsignalized and requires students to cross four lanes of traffic to reach the school. 5th Street is marked with signage as the end of the school zone.



*North side of US 27 at 5th Street,
looking towards Havana Elementary School*



*Median of US 27 at 5th Street.
Havana Elementary School is to the left*

There is an existing crosswalk with an ADA compliant sidewalk platform and ramp on the north side of US 27 across from 4th Street. The sidewalk platform does not currently connect to anything on the north side of the street. The construction of a sidewalk on the north side of US 27 between 5th Street and 4th Street would direct students coming from the residential area along 5th Street towards the more visible crossing point at 4th Street where a sidewalk connects directly to Havana Elementary School.



*Short Sidewalk on North Side of the
Road*



South side of US 27 and 4th Street

The following recommendations are suggested for submittal as potential Safe Routes to School funded projects near Havana Elementary School.

Identified Sidewalk Gaps

US 27 – 5th Street SW to 4th Street SW (north side)

A sidewalk is recommended along the north side of US 27, between 5th Street and 4th Street.

4th Street – 16th Avenue to 17th Avenue

There is a sidewalk currently on 4th Street ends north of 16th Avenue. This sidewalk should be extended to 17th Avenue to increase connectivity between the neighborhoods south of this intersection and Havana Elementary School to the north.

5th Street – US 27 to 10th Avenue

Addition of a sidewalk on 5th Street between U.S. 27 and 10th Avenue provides a connection between the adjacent neighborhoods and Havana Elementary School.

16th Avenue/1st Avenue – 4th Street to 1st Street SE

Currently, the residents of the neighborhoods south of 16th Avenue have little access to Havana Elementary School. Construction of a sidewalk on 16th Avenue, combined with the present and proposed sidewalks on 4th Street, would increase connectivity between these residents and Havana Elementary School.

Intersection Improvements

The following are a list of additional recommended sidewalk improvements that may be eligible for Safe Routes to School funding but are not as high of a priority within the County.

Sidewalks Recommendations

US 27 & 4th Street

Existing crosswalk is present at the intersection of US 27 and 4th Street. It is recommended that the existing pedestrian signs be replaced with the updated flashing beacon pedestrian sign on both the north and south side of the intersection crossing.

11th Avenue – US 27 to 1st Street

Construction of a sidewalk on 11th Avenue between U.S. 27 and 1st Street would connect the neighborhood on 11th Avenue to U.S. 27, increasing accessibility towards both downtown Havana and towards Havana Elementary School.

10th Avenue – 5th Street to US 27

Addition of a sidewalk on 10th Avenue between 5th Street and U.S. 27 increases connectivity between the residential neighborhoods, downtown Havana, and Havana Elementary School.



Looking East from Intersection of US 27 and 4th Street

12th Avenue – US 27 to 3rd Street

12th Avenue is a fairly narrow residential street adjacent to US 27. A sidewalk should be placed on the north side of the 12th street to increase connectivity.

Sidewalk Needs with Possible Constraints

The following segments were identified as needing the addition of sidewalks or equivalent pedestrian facilities but were noted as having possible constraints due to steep embankments or limited rights-of-way available.

Main Street – 12th Avenue to 17th Street

There are currently speed humps and a speed limit of 20 mph along the segment, but narrow right-of-way and steep embankments may restrict the construction of sidewalks.

3rd Street – 16th Avenue to 17th Avenue

Along this segment there are steep embankments and narrow roadway, both of these conditions would need to be taken into consideration.

15th Street – Main Street to Conyers Street

Along this segment there is limited right of way, special planning measures would need to be employed to ensure proper facilities were developed.

Conyers Street – 15th Avenue to 17th Avenue

Along this segment there are steep embankments and narrow roadway, both of these conditions would need to be taken into consideration.

1st Street – 16th Avenue to 17th Avenue

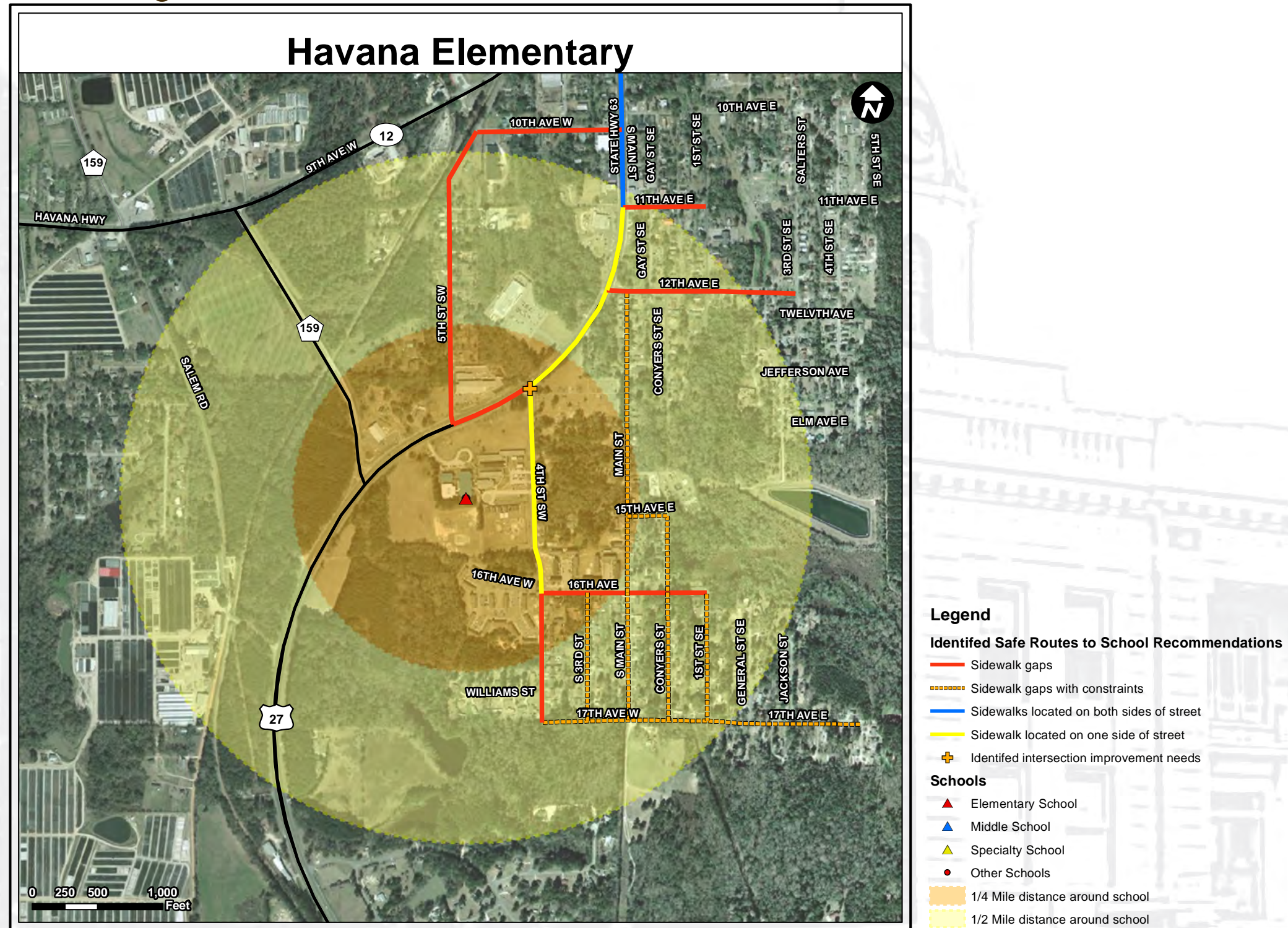
Along this segment there are steep embankments and narrow roadway, both of these conditions would need to be taken into consideration.

All pedestrian enhancements listed above can be seen in **Figure 27**.



Roadway Constraints Near 16th Avenue

Figure 27: Pedestrian Enhancements



Chattahoochee Elementary School

The following recommendation is suggested for submittal as a potential Safe Routes to School funded project near Chattahoochee Elementary School.

Jinks Crossing Road – US 90 and Lonesome Road

The construction of a sidewalk on Jinks Crossing Road provides students with a connection between Chattahoochee Elementary School and the recreational areas to the north of the school.

The following is a list of additional recommended sidewalk improvements that may be eligible for Safe Routes to School funding but are not as high a priority for submittal. They include sidewalk gaps, possible constraints, and intersection improvements.

Sidewalk Gaps

Chattahoochee Street – near intersection of Hickory Street and Chattahoochee Street

Completing the sidewalk gap on the west side of Chattahoochee Street just south of Hickory Street will provide uninterrupted connection between the residential areas on Chattahoochee Street and the current sidewalk network on Hickory Street, increasing accessibility to Chattahoochee Elementary School.

Hickory Street – Calloway Street to Main Street

Completing the sidewalk gap on the north side of Hickory Street between Calloway Street and Main Street would provide a continuous connection between the neighborhoods along Main Street and Chattahoochee Elementary School.

Barnes Avenue – Midway between Carracas Street and Main Street

Extending the current sidewalks on Barnes Avenue approximately 450 feet east to Main Street provides enhanced connectivity between the neighborhoods on the west and east sides of Main Street, including Chattahoochee Elementary School.

Marion Street – Main Street to Bates Street

Providing a sidewalk on Marion Street between Main Street and Bates Street would provide better connectivity between the neighborhood and both the downtown area to the west and Chattahoochee Elementary School to the east.

Pine Street – Main Street to Bates Street

A sidewalk is recommended along Pine Street between Main Street and Bates Street. Additional assessment is recommended for this segment because the tall embankment on the north side of the road may pose as a constraint and feasibility issue during design and construction. It is recommended that the proposed sidewalk be constructed on the south side of Pine Street.



Intersection of US 90 and Links Crossing Road

US 90/Washington Street – Maple Street and Jinks Crossing Road

Currently, sidewalks are only present on US 90 east of Maple Street. It is recommended that a sidewalk be constructed on US 90 to connect Jinks Crossing Road and Maple Street.

Jinks Crossing Road – US 90 and Lonesome Road

The construction of a sidewalk on Jinks Crossing Road provides students with a connection between Chattahoochee Elementary School and the recreational areas to the north of the school.



Corner of Lincoln and Maple Street

Possible Constraints

Lincoln Drive – Between Chattahoochee Street and Maple Street

A sidewalk on Lincoln Drive would increase pedestrian accessibility from the southern portion of Chattahoochee towards both Chattahoochee Elementary School and the proposed shared use path connecting Chattahoochee and Gretna. Construction may be constrained by right-of-way availability and drainage systems currently in place.

Calloway Street – Pine Street to Hickory Street

Calloway Street provides a north-south connection through a primarily residential area. Currently the road is very narrow with no sidewalks. A sidewalk along Pine Street would increase pedestrian accessibility between multiple neighborhoods and provide a better connection between these neighborhoods and Havana Elementary School. Construction may be constrained due to high embankments and uncovered drainage ditches on both sides of the road.

Brent Street – Carracas Street east

The addition of a sidewalk along this segment may be constrained due to lack of right-of-way availability and existing drainage ditches.

Proposed Intersection Improvements

Hickory Street and Maple Street

The intersection at Hickory Street and Maple Street is in close proximity to Chattahoochee Elementary School and is an important crossing area for students walking between the school and the neighborhoods to the west of Maple Street. Currently the intersection does have a painted crosswalk connecting the sidewalks but does not have proper ramping or landing pads. Providing ramps at this intersection would increase accessibility for all users between Chattahoochee Elementary and the nearby neighborhoods.



Intersection of Hickory and Maple Street

Lincoln Drive and Chattahoochee Street

The intersection of Chattahoochee Street and Lincoln Drive does have a painted crosswalk, but no ramps from the sidewalks to the crosswalk. This limits the use of this crosswalk for users with disabilities and poses a safety problem for all users. Adding ramps to this intersection would increase accessibility and safety for all users.

Lincoln Drive & Maple Street

Upon the construction of a sidewalk on Lincoln Street between Chattahoochee Street and Maple Street, the crosswalk at Lincoln Street and Maple Street should be outfitted with ramps and striping.



Corner of Lincoln and Maple Street

School Street & Maple Street

The intersection at Maple Street and School Street is currently painted with a crosswalk on the north side of the intersection, but there is no ramp or connection between this crosswalk and the sidewalk on the east side of Maple Street. The addition of a ramp or connection would create a safer and more accessible crossing and increase connectivity to Chattahoochee Elementary School.

Hickory Street & Private Property

The sidewalks are on both sides of Hickory Street until this intersection. There is no indication to pedestrians that directs them to shift from the south side of Hickory Street to the north.

Recommendation: Additional assessment and feasibility should be completed to determine if a midblock crossing should be installed to direct pedestrians to the opposite side of street.

Hickory Street & Chattahoochee Street

The intersection of Hickory Street and Chattahoochee Street currently has sidewalks on the north side Hickory and a sidewalk on the east side of Chattahoochee Street, ending before the intersection. When the proposed sidewalk connection between this intersection and the current sidewalk on Chattahoochee is constructed, this intersection should be outfitted with a crosswalk and ramps on both ends.

Chattahoochee Street & Private Property

The sidewalk on the east side of Chattahoochee stops abruptly at a private residence.
Recommendation: Additional assessment and feasibility should be completed to determine if a midblock crossing should be installed to direct pedestrians to west side of street. (A sidewalk would need to be added to west side of the road to fill the sidewalk gap).

Hickory Street and Calloway Street

When the proposed sidewalk segment on Hickory Street between Calloway Street and Main Street is constructed, the north side of the intersection of Calloway Street and Hickory Street should have a painted crosswalk and transition ramps connecting the sidewalks to the crosswalk.

Hickory Street & Main Street

The crosswalk connecting the sidewalks on the east side of Main Street across Hickory Street is connected by a steep ramp/transition area. This limits the ability of users with disabilities to access the crosswalk and creates an unsafe situation for all users. The ramps at this intersection should be updated to be more level with the crosswalk.



Intersection of Main Street and Hickory Street

Chattahoochee Street and Brent Street

Sidewalks are located on both sides of Brent Street. It is recommended that crosswalks and transition ramps across both Brent Street and Chattahoochee Street be added.

Chattahoochee Street and Bonita Street.

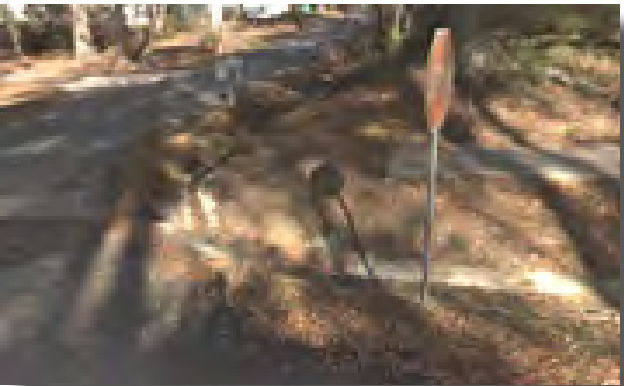
The intersection of Chattahoochee Street and Bonita Street has sidewalks on all corners, with a transition ramp on the northwest corner. A ramp is needed on the southwest corner and crosswalks are needed across Bonita Street, connecting to the ramp currently in place and the proposed ramp. A crosswalk with ramps should also be constructed across Chattahoochee Street on the south side of the intersection.

Bonita Street and Main Street

There are sidewalks and a crosswalk present on both sides of Bonita Street east of Main Street, but no ramp or transition facilities. The crosswalks are also in need of repainting. These improvements will improve accessibility for pedestrians and visibility of pedestrians to automobile users.

Barnes Avenue and Carracas Street

There is a sidewalk present on the north side of Barnes Street, but it ends before a drainage ditch at the intersection of Carracas Street, limiting access to and from the sidewalk. A ramp or transition from the sidewalk to the road should be placed at this intersection.



Corner of Barnes Avenue and Carracas Street



Intersection of US 90 and Maple Street

Barnes Avenue and Main Street

Ramps are needed to connect the sidewalks on Main Street at the intersection with Barnes Avenue. Constructing these ramps will increase connectivity and accessibility for all users.

Oak Street and Main Street

Ramps are needed to connect the sidewalks on Main Street at the intersection with Oak Street. Constructing these ramps will increase connectivity and accessibility for all users.

Maple Street and US 90/Washington Street

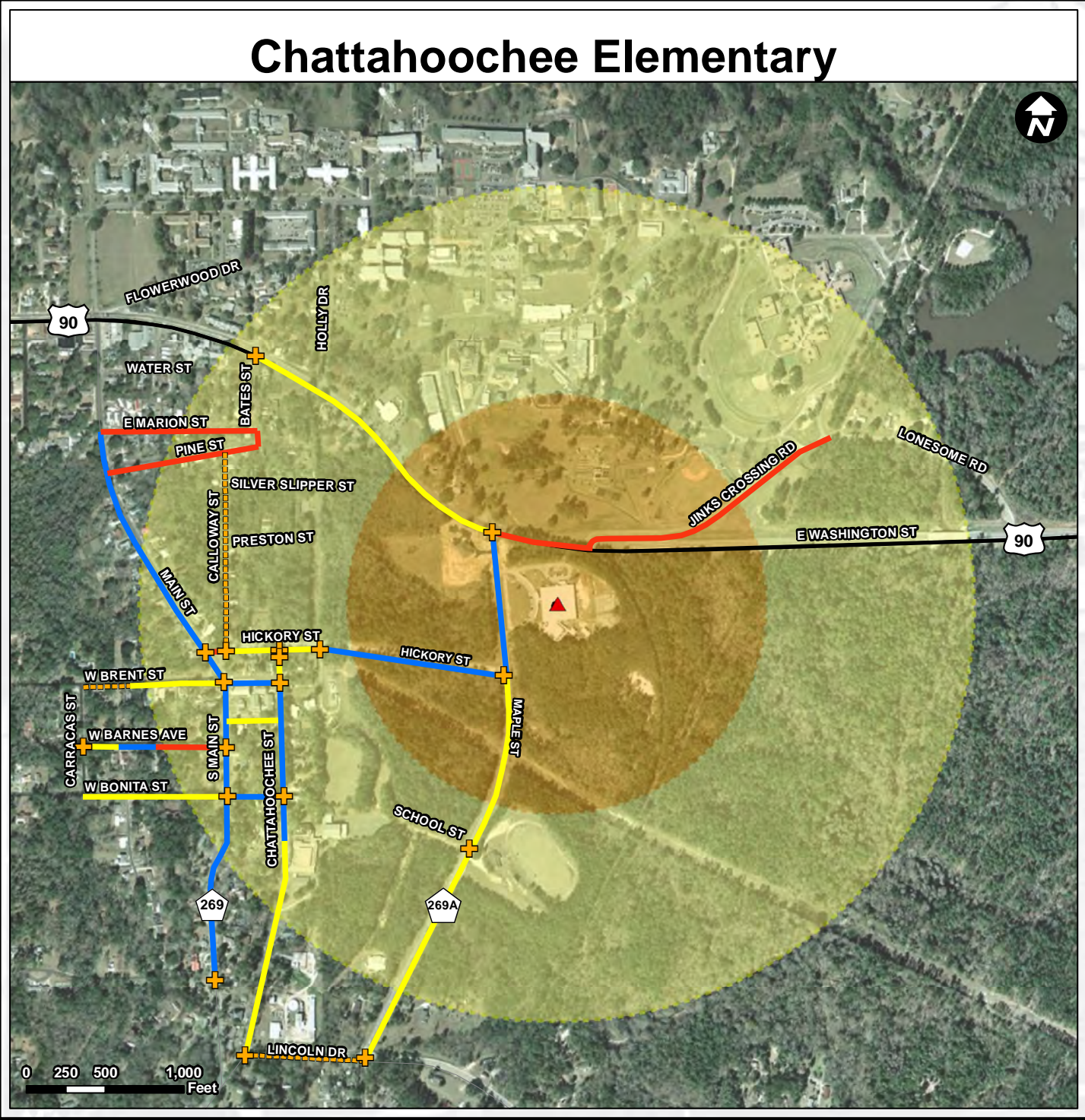
Maple Street south of US 90 has sidewalks on both sides of the road, and a crosswalk on the east side crossing over US 90. The crosswalk does not connect to the sidewalk at the northeast corner of the intersection, making the crosswalk unsafe and inaccessible. A ramp or platform should be constructed at this corner to increase accessibility for all users.

Bates Street and US 90 (and Sycamore Street)

The intersection of Bates Street and US 90 has sidewalks on three corners with no crosswalk connection. Painted crosswalks and transition ramps connecting the sidewalks across US 90 would increase connectivity and make the pedestrian crosswalk more visible to motorists.

All pedestrian enhancements for Chattahoochee Elementary School can be seen in **Figure 28**.

Figure 28: Pedestrian Enhancements



Crossroad Academy Charter School of Business

The following recommendations are suggested for submittal as a potential Safe Routes to School funded projects near Crossroad Academy Charter School of Business.

Ralph Strong Road/Strong Road – US 90 to SR 268/High Bridge Road

A sidewalk should be added on the south side of Strong Road connecting S.R. 268 and U.S. 90 to Crossroads Academy. Doing so will increase connectivity between Crossroads Academy and the neighborhoods to the east and west.

Lasalle Lefall Drive – Strong Road to Ranch Road

It is recommended that sidewalks be constructed along Lasalle Lefall Drive between Strong Road and Ranch Road.

Selman Road East

Adding a sidewalk on Selman Road from U.S. 90 approximately 1.5 miles east would connect the residential neighborhood on Selman Road to U.S. 90 and Crossroads Academy.

The following is a list of additional recommended sidewalk improvements that may be eligible for Safe Routes to School funding but are not as high a priority for submittal. They include sidewalk gaps, possible constraints, and intersection improvements. All pedestrian enhancements listed can be seen in **Figure 29**.

Sidewalk Gaps

Connection to Strong Road from south Triple Oaks residential complex.

The sidewalk network ends before reaching Strong Road, therefore a sidewalk connection to Strong Road should be constructed to connect the Triple Oaks residential complex to the school.

Ranch Road –Lasalle Lefall Drive to US 90

There are presently no sidewalks on Ranch Road. Construction of sidewalks between U.S. 90 and Lasalle Lefall Drive would increase connectivity and ease of pedestrian travel between the health facilities of the area and U.S. 90.

Ranch Road – Lasalle Lefall Drive south

There are presently no sidewalks on Ranch Road. Construction of sidewalks on Ranch Road from Lasalle Lefall Drive south would connect the residential neighborhood south of Lasalle Lefall Drive to the health facilities and U.S. 90 to the north.

US 90 – Magnolia Forest entrance to GF&A Drive

The construction of sidewalks along US 90 from the entrance of Magnolia Forest to GF&A Drive would connect the many residential areas along this segment of U.S. 90 to the Quincy city limits.

Holly Circle – Selman Road to US 90

It is recommended that sidewalks be constructed along Holly Circle between Selman Road and US 90.

Circle Drive – US 90 north to US 90 south

It is recommended that sidewalks be constructed along Circle Drive between US 90 North and US 90 South.

Canal Street – Circle Drive north to Circle Drive south

It is recommended that sidewalks be constructed along Canal Street between Circle Drive north and Circle Drive south.

Sidewalk Needs with Possible Constraints

Ranch Road

There are presently no sidewalks on Ranch Road. Construction of sidewalks on Ranch Road from Lasalle Lefall Drive south would connect the residential neighborhood south of Lasalle Lefall Drive to the health facilities and U.S. 90 to the north.

Proposed Intersection Improvements

The following recommended intersection improvements are depended upon the construction of the previously referenced sidewalk improvements.

- Crosswalks and proper ramps would be required at all cross streets or business and residential complex entrances along Strong Road when the proposed sidewalk is installed.
- Crosswalks and proper ramps would be required at all cross streets or business and residential development entrances when sidewalks are installed along US 90.

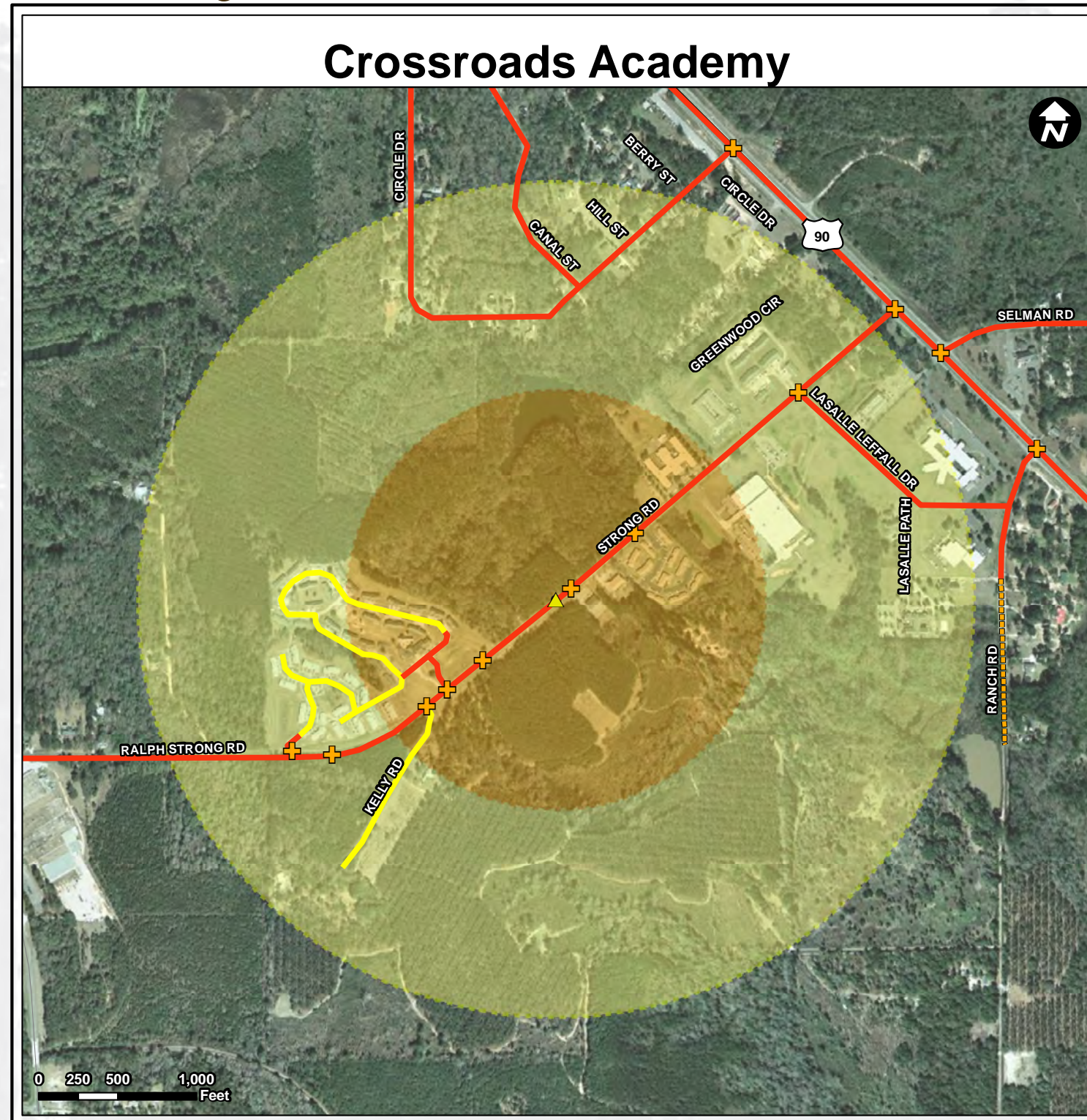
Selman Road and Sparkleberry Boulevard

Intersection improvements, such as ramps and striping will be needed when the proposed sidewalk is installed along Selman Road.

US 90 and Magnolia Forest entrance

Sidewalks are present inside the Magnolia Forest development. When the proposed sidewalks on U.S. 90 are constructed on the opposite side of the road from Magnolia Forest, proper crosswalks and ramps should be installed to increase visibility of the crossing to motorists and increase safety and accessibility for pedestrians.

Figure 29: Pedestrian Enhancements



Gretna Elementary

The following recommendation is suggested for submittal as a potential Safe Routes to School funded project near Gretna Elementary School.

Williams Street – Martin Luther King Boulevard to Hobley Avenue

There is a sidewalk on Martin Luther King Boulevard at Williams Street’s northern end. Pedestrians coming to and from Martin Luther King Boulevard on Williams Street use either the road or walk along private property. Construction of a sidewalk along this segment is recommended.

The following is a list of additional recommended sidewalk improvements that may be eligible for Safe Routes to School funding but are not as high a priority for submittal. They include sidewalk gaps, possible constraints, and intersection improvements. All pedestrian enhancements for Gretna Elementary School can be seen in **Figure 30**.

Sidewalk Gaps

Hobley Avenue – Williams Street to CR 65A

It is recommended that sidewalks be constructed along Hobley Avenue between Williams Street and CR 65A.

CR 65A/Dewey Johnson Way – South Avenue to Martin Luther King Jr Boulevard

It is recommended that sidewalks be constructed along CR 65A between South Avenue and Martin Luther King Boulevard.

CR 65A/Dewey Johnson Way – Martin Luther King Boulevard to Hobley Avenue

There is no sidewalk present on CR 65A, south of Martin Luther King Boulevard. It is recommended that a sidewalk be constructed on both sides of the street.

Jackson Lane

There is a sidewalk on Martin Luther King Boulevard at Jackson Lane’s northern end. Pedestrians coming to and from Martin Luther King Boulevard on Jackson Lane use either the road or walk along private property. Construction of a sidewalk along this segment is recommended.

Construction of the following three recommendations would improve pedestrian connectivity within the neighborhood north of Martin Luther King Boulevard and east of CR 65A.

South Avenue – CR 65A/Dewey Johnson Way to Lake Gretna Drive

It is recommended that sidewalks be constructed along South Avenue between CR 65A and Lake Gretna Drive.

Dogwood Drive – CR 65A to Lake Gretna Drive

It is recommended that sidewalks be constructed along Dogwood Drive between CR 65A and Lake Gretna Drive.

Lake Gretna Drive – South Avenue to Martin Luther King Jr. Boulevard

It is recommended that sidewalks be constructed along Lake Gretna Drive between South Avenue and Martin Luther King Boulevard.

Intersection Improvements

Martin Luther King Boulevard and RR crossing at Canty Lane

Sidewalks on Martin Luther King Boulevard currently stop short of the railroad crossing at Canty Lane. A smooth pedestrian transition over the railroad tracks should be provided to increase safety and connectivity between Gretna Elementary School and the neighborhoods to the west.

Proposed Intersection Improvements

The following proposed intersection improvements are depended upon the construction of the previously referenced sidewalk improvements.

CR 65A and Martin Luther King Jr. Boulevard

There is presently a sidewalk at the southeast corner of C.R. 65A and Martin Luther King Boulevard. As the proposed sidewalk on C.R. 65A is constructed, a crosswalk and transition ramps should be constructed connecting the sidewalks.

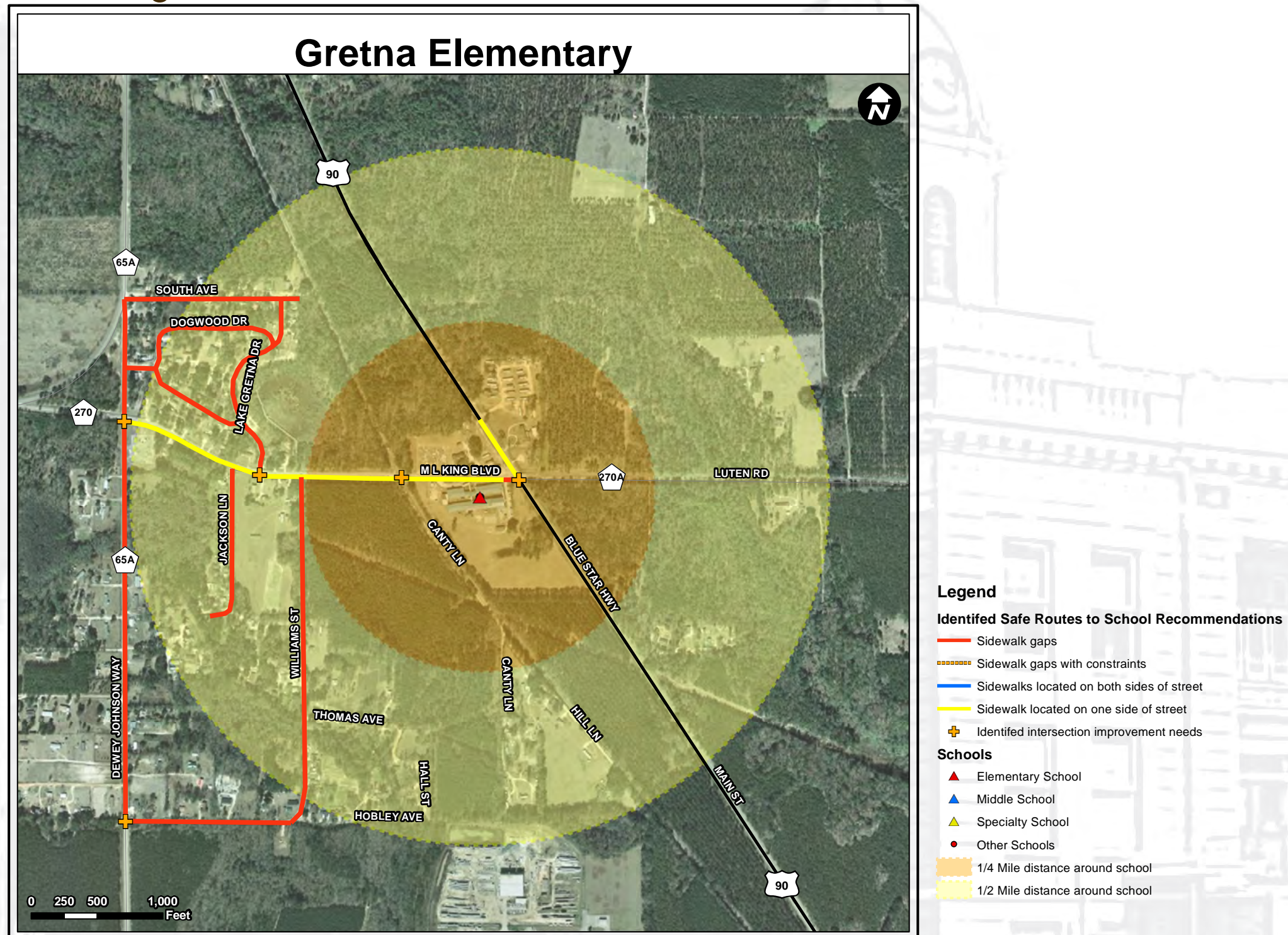
CR 65A and Hobley Avenue

There are no existing sidewalks at C.R. 65A and Hobley Avenue. When the proposed sidewalks on these streets are constructed, crosswalks and transition ramps should be built to complete sidewalk connections across roads.

Lake Gretna Drive and Martin Luther King Jr. Boulevard

There is presently a sidewalk along the southern portion of Martin Luther King Boulevard at Lake Gretna Drive. As the proposed sidewalk on Lake Gretna Drive is constructed, a crosswalk and transition ramps should be constructed on the east side of the intersection, connecting the sidewalks.

Figure 30: Pedestrian Enhancements



George W Munroe Elementary, James A Shanks Middle, and Gadsden Elementary Magnet

The safe routes to school assessment for George W Munroe Elementary, James A. Shanks Middle, and Gadsden Elementary Magnet Schools are combined under the same list of recommendations due to their close proximity to one another. The recommendations outlined within this section are anticipated to benefit the overall connectivity between the schools collectively. All pedestrian enhancements listed can be seen in **Figure 31**.

The following recommendations are suggested for submittal as potential Safe Routes to School funded projects near George W. Monroe Elementary School, James A Shanks Elementary School, and Gadsden Elementary Magnet School.

Lillian Springs Road – King Street to US 90

The addition of a sidewalk on Lillian Springs Road between King Street and U.S. 90 would improve connectivity between the residential neighborhoods on Lillian Springs Road and the schools on King Street.

CR 268/14th Street – Fletcher Road to King Street

The construction of a sidewalk along this segment would connect the downtown to the cemetery and existing sidewalks on the south portion of the road while providing access to the schools along W Kings St.

Washington Street – Cleveland Street to Graves Street

A sidewalk on Washington Street between Cleveland Street and Graves Street would increase connectivity between Golden Leaf and Arbor Crest apartments and the recreational areas on Washington Street between the schools.

Washington Street – Graves Street to 14th Street/CR 268

A sidewalk on Washington Street between Graves Street and 14th Street increases connectivity of the area with 14th Street and accessibility to the recreational areas on Washington Street and .

Washington Street – Ward Street to Key Street

Washington Street currently has sidewalks west of Key Street and east of Ward Street, but between Ward and Key the sidewalk is very fragmented and missing sections. These gaps should be filled to create a continuous sidewalk segment that better connects to the surrounding network.

Calhoun Street – King Street to North Street

South portion of this segment has sidewalks on both sides of street. Continuation of sidewalks should be added on at least one side of the street. There are currently sidewalks on the southern portion of Calhoun Street between King Street and North Street. Extending these sidewalks north would improve connectivity within the neighborhood and provide a connection to Gadsden Elementary Magnet School via the sidewalks on King Street.

The following segments would improve access between the residential neighborhoods and the park located on 11th Street and Sunset Drive as well as improve access to the schools located in W King Street.

- Sunset Drive -11th Street to 9th Street
- 11th Street – King Street to Forest Drive
- 12th Street – Kings Street to Forest Drive

The following is a list of additional recommended sidewalk improvements that may be eligible for Safe Routes to School funding but are not as high a priority for submittal. They include sidewalk gaps, possible constraints, and intersection improvements.

Sidewalk Gaps

Shelfer Street – King Street to Sharon Street

Currently Shelfer Street between King Street and Sharon Street gets congested with heavy vehicular traffic during school start and release hours. The addition of a sidewalk would increase connectivity between George W Munroe Elementary School and the adjoining neighborhoods, improving the pedestrian access.

Cleveland Street – Golden Leaf Apartments, west side of road

The segment has an existing sidewalk along the east side of Cleveland Street, an additional 500 feet of sidewalk should be added to connect Golden Leaf Apartments to existing sidewalk on west side of Cleveland Street, starting at Arbor Crest Apartment complex. There is presently a sidewalk on the eastern side of Cleveland Street from King Street south to Golden Leaf Apartments and a sidewalk on the west side of Cleveland Street in front of Arbor Crest Apartments; connecting the sidewalks would improve pedestrian connectivity between the apartment complexes and James A Shanks Middle School.

Cleveland Street – south of the Arbor Crest Apartments to Jefferson Street

The current sidewalk on the east side of Cleveland Street between Arbor Crest Apartments and Jefferson Street is unmaintained. Cracks and uneven surfaces make this sidewalk inaccessible to people with disabilities. A new sidewalk is needed on this segment to increase accessibility for all users.

Washington Street – Cleveland Street to Graves Street

A sidewalk on Washington Street between Cleveland Street and Graves Street would increase connectivity between Golden Leaf and Arbor Crest apartments and the recreational areas on Washington Street.

Washington Street – Graves Street to 14th Street/CR 268

A sidewalk on Washington Street between Graves Street and 14th Street increases connectivity of the area with 14th Street and accessibility to the recreational areas on Washington Street.

Washington Street – Ward Street to Key Street

Washington Street currently has sidewalks west of Key Street and east of Ward Street, but between Ward Street and Key Street the sidewalk is very fragmented and missing sections. These gaps should be filled to create a continuous sidewalk segment that better connects to the surrounding network.

Washington Street and 13th Street

It is recommended that intersection improvements be made at Washington Street and 13th Street.

US 90 – Ben Boslick Road to Atlanta Street

There is an unmaintained path on the south side of U.S. 90 between Ben Boslick Road and Atlanta Street. To improve pedestrian safety and accessibility, a sidewalk should be installed.

Stewart Street – North Street to Highland

Stewart Street between North Street and Highland abuts a residential neighborhood just north of Gadsden Elementary Magnet School. A sidewalk should be added to this segment to improve connectivity.

Adams Street – North of Railroad Tracks to King Street

A sidewalk should be added on Adams Street from King Street north past the railroad tracks. Special consideration should be made when constructing a crossing over the railroad tracks to make sure the transition is accessible to all users.

SR 65/Madison Street – King Street to C&E Farm Road

Implementation of this segment would increase connectivity between the north side of Quincy and the schools.

Crawford Street – US 90 to Pat Thomas Parkway

A sidewalk should be added on south side of the road to connect to the existing sidewalk on the east side of Pat Thomas Pkwy. Crawford Street intersects two major roads on U.S. 90 and Pat Thomas Parkway, but has no existing sidewalks.

Monroe Street – Crawford Street to GF&A Drive

It is recommended that sidewalks be constructed along Monroe Street between Crawford Street and GF&A Drive.

Atlanta Street – U.S. 90 to Martin Luther King Jr. Boulevard

It is recommended that sidewalks be constructed along Atlanta Street between US 90 and Martin Luther King Jr. Boulevard. Implementation of this segment would increase connectivity between the residents near Atlanta Street and the larger pedestrian network, increasing access to the schools.

Key Street – south of Crawford Street

A short segment on the east side of Key Street just south of Crawford Street does not have a sidewalk. A sidewalk should be added to connect the current sidewalk further south on Key Street to the network on Crawford Street.

Key Street – south of ball field north of Martin Luther King Jr. Boulevard

A segment of sidewalk is missing on the east side of Key Street, just south of the recreational fields and north of Martin Luther King Boulevard. This missing section creates a difficult situation for pedestrians with physical disabilities to use this sidewalk; connecting the sidewalks will improve connectivity between the neighborhoods of Key Street, including the recreational fields.

3rd Street – Key Street to 9th Street

Adding a sidewalk on 3rd Street, from Key Street to 9th Street, will create a connection between the residential areas around 3rd Street and the existing sidewalk network on Key Street, increasing accessibility between these neighborhoods and the rest of Quincy.

11th Street – 7th Street to Martin Luther King Jr. Boulevard

Construction of a sidewalk on 11th Street, a primary residential corridor, from Martin Luther King Boulevard in the south to 7th Street in the north will increase connectivity both within the neighborhoods surrounding the street and to the existing sidewalk network of Quincy.

2nd Street – 11th Street to Key Street

Construction of a sidewalk on 2nd Street, a primary residential corridor, from 11th Street in the west to Key Street in the east will improve connectivity both within the neighborhoods surrounding the street and to the current sidewalk network of Quincy.

9th Street – 3rd Street to south of Martin Luther King Jr. Boulevard

Construction of a sidewalk on 9th Street, a primary residential corridor, from 3rd Street to just south of Martin Luther King Boulevard will improve connectivity both within the neighborhoods surrounding the street, to the track and recreational areas near Martin Luther King Boulevard and 9th Street, and to the current sidewalk network of Quincy.

8th Street – 6th Street to Hardin Street

8th Street would benefit from a sidewalk due in large part to the residential nature of the street and the proximity to recreational areas and Stewart Street; the addition of a sidewalk would increase connectivity between and within these areas, increasing connectivity to the current sidewalk network and accessibility between the neighborhood and the downtown areas and schools to the north.

Hardin Street – 9th Street to 8th Street.

A sidewalk on Hardin Street would increase accessibility between neighborhoods on Hardin Street and the recreational fields to the east, as well as to the surrounding neighborhoods and larger sidewalk network via other proposed sidewalk segments.

6th Street – 8th Street to Stewart Street

A sidewalk on 6th Street would increase accessibility between neighborhoods on 6th Street and Stewart Street to the east, as well as to the surrounding neighborhoods and larger sidewalk network via other proposed sidewalk segments.

Jackson Street - North of Clark Street east side, short segment missing

There is a short sidewalk segment missing on the east side of Jackson Street north of the intersection with Clark Street; filling in this segment will increase connectivity and accessibility between this intersection and the larger sidewalk network.

Jackson Street – Clark Street to GF&A Drive

The current sidewalk on Jackson Street between Clark Street and GFA Drive has been poorly maintained and is now cracked, uneven, and varies in width. This creates a sidewalk that is difficult to use for pedestrians with physical disabilities and unsafe for all users. Replacement of this sidewalk is recommended to increase the safety of this connection.

GF&A Drive – Stewart Street to Adams Street

Running along the southern portion of a neighborhood, a sidewalk along this road segment would increase connectivity between the surrounding residential areas and the larger pedestrian network, increasing accessibility towards the schools.

Adams Street - Clark Street to Davis Street

A sidewalk on Adams Street from Clark Street to Davis Street would increase accessibility from southern Quincy to downtown Quincy and, subsequently, north towards the schools on King Street.

Adams Street – Martin Luther King Jr. Boulevard to South of Strong Street.

Addition of a sidewalk on Adams Street from south of Strong Street up to Martin Luther King Boulevard would create a connection from Crossroads Academy and the surrounding neighborhoods in to the city of Quincy.

Bay Street – Adams Street to Sikes Street

Sidewalk on Bay Street would connect the residential neighborhoods of Sikes Street to Adams Street, increasing accessibility between the neighborhood and both the Crossroads Academy area and the central portion of the city of Quincy.

Sikes Street – Bay Street south

A sidewalk on Sikes Street increases connectivity both within the neighborhood on Sikes Street but also, when combined with other proposed sidewalks, with the Crossroads Academy area and the central portion of the city of Quincy.

Collins Street – Warren Street to Adams Street

Sidewalk on Collins Street would connect the residential neighborhoods of Sikes and Warren Streets to Adams Street, increasing accessibility between the neighborhood and both the Crossroads Academy area and the central portion of the city of Quincy.

Cheeseborough Avenue – Adams Street to Love Street

A sidewalk on Cheeseborough Avenue increases connectivity both within the neighborhoods of Love and Madison Streets but also, when combined with other proposed sidewalks, with the Crossroads Academy area and the central portion of the city of Quincy.

Love Street – Cheesesborough Avenue to Dupont Avenue

A sidewalk on Love Street increases connectivity both within the neighborhood on Love Street but also, when combined with other proposed sidewalks, with the Crossroads Academy area and the central portion of the city of Quincy.

Dupont Avenue – Adams Street to Love Street

A sidewalk on Dupont Avenue increases connectivity both within the neighborhood on Love and Madison Streets but also, when combined with other proposed sidewalks, with the Crossroads Academy area and the central portion of the city of Quincy.

GF&A Drive – Adams Street to US 90

This road segment is highly residential, and thus would benefit greatly from the implementation of a sidewalk. Doing so would increase connectivity between the neighborhoods and the larger pedestrian network, increasing accessibility towards the three schools near central Quincy and Crossroad Academy.

Sidewalk Needs with Possible Constraints

Shelfer Street – King Street to Jefferson Street

A sidewalk on Shelfer Street from King Street to Jefferson would increase connectivity between the schools on King Street, downtown Quincy, and the surrounding residential neighborhoods. Construction may be constrained by right-of-way limitations and existing powerline poles.

Pittman Street – King Street to Jefferson

A sidewalk on Shelfer Street from King Street to Jefferson would increase connectivity between the schools on King Street, downtown Quincy, and the surrounding residential neighborhoods. Construction may be constrained due to right-of-way limitations and tree location.

North Street – Adams Street to Stewart Street

Construction of a sidewalk on North Street would increase connectivity between the residential neighborhoods on North Street and, joined with other proposed sidewalk segments, downtown Quincy and the schools on King Street. Construction may be constrained due to the narrow width of the road and the placement of powerline poles.

Stewart Street – North Street to Sharon Street

There is currently no road directly connecting North Street to the segment of Sharon Street flanking Gadsden Elementary Magnet School, but a powerline easement does exist between the two. This easement could be used in the construction of a sidewalk, creating a safe pedestrian passage from the neighborhoods north of the school to not only Gadsden Elementary Magnet School but also the other schools on King Street.

3rd Street – 9th Street to 11th

3rd Street is a highly residential street that would benefit from a sidewalk connecting it to Stewart Street and subsequently the rest of Quincy; however, construction of a sidewalk on 3rd Street from 9th Street to 11th Street may be constrained due to high embankments right next to the curb.

Adams Street – Davis Street to Martin Luther King Jr. Boulevard

Addition of a sidewalk on Adams Street from Davis Street to Martin Luther King Boulevard, when combined with

other proposed projects, would create a safe connection between the residential areas of southeast Quincy towards the central portion of Quincy and the schools on King Street. Construction may be constrained due to limited right-of-way and open drainage along the street.

Betlinet Drive – SR 268 to Cheeseborough Avenue

Betlinet Drive from Cheeseborough Avenue to S.R. 268 flanks a residential neighborhood. Construction of a sidewalk on Betlinet Drive would increase connectivity within this neighborhood and connectivity between the neighborhood and the larger Quincy sidewalk network. Construction may be constrained due to limited right-of-way and open drainage.

Wallace Drive – SR 268 to Betlinet Drive

Wallace Drive from Betlinet Drive to S.R. 268 bisects a residential neighborhood. Construction of a sidewalk on Wallace Drive would increase connectivity within this neighborhood and connectivity between the neighborhood and the larger Quincy sidewalk network. Construction may be constrained due to limited right-of-way and open drainage.

Proposed Intersection Improvements

All cross streets cross street intersections along King Street between Macon Street and Corry Street need to be updated with proper ramps and crosswalks.

King Street and Macon Street

While the intersection of King Street and Macon Street, west of George W Munroe Elementary School, does have sidewalks on the north side of King Street, there is no transition ramp on the northwest corner of the intersection with Macon Street. This creates an inaccessible intersection for users with physical disabilities and can be unsafe for all users. A proper transition ramp should be constructed to increase accessibility between George W Munroe Elementary and the neighborhoods the west and southwest for all users.

King Street and Shelfer Street

The intersection of King Street and Shelfer Street currently has a crosswalk and transition ramps connecting the current sidewalk on the north side of King Street across Shelfer Street. There is also a crosswalk with no ramps crossing King Street on the east side of Shelfer Street. This crosswalk should be outfitted with transition ramps and pads on either side of the crosswalk, and should connect to the proposed sidewalk on Shelfer Street when constructed. When the sidewalk is constructed on the west side of Shelfer Street, a proper crosswalk and ramps should be provided across both King Street and Shelfer Street.

King Street and Pittman Street

If sidewalk is added along Pittman crosswalks and ramps would need to be incorporated. If the proposed sidewalks on Pittman Street are constructed, a crosswalk and transition ramps should be provided to connect to the present sidewalks on the north side of King Street.

King Street and Fletcher Drive

At present, the sidewalk on the north side of King Street crosses Fletcher Drive with no transition ramps or crosswalk. Constructing these elements would provide a safer, more accessible crossing for all users.

King Street and Cleveland Street

The intersection at King Street and Cleveland Street is served by sidewalks on the north side of King Street and east side of Cleveland Street. Neither of the crosswalks is outfitted with proper ramps connecting to the sidewalk, making the intersection inaccessible to some users, and the crosswalk across King Street is faded and poorly maintained. Ramps should be provided at both crossings, and the crosswalk across King Street should be updated. These improvements would increase the accessibility of the intersection, the visibility of the crossing to motorists, and the safety of all users.

King Street and Graves Street

Directly in front of James A Shanks Middle School, the intersection with King Street and Graves Street does have a crossing guard present at school start and end times to assist students in crossing King Street. However, the crosswalk is not equipped with transition ramps on either end connecting the sidewalk on the north side of King Street with the sidewalk on the west side of Graves Street. These ramps should be provided to equip the crosswalk for accessibility for all users, and flashers in the street should be provided to increase visibility of this significant crossing to motorists, increasing the safety of the students using the crossing.



*Kings Street and Graves Street
During School Release*



King Street and 14th Street/CR 268

Ramps are present at each of the sidewalks at the intersection of King Street and 14th Street, but painted crosswalks are not. These should be added, and ramps should be updated to fit these crosswalks; doing so would increase safety and accessibility of the intersection for all users.

King Street and Railroad crossing

There is no sidewalk connecting across the railroad crossing, and utility poles in the area where pedestrians would naturally cross. Improvements should be made to create a safe crossing over the tracks and direct users towards the sidewalks on either side.

Recommendation: While sidewalks are present at the intersection, proper ramps and crosswalks should be constructed to increase safety and connectivity of the larger pedestrian network.

King Street and 10th Street

Presently, King Street as it crosses 10th Street has sidewalks on both the north and south side of the street. The sidewalk on the north side of King Street are equipped with ramps but no crosswalk as it crosses 10th Street, and the sidewalk on the south side of King Street has no ramps or crosswalk as it crosses 10th Street. These facilities should be added to improve the safety and accessibility of the intersection for all users.

King Street and Key Street

Presently, King Street as it crosses Key Street has sidewalks on both the north and south side of the street. The sidewalk on the north side of King Street are equipped with ramps but no crosswalk as it crosses Key Street, and the sidewalk on the south side of King Street has no ramps or crosswalk as it crosses Key Street. These facilities should be added to improve the safety and accessibility of the intersection for all users.

King Street and Ward Street

The sidewalk on the south side of King Street ends at the west side of the intersection with Ward Street and parents picking up students tend to park in the empty lot to the east of Ward Street. Presently there is no pedestrian ramp or crossing to the empty lot from the school. A pedestrian crossing, including crosswalk and ramp, should be constructed to connect the school to the empty lot; this would make for a more visible and safer crossing as parents pick up students. The intersection of Ward Street and King Street should also be outfitted with proper crosswalks and ramps to improve connectivity to the greater neighborhood from Gadsden Elementary Magnet School.

King Street and Stewart Street

Proper ramps are present on southwest corner of intersection but not on any of the other corners. No crosswalk painting is present. The intersection of King Street and Stewart Street, directly east of Gadsden Elementary Magnet School, currently has sidewalks on the north side of King Street crossing Stewart Street, on the south side of King Street beginning east of Stewart Street, and on the west side of Stewart Street ending at the south side of King Street. There are poorly maintained crosswalks on all four sides of the intersection, connecting each of these sidewalks. Each crossing requires a proper crosswalk and transition ramp to increase safety and accessibility of the intersection.

King Street and Calhoun Street

Sidewalks are present on both sides of King Street as it crosses Calhoun Street, as well as on the west side of Calhoun Street crossing King Street. Each of these crossings requires an updated crosswalk and transition ramps to increase accessibility and safety of the intersection.

King Street and Jackson Street

Sidewalks are present on both sides of King Street as it crosses Jackson Street, as well as on both sides of Jackson Street north of King Street and on the west side of Jackson Street south of King Street. Each of these crossings requires an updated crosswalk and transition ramps to increase accessibility and safety of the intersection.

King Street and Monroe Street

Sidewalks are present on both sides of King Street as it crosses Monroe Street. Both of these crossings require an updated crosswalk and transition ramps to increase accessibility and safety of the intersection. Additionally, a crossing should be provided on the east or west side of the intersection for users to safely cross King Street.

King Street and Corry Street

Sidewalk on south side of King Street ends but does not provide safe crossing to north segment. Recommendation: Construct a proper crossing similar to the crossing on the north side of King Street directing pedestrians to cross.

All cross streets cross street intersections along Washington Street between 14th Street and Monroe Street need to be updated with proper ramps and crosswalks.

Washington Street and 14th Street/CR 268

There is a railroad crossing at this intersection, making it difficult for pedestrians to cross. Improvements should be made to enable pedestrian crossing over the tracks.

Golden Leaf Apartments on Cleveland Street

Sidewalk needs to be added on west side of Cleveland Street in front of Golden Leaf Apartments and proper signage or road paving indicating pedestrian crossing should be added.

Washington Street and Cleveland Street

The intersection of Washington Street and Cleveland Street is currently served by sidewalks on both sides of Cleveland Street. Each crossing over Washington Street should be outfitted with a proper crosswalk, and the crossing on the east side of Cleveland Street should be outfitted with transition ramps connecting the sidewalk to the crosswalk. If the proposed sidewalk on Washington Street is built, a proper crosswalk and transition ramp should be provided to enable users to access sidewalks on both sides of Cleveland Street.

Washington Street and Franklin Street

Sidewalks are present at all four corners of the intersection of Washington Street and Franklin Street. Proper ramps and crossings should be added on all four sides. Doing so will increase accessibility for all users.

Washington Street and Duval Street

Sidewalks are present at all four corners of the intersection of Washington Street and Duval Street. Proper ramps and crossings should be added on all four sides. Doing so will increase accessibility for all users.

Washington Street and Monroe Street

Sidewalks are present at all four corners of the intersection of Washington Street and Monroe Street. Proper ramps and crossings should be added on all four sides. Doing so will increase accessibility for all users.

Washington Street and Jackson Street

Sidewalks are present at all four corners of the intersection of Washington Street and Jackson Street. Proper ramps and crossings should be added on all four sides. Doing so will increase accessibility for all users.

Washington Street and Calhoun Street

Sidewalks are present on both sides of Washington Street as it crosses Calhoun Street, but switch from the east side to the west side of Calhoun Street as they cross Washington Street. Because of this, proper crosswalks and transition pads should be placed on all four sides of the intersection connecting each of these sidewalks. Doing so would increase safety and accessibility of this intersection.

Washington Street and Stewart Street

Sidewalks are present on both sides of Stewart Street approaching Washington Street, but only continue past Washington Street on the west side of Stewart Street. Similarly, sidewalks are present on both sides of Washington Street approaching Stewart Street, but only continue past Stewart Street on the south side of Washington Street. There is a recreational field on the northwest corner of the intersection. Proper crosswalks and ramps should be added to all crossings to increase the safety and accessibility of the intersection and the nearby recreational fields.

Washington Street and Ward Street

A sidewalk is present on the south side of Washington Street as it intersects with Ward Street and on the west side of Ward Street as it intersects with Washington Street. Transition ramps and proper crosswalks are needed to connect each of these sidewalks. Doing so will increase the accessibility of the intersection and connectivity to the larger sidewalk network.

Washington Street and Key Street

A sidewalk is present on the south side of Washington Street crossing Key Street, and begins abruptly on the north side of Washington Street east of Key Street. A sidewalk is also present on the east side of Key Street crossing Washington Street. Each of these crossings is missing transition ramps and crosswalks, and the sidewalks need to be extended to the road. Putting in these facilities would increase the accessibility and safety of the intersection for all users.

Washington Street and 9th Street

Sidewalks are present at all four corners of the intersection of Washington Street and 9th Street. Proper ramps and crossings should be added on all four sides. Doing so will increase accessibility for all users.

Washington Street and 10th Street

Proper ramps and crossings should be added. Crosswalks and ramps should be added to safely cross over 10th Street on the south side of Washington Street, as well as to safely cross Washington Street. Doing so will increase accessibility and safety of the intersection.

Washington Street and Slappy Street

If proposed sidewalks on Washington Street are constructed, proper transition ramps and crosswalks should be added.

All cross streets cross street intersections along Cleveland Street between Martin Luther Boulevard and Florida Avenue need to be updated with proper ramps and crosswalks.

Cleveland Street and Florida Avenue

Currently a sidewalk is present on the west side of Cleveland Street crossing over Florida Avenue. Proper transition ramps and crosswalks should be constructed to connect the sidewalks, increasing accessibility of the intersection for all users.

Cleveland Street and Elm Street

A proper crosswalk and transition ramps should be constructed on the west side of the intersection connecting the sidewalk on Cleveland Street across Elm Street. Doing so would increase connectivity and accessibility of the larger system. This intersection is outside of the half-mile buffer identified in the Safe Routes to School study area, but still qualifies for Safe Routes to School funding.

Cleveland Street and Stevens Street

A proper crosswalk and transition ramps should be constructed on the west side of the intersection connecting the sidewalk on Cleveland Street across Stevens Street. Doing so would increase connectivity and accessibility of the larger system. This intersection is outside of the half-mile buffer identified in the Safe Routes to School study area, but still qualifies for Safe Routes to School funding.

Cleveland Street and Smith Street

A proper crosswalk and transition ramps should be constructed on the west side of the intersection connecting the sidewalk on Cleveland Street across Smith Street. Doing so would increase connectivity and accessibility of the larger system. This intersection is outside of the half-mile buffer identified in the Safe Routes to School study area, but still qualifies for Safe Routes to School funding.

Cleveland Street and Hardin Street

A proper crosswalk and transition ramps should be constructed on the west side of the intersection connecting the sidewalk on Cleveland Street across Smith Street. Doing so would increase connectivity and accessibility of the larger system. This intersection is outside of the half-mile buffer identified in the Safe Routes to School study area, but still qualifies for Safe Routes to School funding.

Cleveland Street and Martin Luther King Jr. Boulevard

A proper crosswalk and transition ramps should be placed connecting sidewalks on the north side of Martin Luther King Jr. Boulevard across Cleveland Street. Doing so would increase connectivity and accessibility of the larger system. This intersection is outside of the half-mile buffer identified in the Safe Routes to School study area, but still qualifies for Safe Routes to School funding.

All cross streets cross street intersections along Key Street between Martin Luther King Jr. Boulevard and 5th Street need to be updated with proper ramps and crosswalks.

Key Street and 5th Street

The sidewalk on Key Street ends on east side north of 5th Street and continues on the west side south of 5th street. There is currently no crossing or direction for pedestrians indicating that they need to cross. A concrete

pad should be placed on the southeast or northwest corner of the intersection, with proper crosswalks and transition pads connecting it to each sidewalk on Key Street. This would aid in discouraging pedestrians from crossing unsafely across the middle of the intersection and make the intersection more accessible for all users.

Key Street and 4th Street

A proper crosswalk and transition ramp should be constructed on the west side of the intersection of Key Street and 4th Street, connecting the sidewalk on Key Street across 4th Street. Doing so would increase the connectivity of the larger sidewalk network and accessibility of the intersection.

Key Street and 3rd Street

A proper crosswalk and transition ramp should be constructed on the west side of the intersection of Key Street and 3rd Street, connecting the sidewalk on Key Street across 3rd Street. The south side of the intersection should also be outfitted with proper ramps and a crosswalk to connect the sidewalk on King Street with that on 3rd Street. Doing so would increase the connectivity of the larger sidewalk network and accessibility of the intersection.

Key Street and 2nd Street

A proper crosswalk and transition ramp should be constructed on the west side of the intersection of Key Street and 4th Street, connecting the sidewalk on Key Street across 4th Street. Doing so would increase the connectivity of the larger sidewalk network and accessibility of the intersection.

Key Street and Ball Fields parking lot

Transition from sidewalk to parking lot is not ramped. The current sidewalk on Key Street runs in to a parking lot for recreational fields just north of Martin Luther King Boulevard. A transition ramp should be constructed at this point to ensure safety and accessibility of this sidewalk for all users.

Key Street and Martin Luther King Jr. Boulevard

A proper crosswalk and transition ramps should be placed connecting sidewalks on the north side of Martin Luther King Jr. Boulevard across Key Street. Doing so would increase connectivity and accessibility of the larger system.

Additional intersections in Quincy that need to be updated with proper ramps and crosswalks.

Franklin Street and Love Street

Franklin Street ends at Love Street; a ramp and crosswalk should be added to the sidewalk on the south side of Franklin Street to connect to the existing sidewalk on the east side of Love Street. Doing so will increase the safety and accessibility of the intersection.

Graves Street and Washington Street

Street is currently outfitted with a sidewalk on the west side of the road, but at the intersection with Washington Street no crosswalk or transition ramps are provided. These should be constructed to increase accessibility and safety of all users of the intersection. If the proposed sidewalk on Washington Street is constructed, proper crosswalks and ramps should be provided connecting all of the sidewalks at the intersection.

14th Street/CR 268 and Franklin Street

The sidewalk on the east side of 14th Street crosses over Franklin Street without transition ramps or a proper crosswalk. These should be provided to increase safety and accessibility of the intersection. If the proposed sidewalk on Franklin Street is constructed, proper ramps and crosswalks should connect it to the present sidewalk on 14th Street.

Jackson Street and Franklin Street

There are crosswalks on the north and south sides of the intersection of Jackson Street and Franklin Street; these crosswalks should be outfitted with proper transition ramps connecting the sidewalks to the crosswalks. Crosswalks and transition ramps should also be constructed to connect the sidewalks on Franklin Street crossing Jackson Street.

Jackson Street and Sharon Street

Proper ramps and crossings should be added, specifically to north section of intersection. Sidewalks are present on both sides of Jackson Street crossing Sharon Street and on the north side of Sharon Street ending at the northeast corner of the intersection with Jackson Street. The crosswalks on the north, east, and west sides of the intersection should be outfitted with proper ramps and crosswalks connecting each of the sidewalks. Doing so will increase connectivity of the larger sidewalk system and accessibility of the intersection.

Adams Street and RR Crossings

If the proposed sidewalks on Adams Street are constructed, a smooth and safe pedestrian crossing should be provided over the railroad tracks. Doing so would make the crossing safer for all users.

11th Street and RR crossing

A safe and smooth pedestrian and bicycle crossing should be provided on 11th Street at the railroad crossing.

Stewart Street and 6th Street

A proper crosswalk and transition ramps should be constructed on the west side of the intersection connecting the sidewalk on Stewart Street across 6th Street. Doing so would increase connectivity and accessibility of the larger system.

Stewart Street and GF&A Drive

Proper crossing elements should be added for pedestrian and bicyclist. If the proposed sidewalks on GFA Drive are constructed, proper transition ramps and crosswalks should be constructed to connect them to the present sidewalks on the west side of Stewart Drive. Doing so would increase safety of the crossing and connectivity of the larger sidewalk network.

Stewart and 4th Street

Proper crossing elements should be added to improve access.

A proper crosswalk and transition ramps should be constructed on the west side of the intersection connecting the sidewalk on Stewart Street across 3rd Street. Doing so would increase connectivity and accessibility of the larger system.

Crosswalk is present but ends at curb, no transition or ramp on other end of street. There is presently a crosswalk in front of both Stewart Elementary connecting the school on the east side of Stewart Street to the sidewalk on the west side of Stewart Street; each of these crosswalks should be outfitted with transition ramps directly connecting them to the sidewalks on Stewart Street. Doing so will increase accessibility of the crosswalk to all users.

Proper crossing elements should be added for pedestrian and bicyclist. Proper crosswalk and transition ramps are needed connecting sidewalks on the east and south sides of the intersection with Jackson Street and Clark Street. Doing so will increase connectivity of the sidewalk network and accessibility for all users.

Figure 31: Pedestrian Enhancements

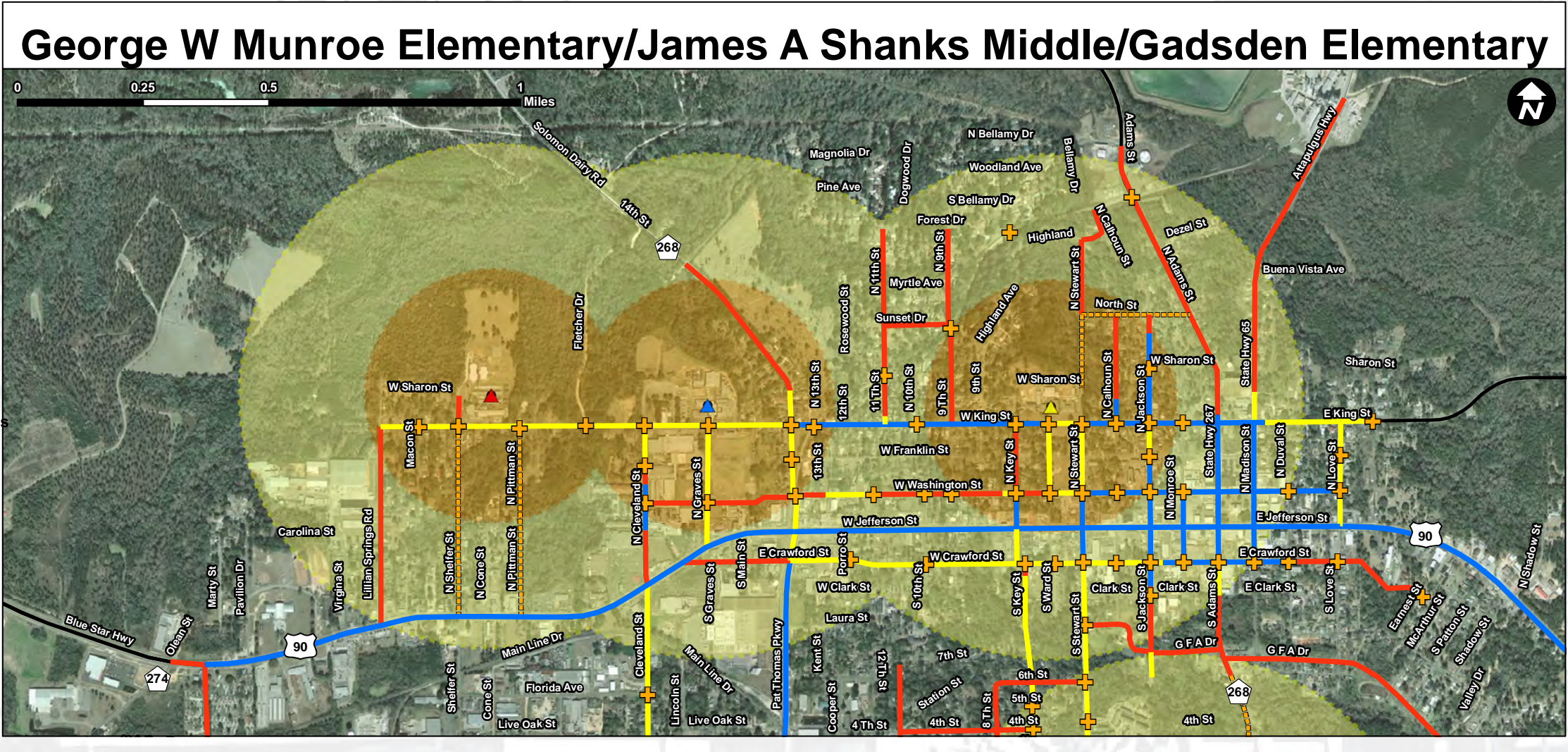


Figure 32: Blueway Launch Locations

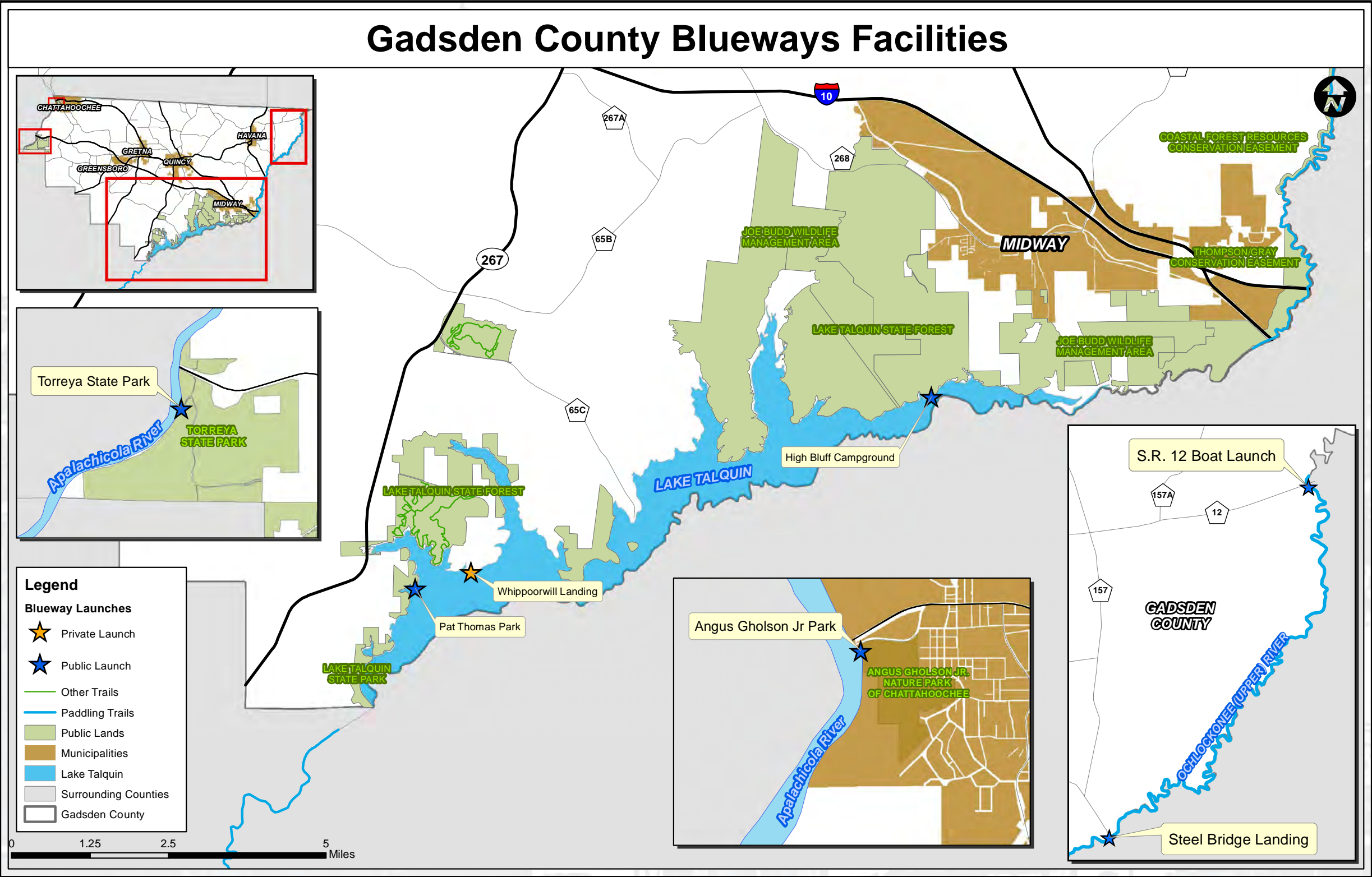
Blueways Plan

A blueway, or paddling trail, is a water path that is accessible to the public for the purposes of canoeing or kayaking. Blueways typically include launch points, camping locations, and points of interest to encourage family recreation, ecological education, and preservation of natural resources. There are two blueways in Gadsden County designated as paddling trails on the Florida Greenways and Trails System. These designated paddling trails include:

- Upper Ochlockonee River
- Apalachicola River Blueway

Additionally, Lake Talquin is located in the southern portion of the County. This facility serves as one of the premier blueway facilities in the region and provides the county with numerous outdoor activities and amenities.

The recommendations included in this Blueways Element are intended to improve connectivity between people and the various resources in the County, promote geotourism, support economic development and local businesses, and provide for enhanced recreational opportunities. **Figure 32** shows all the blueway facilities located in the County.



Upper Ochlockonee River

This Office of Greenways and Trails (OGT) designated Florida Paddling Trail covers a 27-mile stretch that forms the border between Gadsden and Leon Counties. The Upper Ochlockonee River offers paddlers of all skill levels the ability to enjoy the natural beauty and wildlife that surrounds this relatively undisturbed stretch of river. The Upper Ochlockonee River has four launch sites that allow users to choose a paddling distance that best suits them and their planned activities. Convenient access points are located at the SR 12 Bridge, SR 157 Bridge (Old Bainbridge Road), Tower Road, and the US 90 Bridge. Of these launch sites, only the SR 157 Bridge and the SR 12 Bridge are located inside Gadsden County; the two other launch facilities are all located on the Leon County side of the river. Despite the close proximity to a large metropolitan area, the Upper Ochlockonee River is very underdeveloped, which provides a more natural feel while on the river. Most of the property located along the river is privately owned so access to land between launch sites is limited. The OGT's Upper Ochlockonee River Paddling Trail Map is shown in **Figure 33**.

SR 157 Bridge

This launch facility is located on the northwest side of the river and provides users with a paved boat launch. This facility is mainly used for launching motorized boats so including features to make non-motorized boat launches easier would help promote canoeing and kayaking on the river. To do this it is recommended that synthetic turf be added next to the concrete boat ramp. This will allow non-motorized boat users an easier way to load, unload, and launch their boats. There is also a large gravel parking lot that provides ample space for automobiles and trailers. There are no other amenities at this location. The land at this launch site is owned by Plum Creek. If possible, the County and TDC should work with Plum Creek to agree to a public /private partnership that could provide enhanced amenities to the site.

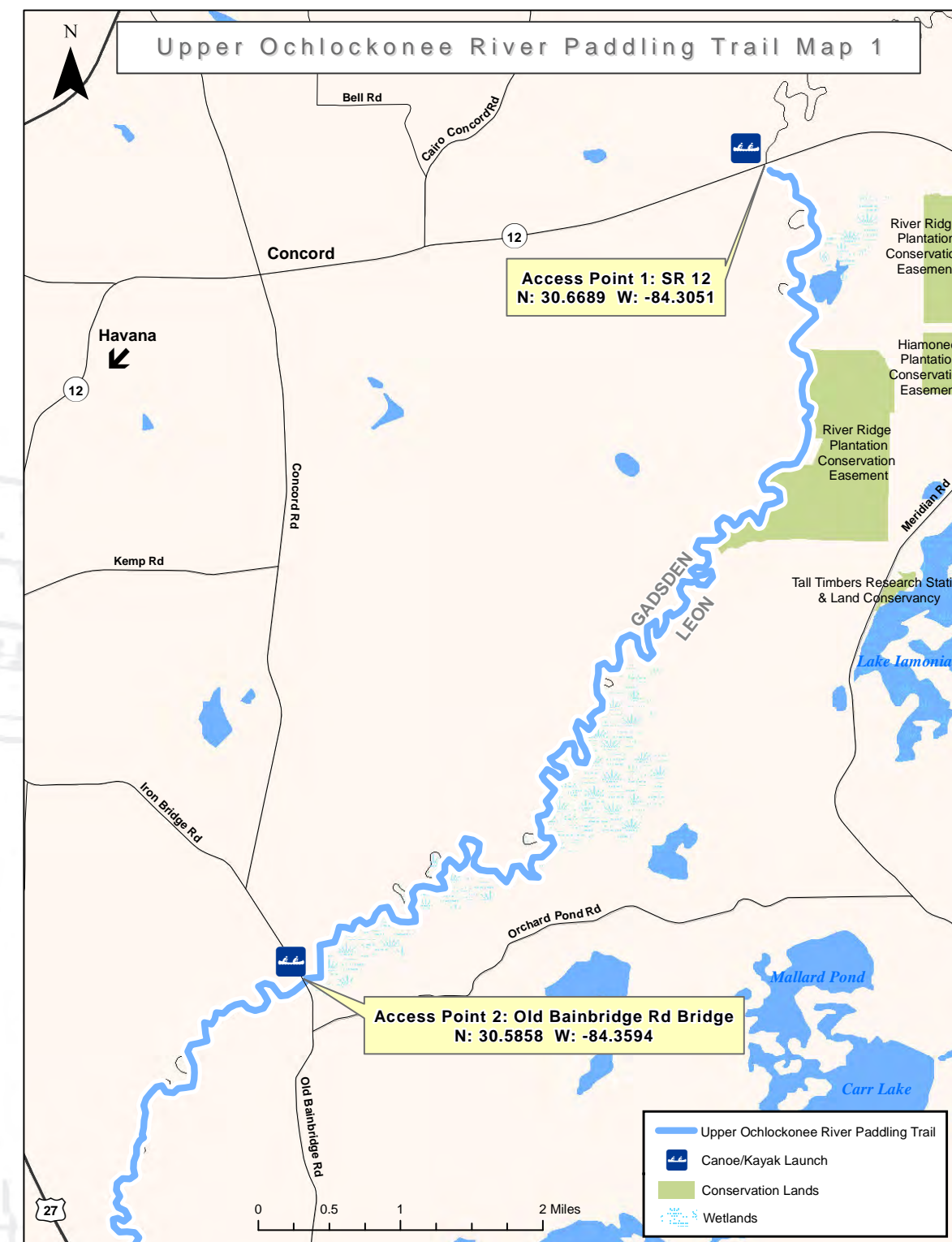
SR 12 Bridge

This launch facility is located on the southwest side of the river and provides users with an unpaved boat launch. It is recommended that synthetic matting or turf be added to the launch site, allowing non-motorized boat users an easier way to load, unload, and launch their boats. There is a small unimproved parking area at this launch site but currently no other amenities are at this location.



Launch Ramp at SR 157 Bridge

Figure 33: Upper Ochlockonee River Paddling Trail



Apalachicola River Blueway

This Office of Greenways and Trails designated Florida Paddling Trail covers roughly an eight-mile stretch that forms the border between Gadsden and Jackson County. Though the river continues far beyond the Gadsden County borders, only eight miles are located in Gadsden County. The Apalachicola River offers paddlers of all skill levels the ability to enjoy the natural beauty of the area as well as see the Jim Woodruff Dam on the north end of the river. The Apalachicola River has two launch sites within Gadsden County, although another site just outside of Chattahoochee is planned. Access points are located in Clyde Hopkins Park and in Torreya State Forest. The OGT’s Apalachicola River Paddling Trail Map is shown in **Figure 34**.

Clyde Hopkins Park

Clyde Hopkins Park is located on the western edge of Chattahoochee and has numerous amenities including a pavilion and picnicking area, an athletic trail, and camping facilities. Currently, the park has a paved boat launch that is primarily used by motorized boats on trailers. For this location, it is suggested that either a dry launch be added if the current paved ramp is wide enough to accommodate it or a synthetic turf or matting be added to a natural launch site in the park. The dry launch would allow non-motorized boat users to have a safe way to get their canoe or kayak into the river without scraping the bottom and the synthetic turf or matting would provide a designated access point that would minimize erosion and damage to the natural features.



Launch Site at Clyde Hopkins Park

Torreya State Park

Torreya State Park has a boat launch facility located in the southwest section of the County. The State Park has numerous recreational opportunities and is a popular destination for camping and hiking in the area. The boat launch in the park is paved launch that is located at the end of an unfinished winding road that is very narrow. It was recommended that the road leading to the ramp be widened and smoothed. Paving the road is an option but is not necessary due to the relatively low volume of boats that use this site. To make launching easier for non-motorized boat users, synthetic turf should be added along the shore so that there is a designated place for people to launch. Currently, the site has no amenities, so it is suggested that trash cans and a picnicking area be added to the site.

Figure 34: Apalachicola River Paddling Trail



Lake Talquin

Although Gadsden County has numerous rivers and lakes, the premier blueway facility in the County is Lake Talquin. This amenity, located in the southeast portion of the county, offers visitors and residents alike the opportunity to participate in numerous outdoor activities. One of the greatest assets to Lake Talquin is the fact that it is adjacent to Lake Talquin State Forest, which offers boat launches, camping, picnicking, as well as numerous other amenities. Lake Talquin is a well know and well used resource within the County that brings many tourists throughout the year. Capitalizing on this resource would help the County market itself as an ecotourism hub as well as boost commercial activity throughout the county. As listed by the Florida Department of Forestry, there are two boat launches that are located within the state forest: Hopkins Landing in Pat Thomas Park and High Bluff Campground.

Hopkins Landing

Hopkins Landing, located in Pat Thomas Park, offers a paved boat launch that is open to the general public and carries a \$2.00 launch fee. In addition to the boat launch, there is also an unpaved parking area, campgrounds, a picnicking area, and restrooms. This launch facility is suited to support both motorized and non-motorized boat use. Because the boat launch is paved, it is recommended that a dry ramp be added to the facility in order to make loading, unloading, and launching non-motorized boats easier. If a dry ramp is not feasible, a synthetic rubber mat could be used on a natural section adjacent to the existing ramp.

High Bluff Campground

High Bluff Campground, located off of High Bluff Road, has a paved boat launch that is open to the general public. High Bluff Campground also has restrooms and a fishing pier. Because the boat launch is paved, it is recommended that synthetic turf be added adjacent to the existing facility in order to make loading, unloading, and launching non-motorized boats easier.

There are other additional boat launches located outside state managed areas. The largest of these areas is located at Whippoorwill Landing. Whippoorwill Landing is a privately owned sport lodge that provides a paved boat launch to the public for \$3.00. This facility also has restrooms, trashcans, a restaurant, as well as a lodging and camping. The County could enter into a public/private partnership to enhance the launch facilities outside of public lands, if desired, and could work with the Chamber of Commerce and Tourism Development Council to promote blueways in the County for tourism and economic development purposes.

Examples of non-motorized boat launch facilities as developed by the Florida Fish and Wildlife Commission are shown on the following two pages.



Launch Facility at Whippoorwill Landing



Launch Facility at High Bluff Campground



Hopkins Landing at Pat Thomas Park

Airboats use these wooden slats to 'dry launch' from a trailer but they are also utilized by paddlers to decrease hull damage from the concrete surface. Modify existing launch structures by adding wooden or PVC slats to make a launch NMB-friendly.



11



11/30/2010 Version 4

Dry Launch Facility



Synthetic industrial matting is used to stabilize surface on this launch along the Suwannee River. It can also be used to stabilize banks with a 2-4% slope and allows vegetation to grow through matting. It is anchored with 18-24" stainless steel pins and requires little maintenance. This launch is submerged frequently and has survived several flood events with no problems.



10/13/2010 Version 1

Synthetic Industrial Matting

Synthetic Turf



The Great Calusa Blueway is using remnants of synthetic turf left over from installation in a stadium to surface these launches. They have installed it in an area with mucky soil by using pressure treated wood at both ends and 30" galvanized spikes spaced ~3' apart to hold it in place. This is inexpensive, not slippery, and is very popular with users. It will require cleaning with a pressure washer annually if in a sunny location and 3-4 times a year if sited in shady conditions.



11/30/2010 Version 4

12



Current Gateway Sign



Current Park Sign



Current Park Sign

Introduction

Using the existing Tourism Development Council (TDC) graphics, a series of signage recommendations is included in this plan for Gadsden County. This signage includes recommendations for branding the County through a unified theme and for providing directions to key locations within the County. The overall purpose is to identify and lead visitors and residents to their destinations and various points of interest in Gadsden. The sign designs in the study are a design development guide providing typical sign type sizes, colors, font styles, and other details. Prior to fabrication, sign manufacturers will need to provide construction drawings which show detail and engineering specifications to ensure safe installation. Permits may be required on FDOT maintained roads

Design Intent

Wayfinding signs should make a strong and consistent visual statement representing the character and image of Gadsden County. Signage should be bold and recognizable without confusing images or clutter. A limited color palette contributes to greater readability and clarity of message. The wayfinding signage system is meant to provide visitors guidance and information on various destinations within the downtown area, as well as leave a lasting impression of quality, history and community. Additionally, the wayfinding signage system should be cost effective and easily constructed so the system can be implemented and maintained at a reasonable expense.

Objectives of a Wayfinding System

- 1) Clearly define primary routes and entrance points in the County
- 2) Enable users to locate public parking adjacent to or in close proximity to their intended destination
- 3) Create a hierarchy of directional information

Sign Family

The following components of the sign system were designed individually for optimal functionality while complementing each other in form and finish to create a unified sign family:

- Gateway features
- Vehicular directional signs
- Pedestrian directional signs
- Landmark identification signs
- Civic building identification signs
- Park identification signs
- Directional signs for bicyclists
- Directional signs on blueways

Wayfinding Recommendations

Directional systems and wayfinding are fundamental design elements that are intended to provide assistance and direction to both pedestrians and automobiles throughout Gadsden County. Signage will direct users through the area and inform them of points of interest along the way. Wayfinding signage not only provides information for destinations but is also a way to connect people to places of interest, historical sites, and other features. For the Bicycle and Pedestrian Facilities Master Plan, it is suggested that the same signage and wayfinding designs be used throughout the county. By doing this it gives users continuity no matter where they are located within the County, it also gives the users a greater sense of place.

Gateway Recommendations

County gateway features announce the entrance into Gadsden County. These features can provide the first impression a visitor has of the County and will define a sense of place in the community. These features should clearly show the name of the County as well as introduce the theme that will be used on signage throughout the County. Gateway features are recommended to be located near the entrances tot he County along the following roadways.

- US 90
- US 27
- SR 12
- SR 267

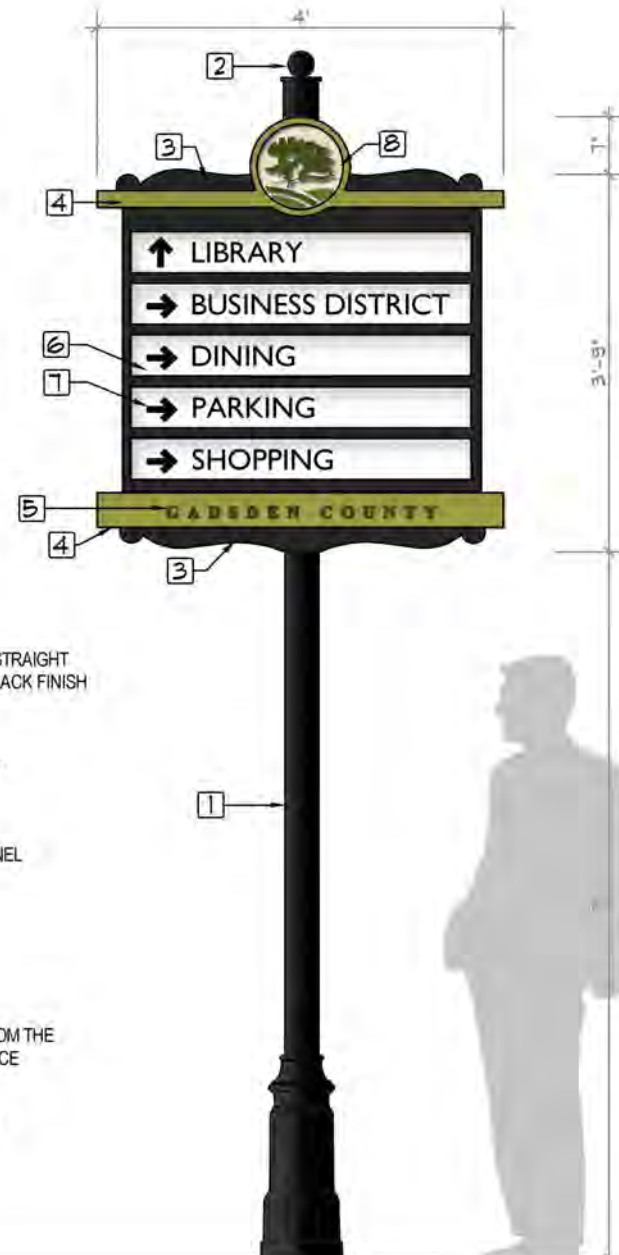


Directional Sign Recommendations

Directional signage is needed for both automobiles and pedestrians. These signs should be located at major intersections or near key destinations within the County, and should include key destinations and landmarks, as well as directional arrows leading to them. Directional signage should be used in conjunction with civic building, landmark, and park signage to get directly to their destination within the County. The different types of signage should be in the same style so that there is a unified theme throughout the County that creates a sense of place. Pedestrian directional signage should be placed in appropriate locations throughout the six municipalities in Gadsden County. These signs should direct pedestrians to nearby landmarks and civic buildings. Vehicular directional sign should be placed along main corridors that enter the municipalities. These signs should direct vehicles to municipalities as well as have key destinations of the County.

PEDESTRIAN SIGN SPECIFICATIONS

- 1 SIGN POLE AND BASE
STERNBERG LIGHTING - CHARLESTON 4" STRAIGHT
SMOOTH SHAFT, 12' CUSTOM HEIGHT, BLACK FINISH
(OR APPROVED EQUAL)
- 2 DECORATIVE POLE FINIAL
STERNBERG LIGHTING, BALL CENTER CAP
BLACK FINISH
- 3 ALUMINUM BACK PANEL
ALL ALUMINUM CONSTRUCTION SOLID PANEL
- 4 RAISED ALUMINUM PANEL
- 5 RAISED TEXT
ALUMINUM
- 6 MODULAR ALUMINUM PANELS
REMOVABLE SIGN BLADES, RECESSED FROM THE
BACK PANEL, APPLIED REFLECTIVE SURFACE
- 7 DIRECTIONAL TEXT AND ARROWS
APPLIED FLAT TO THE MODULAR PANELS,
FONT TYPE - 'GILL SANS MT'
- 8 DECORATIVE ICON
ALUMINUM



VEHICULAR SIGN SPECIFICATIONS

- 1 SIGN POLE AND BASE
STERNBERG LIGHTING - CHARLESTON 4" STRAIGHT
SMOOTH SHAFT, 12'-4" CUSTOM
(OR APPROVED EQUAL)
- 2 DECORATIVE POLE FINIAL
STERNBERG LIGHTING, BALL CENTER CAP
BLACK FINISH
- 3 ALUMINUM BACK PANEL
ALL ALUMINUM CONSTRUCTION
- 4 RAISED ALUMINUM PANEL
- 5 RAISED TEXT
ALUMINUM
- 6 MODULAR ALUMINUM PANELS
REMOVABLE SIGN BLADES, RECESSED FROM THE
BACK PANEL, APPLIED REFLECTIVE SURFACE
- 7 DIRECTIONAL TEXT AND ARROWS
APPLIED FLAT TO THE MODULAR PANELS,
FONT TYPE - 'GILL SANS MT'
- 8 DECORATIVE ICON
ALUMINUM



Landmark Identification Recommendations

Landmark signage should be used at all key destinations in Gadsden County. These signs should notify passing pedestrians and motorists of the name and location of the destination. As with all other signage throughout the County, landmark signs should be in the same style to create a sense of place and community within the County. Possible locations for landmark signage are:

- Coca-Cola Sign
- Historic Courthouse
- Historic Downtown area
- Lake Talquin State Forest
- Lake Talquin
- The rivers

SIGN SPECIFICATIONS

- 1

SIGN POLE AND BASE
STERNBERG LIGHTING - CHARLESTON 5"
STRAIGHT SMOOTH SHAFT , BLACK FINISH
(OR APPROVED EQUAL)
- 2

DECORATIVE POLE FINIAL
STERNBERG LIGHTING, BALL CENTER CAP
BLACK FINISH
- 3

ALUMINUM BACK PANEL
ALL ALUMINUM CONSTRUCTION SOLID PANEL
- 4

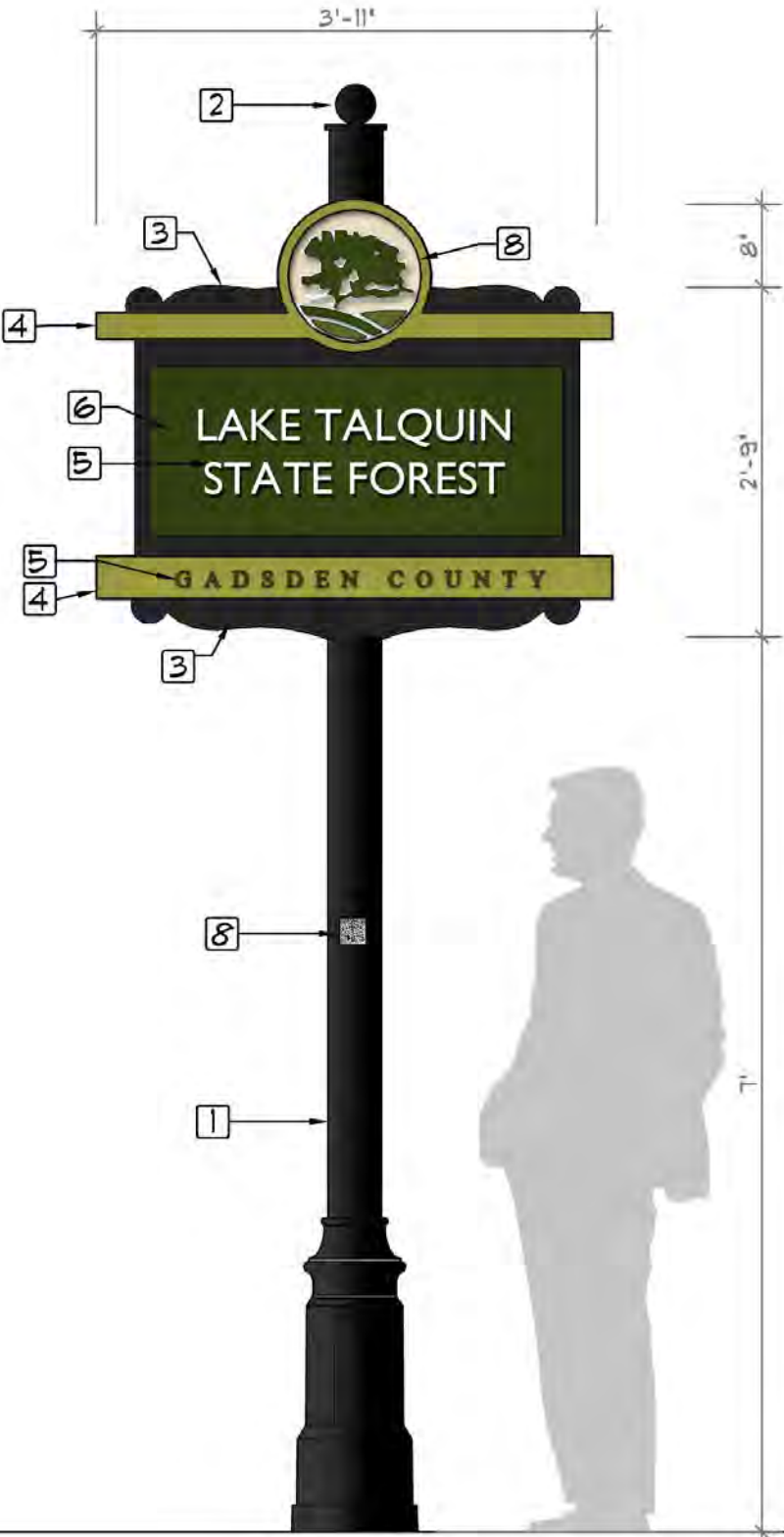
RAISED ALUMINUM PANEL
- 5

RAISED TEXT
ALUMINUM
- 6

ALUMINUM PANEL
RECESSED FROM THE BACK PANEL
- 7

DECORATIVE ICON
ALUMINUM
- 8

SCANNABLE QR CODE



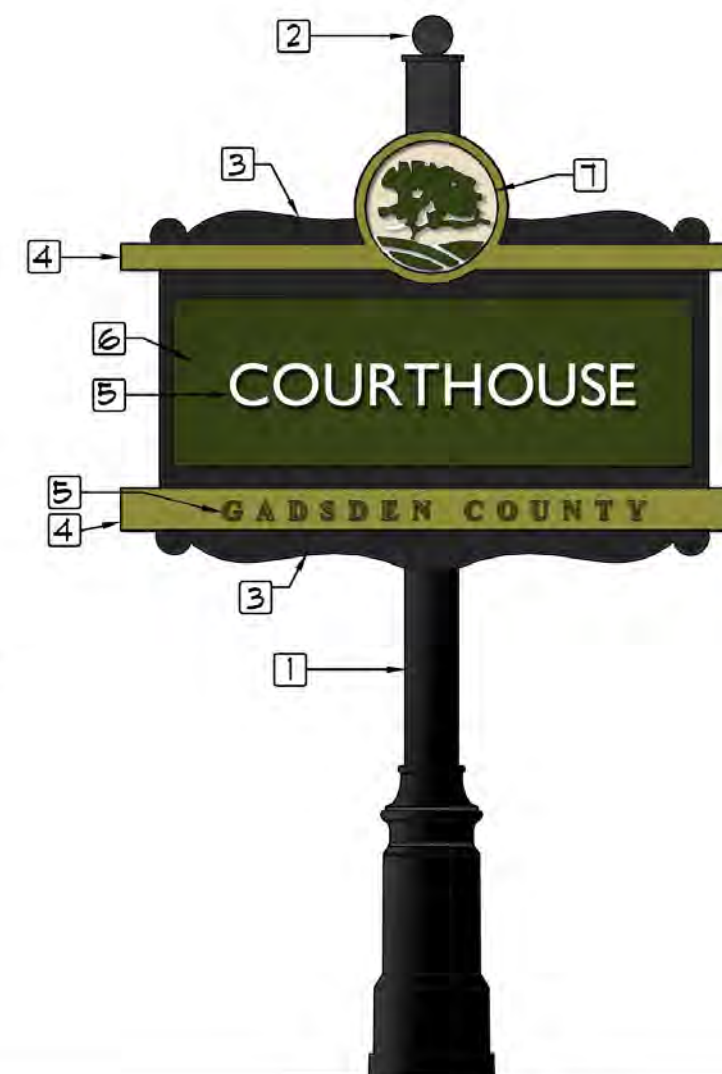
Civic Building Recommendations

Civic building signage should be used at all major governmental buildings in Gadsden County. These signs are built at a pedestrian scale so that they are easily visible to passing pedestrians, and should inform people of the use of that building. Civic building signage should serve to unify governmental buildings, as well as carry on the signage theme shown throughout the rest of the County. Possible locations for civic building signage are:

- County Offices
- Post Offices
- Tax Collector Office
- School Board Offices

SIGN SPECIFICATIONS

- SIGN POLE AND BASE**
STERNBERG LIGHTING - CHARLESTON 5"
STRAIGHT SMOOTH SHAFT, BLACK FINISH
(OR APPROVED EQUAL)
- DECORATIVE POLE FINIAL**
STERNBERG LIGHTING, BALL CENTER CAP
BLACK FINISH
- ALUMINUM BACK PANEL**
ALL ALUMINUM CONSTRUCTION SOLID PANEL
- RAISED ALUMINUM PANEL**
- RAISED TEXT**
ALUMINUM
- ALUMINUM PANEL**
RECESSED FROM THE BACK PANEL
- DECORATIVE ICON**
ALUMINUM



Park Identification Recommendations

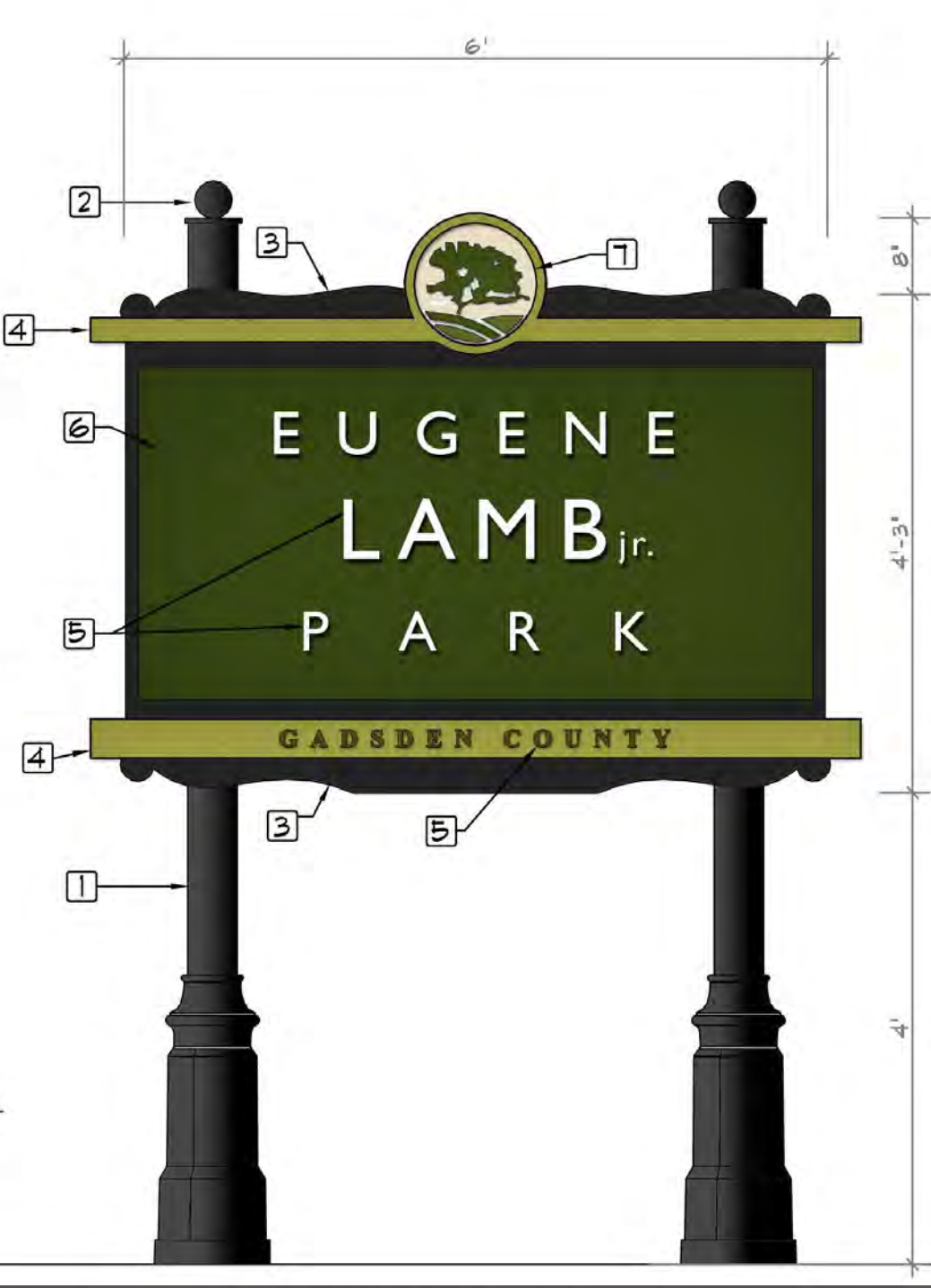
Park signage should be located at the entrance to each County Park. These signs should serve to inform visitors and residents that they have arrived at their destinations. At a minimum, park signage should include the name of the park, and contain design features similar to the other signs in the County. Park signage should be located at the following parks:

- Bear Creek State Park
- Joe Bud Wildlife Management Area
- Lake Talquin State Park
- Eugene Lamb, Jr. Park
- Clyde Hopkins Park
- Pat Thomas Park

Parks signs should be implemented at all County parks, coordination between the municipalities and the County is needed to determine what parks will get priority in sign implementation and phasing.

SIGN SPECIFICATIONS

- 1 SIGN POLE AND BASE
STERNBERG LIGHTING -
CHARLESTON 5" STRAIGHT
SMOOTH SHAFT, BLACK FINISH
(OR APPROVED EQUAL)
- 2 DECORATIVE POLE FINIAL
STERNBERG LIGHTING, BALL
CENTER CAP BLACK FINISH
- 3 ALUMINUM BACK PANEL
ALL ALUMINUM CONSTRUCTION
SOLID PANEL
- 4 RAISED ALUMINUM PANEL
- 5 RAISED TEXT
ALUMINUM
- 6 ALUMINUM PANEL
RECESSED FROM THE BACK PANEL
- 7 DECORATIVE ICON
ALUMINUM

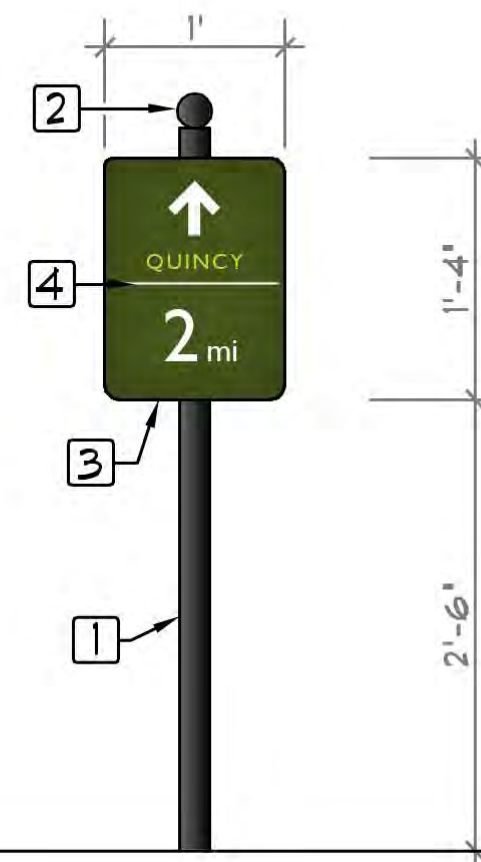


Bicycle Sign Recommendations

Bicycle signage is appropriate along bicycle trails and multiuse facilities. These signs should include mile markers to aid bicyclists with navigation and in determining distance to key locations. They should be designed at a scale that is easy to read by passing bicyclists and should not interfere with users of the facilities. Once elements of the Master Plan are implemented, bicycle signage should be placed at appropriate intervals along all routes.

CYCLISTS SIGN SPECIFICATIONS

- 1 **SIGN POLE**
2" SMOOTH ROUND POLE,
4' HEIGHT, BLACK FINISH
- 2 **BALL CENTER CAP**
BLACK FINISH
- 3 **ALUMINUM PANEL**
ALL ALUMINUM CONSTRUCTION SOLID
PANEL, 1" RADIUS ON ALL FOUR CORNERS
- 4 **APPLIED TEXT AND GRAPHICS**



Blueway Sign Recommendations

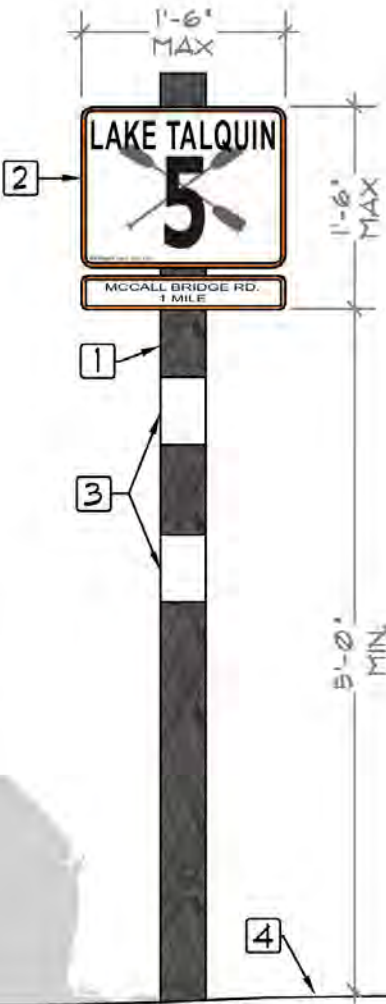
Currently, Gadsden County lacks directional signage to alert people of the location and distance to blueway launch facilities. Signage should be added throughout the County to direct and inform people where blueway launch areas are located. To accomplish this it is recommended that vehicular wayfinding signs be placed along the major corridors in Gadsden County that show both direction and distance to blueway launch areas. These signs should be located along US 90, SR 267, and SR 268 as well throughout the cities in the county. These signs should include directional arrows and distance markers to the nearest blueway launching area. Signage should also be added to smaller roads leading up to launch areas, this way people will be able to access blueway facilities from anywhere in the County. Adjacent to the parking and launch areas, signage should be added to alert people that they have arrived and direct motorists where to park. Currently, there is no signage directing people to blueways in Gadsden County. By adding this feature it would significantly increase the visibility of the blueway facilities in the county as well as serve to unify the signage for non-motorized forms of travel in the County.

It is not legal to design your own paddling trail signs. According to F.S. 327.41 and 68D-23.104 FAC, all waterway markers must comply with state and federal regulations in a standardized format. These signs are designed to be highly visible, increase safety, and easily recognizable across the State. These signs could be installed on the blueways as a means to identify mile markers, to clarify routes at specific decision points along the blueway, or to clearly mark access points. Signage on blueways requires permitting and often do not withstand severe weather conditions, therefore signage should be installed on land when feasible.

BLUEWAY SIGN SPECIFICATIONS

- 1 PRESSURE TREATED WOOD POST
- 2 ALUMINUM SIGN PANEL
REFLECTIVE WHITE BACKGROUND,
ORANGE BORDER, BLACK BLOCK LETTERS,
BROWN CROSSED PADDLES
- 3 REFLECTIVE WHITE STRIPING
TWO 6" BANDS, 8" APART ON THE POST
PLACED 6" BELOW THE SIGN
- 4 AVERAGE HIGH WATER LINE

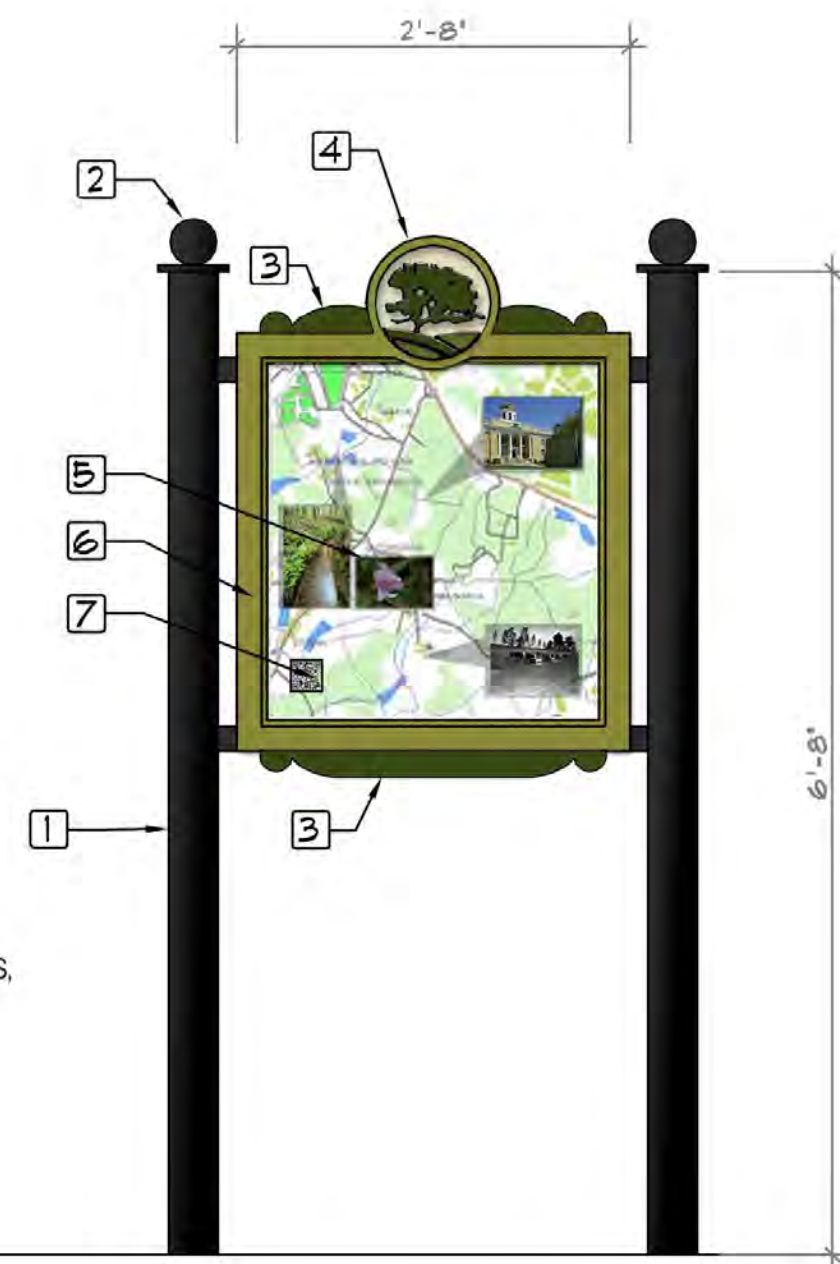
*BLUEWAY SIGNS MUST CONFORM TO ALL
PADDLING TRAIL SIGN SPECIFICATIONS AND
PERMITTING UNDER THE FLORIDA FISH AND
WILDLIFE CONSERVATION COMMISSION



Kiosks should be located in areas that have numerous destinations within a small area. Kiosks typically include a map of the area and highlight popular destinations. It is also possible to include local businesses on the kiosks. To do this, space would be sold to local businesses and in return they would be able to advertise on the kiosk. This helps the County pay for the signage and acts an economic driver for local businesses. Kiosk features are most useful when located in close proximity to the areas that they are promoting, therefore kiosk features are recommended for Downtown Quincy, Chattahoochee, and Havana.

KIOSK SPECIFICATIONS

- 1 SIGN POLE
4" SMOOTH ALUMINUM SHAFT, *BLACK*
- 2 DECORATIVE POLE FINIAL
BALL CENTER CAP
- 3 ALUMINUM BACK PANEL
ALL ALUMINUM CONSTRUCTION SOLID PANEL
- 4 DECORATIVE ICON
ALUMINUM
- 5 DOUBLE SIDED DISPLAY CASE
CLEAR PROTECTIVE COVER, STAINLESS LOCKS,
FULL PIANO HINGE
- 6 DISPLAY CASE BORDER
ALUMINUM CONSTRUCTION, 2" THICK
- 7 SCANNABLE QR CODE



Implementation Plan

The projects identified in this Master Plan were developed with a focus on implementation. To act as a catalyst for the implementation of this Bicycle and Pedestrian Facilities Master Plan, a feasibility study was completed for the primary multiuse trail connections identified for the County. An executive summary of the feasibility study is included in this section of the Bicycle and Pedestrian Facilities Master Plan. Also included are planning cost estimates and potential funding sources for the recommended projects.

Gadsden County Bicycle and Pedestrian Facilities Master Plan Feasibility Study Executive Summary

Introduction

A feasibility study was conducted for the highest ranked shared use path corridor. This corridor is the Florida Arts Bicycle Trail. A feasibility study is intended to assess whether constraints exist that preclude the project from being built. Additionally, a feasibility study can be used to seek funding from various sources and for budgeting purposes.

Concept Development

Several potential corridors were identified that would provide mobility improvements and important connections. The corridors were identified, ranked, and prioritized by considering the following efforts:

- Field review of existing conditions
- Stakeholder interviews
- Coordination with County employees
- Input received during the Public Workshop

Based on opportunities that were identified in the field reviews and the stakeholder interviews, it was determined that the Florida Arts Bicycle Trail was the top priority for multi-modal improvement. The corridor is anticipated to take the form of a shared use path, characterized by an 8-12 foot wide asphalt path. Since the paths will serve two-way traffic, it is not necessary to have a path on each side of a given roadway. When possible, the bike/pedestrian corridors would be separated from the road by a curb and a landscaped buffer. At cross streets, ADA compliant ramps will be provided, with enhanced crosswalk features when appropriate.

Cost Estimates

Planning-level cost estimates were developed based on Florida Department of Transportation (FDOT) cost-per-mile models for a similar improvement. The cost estimates are intended to provide a general estimate based on limited information. Cost estimates will be refined in subsequent design phases based on additional information and detailed corridor assessments.

Strategies

Implementation of the Plan and recommended improvements and strategies requires regular review by the community to ensure they reflect current needs and priorities as well as being responsive to market conditions and trends. Furthermore, review should identify where items have been implemented, and if they are performing as anticipated. Implementation strategies may involve one or more organizations and can take various forms through the local government process (amendments to the Comprehensive Plan, land development codes, etc.) or through the development, including expansion, of community programs.

As part of future roadway and/or corridor improvements including resurfacing projects, a minimum five foot paved shoulder should be provided. This will facilitate additional bicycle and pedestrian opportunities along the corridor. This policy should apply to all roadway projects, not just the primary recommended corridors in this Plan, to better enhance and provide and expanded, county wide network.

Marketing and Information Distribution

Include a link through County's website (and municipalities) and/or data links across agencies to facilitate the dissemination of the Plan, recommendations and routes whether for recreation activities, economic development, public assets or community events. The County should also develop a mobile application (app) so that information is available to people who may not be familiar with the County. It has been proposed that the app be called the GadApp and that it be developed for iOS (Apple), Android, and Windows mobile devices. The app could contain information regarding different destinations in the County as well as provide information on bicycle routes and blueway launch points.

Implementation Strategy

The implementation strategy for the recommendations included in the Gadsden County Bicycle and Pedestrian Facilities Master Plan identifies projects that can be implemented in a shorter time frame due to their size, funding sources, and their ability to be added to other projects. The strategy also identifies projects that may require greater amounts of funding and longer time frames to implement. **Figures 35** identifies Immediate (within 1 year), Short-term (2-3 years), Intermediate-term (3-5 years), and Long-term (6-10 years) projects. Projects may be moved from one category to another based on the availability of funding and changes to the local community. For example, a project identified as Intermediate-term may be implemented in the short-term time frame if funding were to become available for that project. **Figures 36a-j** provide cost estimates, possible funding sources, and next steps for implementation for the facility projects recommended in this Bicycle and Pedestrian Facilities Master Plan.

In addition to facility recommendations, Gadsden County should also implement bicycle and pedestrian supportive policies and programs. Because these policies and programs generally have little to no monetary costs, they can be implemented in the immediate or short-term. The first step of the implementation phase should be to designate a Bicycle Program Manager. This role does not need to be a new position, but can be a part of an existing position. The Bicycle Program Manager can then oversee the implementation of the other policy recommendations included in the Bicycle Element and the Pedestrian Element of this Bicycle and Pedestrian Facilities Master Plan. The Bicycle Program Manager can also coordinate with other entities, such as the Bicycle Advisory Committee, to accomplish the bicycle and pedestrian supportive projects. The Bicycle Program Manager can also coordinate with the League of American Bicyclists and local law enforcement to provide training courses in the community. Local bicycle shops may also be willing to donate bicycle helmets, water bottles, or other bicycle gear for these events.

Figure 35: Shared Use Bicycle Path Cost Estimates

Immediate Recommendation/Descriptions	Length	Improvement(s)	Project Cost
Quincy to Havana Shared Use Path - Design and Survey	10.2 mi	Design 8'-12' Asphalt Path	\$ 516,360.84
Quincy to Gretna Shared Use Path - Feasibility Study	5.3 mi	Study 8'-12' Asphalt Path	\$ 10,000.00

Short Term Recommendation/Descriptions	Length	Improvement(s)	Project Cost
Quincy to Havana Shared Use Path - Construction	10.2 mi	Construct 8'-12' Asphalt Path	\$ 2,065,443.37
Quincy to Gretna Shared Use Path - Design and Survey	5.3 mi	Design 8'-12' Asphalt Path	\$ 268,305.14

Intermediate Recommendation/Descriptions	Length	Improvement(s)	Project Cost
Quincy to Gretna Shared Use Path - Construction	5.3 mi	Construct 8'-12' Asphalt Path	\$ 1,073,220.58
Gretna to Greensboro Shared Use Path - Feasibility Study	6.9 mi	Study 8'-12' Asphalt Path	\$ 10,000.00

Long Term Recommendation/Descriptions	Length	Improvement(s)	Project Cost
Remainder of the Recommendations			



A Shared Use Bicycle Path Under Construction in the Road Right-of-Way

Figure 36a: Shared Use Path Cost Estimates

Segment	Recommendation/Description	Length	Improvement(s)	Project Cost	Coordination with other agencies / property owners	Funding Source	Next Step(s) for Project Implementation
Recommendation 1							
	Quincy to Havana	10.2 mi	Construct 8'-12' Asphalt Path	\$ 2,581,804.21	FDOT, City and County officials, homeowners, utilities	Transportation Enhancement Grant, General Funds	Feasibility Study
Recommendation 2							
	Quincy to Gretna	6.3 mi	Construct 8'-12' Asphalt Path	\$ 1,594,643.78	FDOT, City and County officials	Transportation Enhancement Grant, General Funds	Feasibility Study
Recommendation 3							
	Gretna to Greensboro	6.9 mi	Construct 8'-12' Asphalt Path	\$ 1,746,514.61	County and City officials, Utilities	Transportation Enhancement Grant, General Funds	Feasibility Study
Recommendation 4							
	Gretna to Chattahoochee	11.8 mi	Construct 8'-12' Asphalt Path	\$ 2,986,793.11	Utilities, homeowners	Recreational Trails Program	Feasibility Study
Recommendation 5							
	Quincy to Midway	9.2 mi	Construct 8'-12' Asphalt Path	\$ 2,328,686.15	FDOT, Business owners, utilities	Transportation Enhancement Grant, General Funds	Feasibility Study
Recommendation 6							
	Quincy to Lines Tract Trail	8.2 mi	Construct 8'-12' Asphalt Path	\$ 2,075,568.09	FDOT, County and City officials, utilities	Transportation Enhancement Grant, General Funds	Feasibility Study
Recommendation 7							
	Rails with Trails in Chattahoochee	2.9 mi	Construct 8'-12' Asphalt Path	\$ 734,042.37	CSX	Transportation Enhancement Grant, General Funds	Feasibility Study

FACILITIES MASTER PLAN

Figure 36b: Sidewalk Cost Estimates

Segment	Recommendation/Description	Length	Improvement(s)	Coordination with other agencies / property owners	Funding Source	Next Step(s) for Project Implementation	Notes	Project Cost
Chattahoochee Elementary School Safe Routes to School								
	Sidewalk - Chattahoochee St - near intersection of Hickory St and Chattahoochee St	40 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 911.69
	Sidewalk - Hickory St - Calloway St to Main St	121 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,768.18
	Sidewalk - Barnes Ave - Midway between Carracas St and Main St to Main St	446 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 10,109.88
	Sidewalk - Marion St - Main St to Bates St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Pine St - Main St to Bates St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - US 90/Washington St - Maple St and Jinks Crossing Rd	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - Jinks Crossing Rd - US 90 and Lonesome Rd	0.6 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 72,213.46
	Sidewalk - Lincoln Dr - Chattahoochee St and Maple St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 12,035.58
	Sidewalk - Calloway St - Pine St to Hickory St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 24,071.15
	Sidewalk - Brent St - Carracas St east 300 feet	270 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 6,138.14
	Intersection Improvements - Hickory St and Maple St		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Lincoln Dr and Chattahoochee St		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Lincoln Dr and Maple St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Chattahoochee St and Brent St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Chattahoochee St and Bonita St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Bonita St and Main St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Barnes Ave and Carracas St		Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Barnes Ave and Main St		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Oak St and Main St		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Maple St and US 90/Washington St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00

Figure 36c: Sidewalk Cost Estimates

Havana Elementary School Safe Routes to School								
	Sidewalk - 4th St - 16th Ave to 17th Ave	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - 11th Ave - US 27 to 1st St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - 5th St - US 27 to 10th Ave	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - 10th Ave - 5th St to US 27	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - 12th Ave - US 27 to 3rd St	0.3 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 36,106.73
	Sidewalk - 16th Ave/1st Ave - 4th St to 1st St SE	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - US 27 - 4th St to 5th St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - Main St - 12th Ave to 17th St	0.6 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 72,213.46
	Sidewalk - 3rd St - 16th Ave to 17th Ave	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 24,071.15
	Sidewalk - 15th St - Main St to Conyers St	292 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 6,619.57
	Sidewalk - Conyers St - 15th Ave to 17th Ave	0.3 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 36,106.73
	Sidewalk - 1st St - 16th Ave to 17th Ave	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 24,071.15
	Intersection Improvements - 4th St and US 27		Add signals		Safe Routes to Schools	Apply for Funding		\$ 2,500.00

Figure 36d: Sidewalk Cost Estimates

Segment	Recommendation/Description	Length	Improvement(s)	Coordination with other agencies / property owners	Funding Source	Next Step(s) for Project Implementation	Notes	Project Cost
George W Munroe Elementary School, James A Shanks Middle School, Gadsden Elementary Magnet School Safe Routes to School								
	Sidewalk - Shelfer St - King St to Sharon St	328 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 7,462.06
	Sidewalk - Cleveland St - Golden Leaf Apartments, west side of road	118 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,647.83
	Sidewalk - Cleveland St - south of Arbor Crest Apt. property to Jefferson St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - Washington St - Cleveland St to Graves St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - Washington St - Graves St to 14th St/CR 268	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Washington St - Ward St to Key St	354 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 8,063.84
	Sidewalk - Washington St and 10th St	100 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,279.54
	Sidewalk - Washington St and 13th St	100 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,279.54
	Sidewalk - US 90 - Ben Boslick Rd to Atlanta St	358 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 8,184.19
	Sidewalk - Stewart St - North St to Highland	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - Calhoun St - King St to North St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Adams St - North of railroad tracks to King St	0.6 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 72,213.46
	Sidewalk - SR 65/Madison St - King St to C&E Farm Rd	0.7 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 84,249.03
	Sidewalk - Lilian Springs Rd - King St to US 90	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - CR 268/14th St - Fletcher Rd to King St	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - Sunset Dr - 11th St to 9th St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - 11th St - King St to Forest Dr	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - 12th St - King St to Forest Dr	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - Crawford St - US 90 to Pat Thomas Pkwy	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Monroe St - Crawford St to GF&A Dr	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Atlanta St to MLK Blvd	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - Key St - south of Crawford St	115 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,647.83
	Sidewalk - Key St - south of ball field north of MLK Blvd	340 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 7,750.91
	Sidewalk - 3rd St - Key St to 9th St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - 11th St - 7th ST to MLK BLvd	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - 2nd St - 11th St to Key St	0.3 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 36,106.73
	Sidewalk - 9th St - 3rd St to south of MLK Blvd (track field)	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - 8th St - 6th ST to Hardin St	0.3 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 36,106.73
	Sidewalk - Hardin St - 9th St to 8th St	341 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 7,823.12
	Sidewalk - 6th St - 8th St to Stewart St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Jackson St - north of Clark St east side	131 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 3,008.89
	Sidewalk - Jackson St - Clark St to GF&A Dr	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - GF&A Dr - Stewart St to Adams St	0.3 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 36,106.73
	Sidewalk - Adams St - Clark St to Davis St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Adams St - MLK Blvd to south of Strong St	1.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 144,426.91
	Sidewalk - Bay St - Adams St to Sikes St	305 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 6,980.63
	Sidewalk - Sikes St - Bay St south	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - Collins St - Warren St to Adams St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - Cheeseborough Ave - Adams St to Love St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Love St - Cheeseborough Ave to Dupont Ave	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15

Figure 36e: Sidewalk Cost Estimates

Segment	Recommendation/Description	Length	Improvement(s)	Coordination with other agencies / property owners	Funding Source	Next Step(s) for Project Implementation	Notes	Project Cost
George W Munroe Elementary School, James A Shanks Middle School, Gadsden Elementary Magnet School Safe Routes to School								
	Sidewalk - Dupont Ave - Adams St to Love St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - GF&A Dr - Adams St to US 90	1.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 144,426.91
	Sidewalk - US 90 - Chalk St to Magnolia Forest entrance	2.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 288,853.82
	Sidewalk - Shelfer St - King St to Jefferson St	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 48,142.30
	Sidewalk - Pittman St - King St to Jefferson St	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 48,142.30
	Sidewalk - North St - Adams St to Stewart St	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 24,071.15
	Sidewalk - Stewart St - North St to Sharon St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 12,035.58
	Sidewalk - 3rd St - 9th St to 11st St	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 12,035.58
	Sidewalk - Adams St - Davis St to MLK Blvd	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 48,142.30
	Sidewalk - Betlinet Dr - SR 268 to Cheeseborough Ave	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 48,142.30
	Sidewalk - Wallace Dr - SR 268 to Betlinet Dr	486 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 11,072.73
	Intersection Improvements - King St and Macon St		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Shelfer St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Pittman St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Fletcher Dr		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Cleveland St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Golden Leaf Apartments on Cleveland St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Cleveland St		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Graves St and Washington St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Graves St		Signal/Stripe/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and 14th St/CR 268		Add smooth ped. crossing	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - 14th St/CR 268 and Franklin St		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and 14th St/CR 268		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and RR crossing		Add smooth ped. crossing	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and 10th St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Key St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Ward St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Stewart St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Calhoun St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Jackson St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Monroe St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - King St and Corry St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Franklin St and Love St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Franklin St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Duval St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Monroe St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Jackson St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Calhoun St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Stewart St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Ward St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00

Figure 36f: Sidewalk Cost Estimates

Segment	Recommendation/Description	Length	Improvement(s)	Coordination with other agencies / property owners	Funding Source	Next Step(s) for Project Implementation	Notes	Project Cost
George W Munroe Elementary School, James A Shanks Middle School, Gadsden Elementary Magnet School Safe Routes to School								
	Intersection Improvements - Washington St and Key St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and 9th St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and 10th St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Washington St and Slappy St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Jackson St and Franklin St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Jackson St and Sharon St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Adams St and RR crossings		Add smooth ped. crossing	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - 11th St and RR crossing		Add smooth ped. crossing	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - cross streets, Crawford St between US 90 and Earnest		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Cleveland St and Florida Ave		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Cleveland St and Elm St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Cleveland St and Stevens St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Cleveland St and Smith St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Cleveland St and Hardin St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - cross streets, west side of Cleveland St south of US 90		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Key St and 5th St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Key St and 4th St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Key St and 3rd St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Key St and 2nd St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Key St and Ball Fields parking lot		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Key St and MLK Blvd		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Stewart St and 6th St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Stewart St and GF&A Dr		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Stewart St and 4th St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Stewart St and 3rd St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Stewart St and Carter and Stewart school entrances		Add ramps to crosswalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Jackson St and Clark St		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00

FACILITIES MASTER PLAN

Figure 36g: Sidewalk Cost Estimates

Segment	Recommendation/Description	Length	Improvement(s)	Coordination with other agencies / property owners	Funding Source	Next Step(s) for Project Implementation	Notes	Project Cost
Gretna Elementary School Safe Routes to School								
	Sidewalk - South Ave - CR 65A/Dewey Johnson Way to Lake Gretna Ave	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Dogwood Dr - CR 65A to Lake Gretna Dr	0.5 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 60,177.88
	Sidewalk - Lake Gretna Dr - South Ave to MLK Blvd	0.3 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 36,106.73
	Sidewalk - CR 65A/Dewey Johnson Way - South Ave to MLK Blvd	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - CR 65A/Dewey Johnson Way - MLK Blvd to Hobley Ave	1.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 144,426.91
	Sidewalk - Jackson Ln - MLK Blvd south	0.2 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 24,071.15
	Sidewalk - Williams St - MLK Blvd to Hobley Ave	0.6 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 72,213.46
	Sidewalk - Hobley Ave - Williams St to CR 65A	0.3 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 36,106.73
	Intersection Improvements - CR 65A and MLK Blvd		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - CR 65A and Hobley Ave		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Lake Gretna Dr and MLK Blvd		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - MLK Blvd and RR crossing at Cauty Ln		Add smooth ped. crossing	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00

Figure 36h: Sidewalk Cost Estimates

Crossroads Academy Safe Routes to School								
	Sidewalk - connection to Strong Rd from south Triple Oaks residential complex	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - connection to Strong Rd from north Triple Oaks residential complex	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - Ralph Strong Rd/Strong Rd - US 90 to ST 268/High Bridge Rd	1.0 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 120,355.76
	Sidewalk - Ranch Rd - Lasalle Leffall Dr to US 90	377 ft	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 8,545.26
	Sidewalk - Ranch Rd - Lasalle Leffall Dr south	0.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 12,035.58
	Sidewalk - Lasalle Leffall Dr - Strong Rd to Ranch Rd	0.3 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 36,106.73
	Sidewalk - US 90 - Magnolia Forest entrance to GF&A Dr	2.1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 252,747.10
	Sidewalk - Selman Rd east 1.5 miles	1.5 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 180,533.64
	Sidewalk - Holly Cir - Selman Rd to US 90	0.7 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 84,249.03
	Sidewalk - Circle Dr - US 90 north to US 90 south	1 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 120,355.76
	Sidewalk - Canal St - Circle Dr north to Circle Dr south	0.4 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 48,142.30
	Sidewalk - Ranch Rd	0.7 mi	Add 5' wide concrete sidewalk	School Board, Utilities	Safe Routes to Schools	Apply for Funding	Segment has constraints	\$ 84,249.03
	Intersection Improvements - Strong Rd		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - US 90		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - Selman Rd and Sparkleberry Blvd (north)		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00
	Intersection Improvements - US 90 and Magnolia Forest entrance		Striping/Ramp improvements	School Board, Utilities	Safe Routes to Schools	Apply for Funding		\$ 2,500.00

Figure 36i: Blueway Cost Estimates

Blueways Plan					
Recommendation/Description	Improvement(s)	Coordination with other agencies / property owners	Funding Source	Next Steps for Project Implementation	Project Cost
Upper Ochlockonee River - SR 157 Bridge boat launch	Add dry launch or synthetic matting	Office of Greenways and Trails, Parks Dept., Public Works	General Funds	Apply for Funding	\$2,700 - \$3,600
Lake Talquin - Hopkins Landing boat launch	Add dry launch or synthetic matting	Office of Greenways and Trails, Parks Dept., Public Works	General Funds	Apply for Funding	\$2,700 - \$3,600
High Bluff Campground boat launch	Add dry launch or synthetic matting	Office of Greenways and Trails, Parks Dept., Public Works	General Funds	Apply for Funding	\$2,700 - \$3,600

Figure 36j: Signage Cost Estimates

Wayfinding Signage Estimates	Estimated Cost Per Unit	Funding Source
Major Gateway Signage	\$10,000 to \$15,000	General Funds
Minor Gateway Signage	\$10,000 to \$15,000	General Funds
Pedestrian Directional Sign	\$3,000 to \$4,000	General Funds
Vehicular Directional Sign	\$5,000 to \$6,000	General Funds
Landmark Identification Sign	\$2,000 to \$3,000	General Funds
Civic Building Sign	\$2,500 to \$3,500	General Funds
Park Identification Sign	\$3,000 to \$4,000	General Funds
Directional Sign for Cyclists	\$3,500	General Funds
Directional Sign on Blueways	\$3,500	General Funds



Funding Options

Following the completion of this plan, the community will be in better position to seek additional funding opportunities for identified projects including sidewalks, trails and trail facilities.

The County and its municipalities should partner with the School District to establish a Safe Routes To School (SRTS) Program. This program can assist with infrastructure improvements including the construction of new facilities or improvements to existing facilities including sidewalks, cross-walks, signage, and lighting within a 2.0 mile radius of a school (certain requirements apply). State and Federal funds are available for the identification and implementation of certain improvements including sidewalks, street lighting, cross-walks, etc.

There is an existing Safe Routes to School (SRTS) program in Florida that encompasses routes and techniques used to encourage children to walk or cycle to or from school. The SRTS program is a federal reimbursement program to enable and encourage children in grades K-8 to walk and cycle to school; to make walking and cycling to school safer and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. This program would benefit Gadsden County and the municipalities due to the fact that there are inadequate sidewalks within the areas around the existing schools to support the pedestrian activities.

Continue to leverage available funds and in-kind services to obtain alternative grants and funding for identified improvements and programs to enhance the economic and development desirability of the community (i.e., CRA, LAP Funds, CDBG, FDOT)

VISIT FLORIDA Grants

VISIT FLORIDA is the state's official tourism marketing corporation created in 1996. VISIT FLORIDA is not a government agency, but rather a not-for-profit corporation that carries out the work of the Florida Commission on Tourism, which was created as a public-private partnership by the Florida Legislature in 1996. The Commission, in partnership with the Governor's office, took over the functions of what was then the Tourism Division of the Florida Department of Commerce. VISIT FLORIDA maintains the following grant programs:

- Cultural Heritage and Nature Tourism Grant Program: The Cultural Heritage and Nature Tourism (CHNT) Grant Program is a reimbursement program designed to provide funding for multi-county and multi-partner marketing projects for the promotion of Florida's cultural heritage and nature tourism and education efforts. Total funds available for this grant program during the 2012-2013 Fiscal Year (July 1, 2012 - June 30, 2013) equal \$140,000.
- Advertising Matching Grants Program: VISIT FLORIDA administers an advertising matching grants program to publicize the tourism advantages of the State of Florida. This program is administered on behalf of the Florida Commission on Tourism, in cooperation with the Governor's Office of Tourism, Trade, and Economic Development. Notices of the grants program are sent out by the second Friday in March. The deadline for applications is the third Friday in April. The total for all grants under this program shall not exceed \$40,000 per year.

Office of Greenways and Trails - The Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) is coordinated by the Office of Greenways and Trails. The RTP is a competitive program that provides grants for projects that provide, renovate, or maintain recreational trails, trailheads, or trail side facilities. The Florida Department of Environmental Protection (FDEP) administers the program in coordination with the U.S. Department of Transportation and the Federal Highway Administration (FHWA). Municipal or county governments, state or federal governmental agencies, recognized state and federal Indian tribal governments, and organizations approved by the State are eligible to apply. RTP grants have a minimum 20 percent local match. Applications must be submitted between March 15 and March 30 of the application year.

Small Cities Community Development Block Grant Program

The Community Development Block Grant Program is a federal program that provides funding for housing and community development. The U. S. Department of Housing and Urban Development distributes money to states participating in the Small Cities Community Development Block Grant program based on a formula developed by Congress. Florida has received between \$18 and \$35 million each year since 1983. The program has five preliminary categories:

- Housing
- Neighborhood Revitalization
- Commercial Revitalization
- Economic Development
- Section 108 Loan Guarantee Program

Applications for Economic Development grants may be submitted at any time. Applicants may apply for Housing, Neighborhood, or Commercial grants only if they have no open grants. Grant contracts are written for two-year periods. Applications must meet certain eligibility and national objective requirements, as listed below:

- To qualify under the Low-Moderate National Objective, at least 51 percent of the beneficiaries must be low and moderate income persons. The U. S. Department of Housing and Urban Development has defined a low and moderate income person as one whose total family income is at or below 80 percent of the area's median income.
- Under the Slum and Blight National Objective, the area must be a slum or blighted area as defined by state or local law.
- Activities funded under the Urgent Needs National Objective must alleviate existing conditions that pose a serious and immediate threat to those living in the area and are 18 months or less in origin. Additionally, the local government must demonstrate that it is unable to finance the activity on its own, and that other funding is not available.

Florida Community Trust's Florida Forever Grant Program

Florida Communities Trust is a state land acquisition grant program that provides funding to local governments and eligible non-profit environmental organizations for acquisition of community-based parks, open space, and greenways that further outdoor recreation and natural resource protection needs as identified in local government comprehensive plans. Approximately \$66 million (unless otherwise allocated by the legislature) is available each funding cycle.

Florida Department of Transportation Enhancements

The Transportation Enhancement Program (TEP) is a federal program administered by the Florida Department of Transportation (FDOT). This funding is intended for projects or features that go beyond what has been customarily provided with transportation improvements. This program is for projects that are related to the transportation system, but are beyond what is required through normal mitigation or routinely provided features for transportation improvements. TEP is not a grant program; rather, projects are undertaken by project sponsors and eligible costs are reimbursed. These funds can be used for streetscapes, signage, and roadway improvements.

Bikes Belong Coalition Grant Program

This program assists in the development of bicycle facility projects by providing \$180,000 in grants each year. This program is administered by the Bikes Belong Coalition, which is a bicycle advocacy organization aimed at "putting more people on bikes more often." Contact the Coalition at (303) 449-4893 or visit their website at www.bikesbelong.org.

Florida Recreation and Development Assistance Grant Program

The Florida Recreation and Development Assistance Program provides grants for the acquisition or development of land for public outdoor use or for the construction or renovation of recreational trails. This program is administered by the Florida Department of Environmental Protection, Bureau of Design and Recreation Services. Contact Diane Langston at (850) 488-7896, or visit the program website at www.dep.state.fl.us/parks/bdrs/.

Bike Florida Mini-Grants

This small-scale grant program is established through the sale of "Share the Road" specialty license plates to provide funds for bicycle and pedestrian programs. These grants provide assistance in the purchasing of equipment (such as road or trail signage, bike repair for educational programs), print materials (printing of bicycle safety information, safety signage for bicycle events, trail maps, etc.), or other safety-related projects. Helmet giveaway programs are not considered eligible. The program website can be found at www.bikeflorida.org.

Safe Routes to Schools

The Marion County School District currently submits applications for Safe Routes to Schools funding. This funding would be appropriate for several projects identified in this Plan. The projects identified in this Plan should be considered when applying for Safe Routes to Schools Funding.

Land and Water Conservation

Land and Water Conservation is a federal competitive program which provides grants for acquisition or development of land for public outdoor recreation use. The matching ratio is one applicant dollar to one federal dollar for all grant awards (50% / 50%). The maximum grant request is \$200,000. For more information call (850) 245-2501 or e-mail rita.ventry@dep.state.fl.us.

Florida Boating Improvements Program (FBIP)

The Florida Boating Improvement Program provides funding through competitive grants for boating access projects and other boating-related activities on coastal and/or inland waters of Florida. Eligible program participants include county governments, municipalities and other governmental entities of the State of Florida. There are five different application categories that include channel markers, access facilities, education, and economic development initiatives. For more information e-mail FBIP@MyFWC.com or call (850) 488-5600.

Educational Opportunities

In addition to the three recommended phases, other strategies should be implemented to promote and encourage use of the trail system. The following are examples of community outreach events that can garner interest and support for the trails.

- **School safety programs:** Events such as these involve safety professionals (police officers) going to a school end teaching the children about bike safety. Topics can cover a wide variety of areas but should at least cover wearing a helmet and proper road crossing etiquette.
- **Bicycle rodeos:** Bicycle rodeos can be done at a school event or at some sort of public event. For these events the participating children should have their own bicycles so that they can participate in the activities. The goal of these events is to teach children how to ride a bike and can include activities such as obstacle courses and races.
- **Bicycle festivals:** Bicycle festivals are typically larger events that include a whole community or city. These are generally large events that include shows and organized bike rides.

Rural Utility Service Loans and Grants

The U.S. Department of Agriculture (USDA) Rural Utilities Service (RUS) offers low-interest loans and grants to fund renewable energy development in rural areas of the country. Essentially, any type of renewable energy source is eligible, as well as the associated electrical distribution and/or transmission facilities required to interconnect the project. The project must serve either the consumers of an existing RUS system or other rural areas with populations less than 2,500 (if the project is served by an electric utility other than a RUS borrower). Although most applications submitted to date have come from rural electric cooperatives, the program is not restricted to this segment. A wide range of potential applicants are eligible. USDA publishes a Notice of Funding Availability in the Federal Register to announce when applications are accepted.

Florida Wildflower Foundation Grant

The Florida Wildflower Foundation uses proceeds from the sale of the Florida State Wildflower license plate to fund its various programs, which include grant programs. Grants help the Foundation accomplish its strategic goals by providing knowledge about and exposure to Florida's native wildflowers. Planting grants beautify communities, schools, parks, roadsides and other public places while elevating awareness of Florida's natural landscape and its myriad benefits. For information on Florida Wildflower Grants, please contact the Foundations at: info@flawildflowers.org

Conclusion

This Bicycle and Pedestrian Facilities Master Plan is the result of Gadsden County proactively working to improve the safety and quality of life of its residents and visitors. Through substantial collaboration among County Officials and Staff, Municipal Representatives, other key stakeholders, and the general public, the recommendations included in this Plan were created, refined, and prioritized. As the recommendations outlined in this Plan are implemented, the tremendous resources within and around the County, such as the many parks and recreational facilities, will be enhanced and connections will be made to connect origins and key destinations together, thereby improving the conditions for pedestrians, commuters, and cyclists. As the policies and facilities recommended in this Plan are adopted and facilities are constructed, the County should be closer to its goal of providing a safe, efficient multi-modal transportation system throughout the community.

FACILITIES MASTER PLAN

Appendix A: Summary of Stakeholder Interviews

Appendix B: Newsletter #1

Appendix C: Public Workshop Agenda and Comment Form

Appendix D: Sample Resolutions

Appendix E: Newsletter #2

Appendix F: Bicycle Suitability Map

Gadsden County Stakeholder Interviews

David Gardner, Chamber of Commerce

County-Wide Concerns

- Voiced concern over the plan being more geared to visitors rather than residents
- Rural counties need to a better job marketing themselves
- The plan needs to reflect the tourism aspect as well as safety within the municipalities
- Keep the public well informed
- Market the whole plan as being heritage based
- Lake Talquin State Park has existing bicycle trails
- Plum Creek Land off 267 may be first solar farm
- UF/IFAS on 276 has community food plots that are another destination
- Wall Wood boy scout reservation
- Soap Stone Hunting Camp could present a potential problem for building near the west end of Lake Talquin
- Promote facilities on the internet
 - Tourist development council website, BOCC website, Ron Sachs marketing
- Gadsden has a great story to tell, make that the basis of the trails
- Lynn Preacher: Gadsden Historical Society

City of Chattahoochee

- The northern part of the county near Chattahoochee is the most beautiful portion of the county and was also home to many historic Indian battle fields
- Army corps of engineers
- The Florida State Hospital, Angus Gholson Park, the Apalachicola Arsenal, and multiple cemeteries are located close together in Chattahoochee and could be part of a historical portion of biking
- There are major plantation homes (Josh Davis House) throughout the county that could serve as destination points
- Apalachicola River
- Talk to Lee Gardner (Chattahoochee city manager) about a bridge built in 1886 that could tie into existing walking routes

City of Havana

- Havana Depot
- Havana Historic District
- Havana Merchants Association

City of Quincy

- Multiple B&B’s (Allison and McFarlane House)
- People DO walk from Gretna to Quincy
- Connect Quincy to: Lake Talquin, Havana
 - Check these connection roads for the type of vehicles that are using them
- SR 12 and SR 267 are important corridors
- There is an existing walking tour in downtown Quincy that could be tied into the plan
- Rock Comfort Creek Farm
- Pat Monroe garden center
- Pat Thomas Park

City of Greensboro

95 Kimley-Horn and Associates, Inc.

City of Gretna

- Gretna race track and Equestrian center

Destination Assets

- Scenery (pasture land, historic landmarks)
- Topography (mountainous terrain, rolling hills)
- Lakes/Rivers (Lake Talquin, Apalachicola River, Ochlocknee River)

Roadway/Route Safety issues

- Sand truck and lots of traffic on:
- SR-12 (Havana Highway)
- CR-267 (Pat Thomas Parkway)

Charles Chapman, Department of Public Works (on map orange marker represents good or existing, green represents out of the box ideas)

- World Class cycling route inside of county
- Master plan (not official) is to expand Pat Thomas Park to include more RV spaces and mountain biking
- Tentative work project to pave shoulders on 159 and Shady rest (Jacobs engineering is consultant)
- As roads get older they will need to be resurfaced and widened
- Most of the cycling in the county is occurring on rural roads that have less than 20 feet of paved road space
- Woodward Rd. is about to get a \$2.7 million
- The west end of the county (near Chattahoochee) is ideal for biking facilities (scenery wise)
- Old Federal Road could be a potential corridor- lots of young, active families live there
- The historic district of Quincy has a lot of pedestrian activity; many people come to see the stained glass on Kings Street- Rich in Masonic History
- On Hwy 90 extend sidewalk on FDOT
- There are both State and County road connections from Gretna to Quincy, finding the cheapest most direct route is necessary- possibility at Solomon Road, county has right of way
- New county park on Rich Bay opens soon- could be a good connection to Havana elementary
- Concerned about who would take care of long term maintenance, Public Works is not geared up for sidewalk maintenance- many roads and sidewalks are hard to maintain due to lights poles and tight spaces
- Boat launch in Torreya State Park, road is unpaved and would make for a pretty ride
- Chattahoochee has a stigma of being a town full of crazy people
- Spooner Road is a low income area where people walk for transportation
- A lot of energy could be focused on making connection in the Lake Talquin/Drake Acres area
- Ben Bostic Road and Atlanta Street are possible pedestrian connections to Quincy
- Design elements are very important to keep in mind in order to maintain facilities 1) zero turn mowers, 2) signage and traffic control
- widening and resurfacing is all in the FDOT work program
- County GIS data has R/W, GPS points, excel data, and property appraiser data already uploaded
- Some ATV usage, not allowed on county roads
- Attapulgus Highway to Shady Creek area is most bang for buck
- 65 B needs to be widened and resurfaced
- 65 A has plenty of R/W

FACILITIES MASTER PLAN

BIKE ROUTES/DESTINATIONS

Olympic Training Routes

-Attapulugus Hwy (SR-65A, B, C)

Leisure Cycling (Safe Routes)

-Havana Hwy (SR-12)

-Salem Road (CR-159)

-Fairbanks Ferry Road

Mountain Biking (Mountainous Terrain)

-SR-270, SR-269, SR-270A

-Areas south of Chattahoochee

Scenic Cycling (Lake Talquin)

-Lakeview Road/Lakeview Point

-McCall Bridge Road

Ideal Roadways

-Shady Rest to Attapulugus Rd

Roadway Fatalities

-Salem Road (CR-159)

PEDESTRIAN DESTINATIONS/SAFE TRAILS

Quincy Destinations:

Masonic Lodge historic site – Adams St & Jefferson St

Tanyard Park

Quincy Safe Trails:

Kings Street

Joe Adams Rd – lighting & sidewalks

Gretna Safe Trails: FDOT putting in sidewalks along US-90 to SE

Gadsden County Safe Trails: Ben Bostick Rd

Gadsden County Destinations:

Atlanta Rd (leisure park)

Iron Bridge Rd (leisure park)

Judge Helms- School Board

Problem Areas and Concerns

-Does SRTS pay for personnel to help with children crossing?

- Getting parents to events at schools is also a problem in the county

- Huge need for safety and security staff i.e. crossing guards, look for possible funding sources to do so

- About 80% of students use buses

- Some students need to cross US 90 to get to school, mainly Shanks

- Many students who live within 2 miles still get picked up by bus

- need for safety officer on MLK, the lack of crossing guard makes it necessary for students to be picked up by bus within 2 miles

- There are no bike facilities to school because no one bikes, and few kids have bikes

- Football field and track are located on other side of street from East Gadsden, lots of students cross to get to practice

Solutions

-Priority Areas for enhanced crosswalks and other pedestrian features #1) Hwy 12 for west Gadsden and Greensboro

Elementary #2) Havana elementary on US 27 #3 Shanks on King Street

-Pedestrian bridges in areas of high pedestrian/auto activity (mainly East Gadsden High)

-More crossing guards, pedestrian enhancements, and safety lights are needed around schools

- Bicycle racks are needed at all schools

Existing Conditions

- There is a crossing guard at George Moore

- East Gadsden high is most populous school with 950 students, George Monroe and Shanks have 750 and 700 respectively

- Students hang out at McDonalds on Hwy 90,

- 85% of students are on free and reduced lunch

- Tanyard Creek Park will likely be a big hang out spot for kids

- School parks and facilities are open after school hours

- City has park access across from Shanks

- Lots between city hall and King Street are used by students for midget league football practice

- East Gadsden cross county run up and down US-90

-Shanks students run along King St.

- School board has wellness program (food nutrition and exercise), kids get fresh veggies everyday as a snack at school

- Currently no bike rodeos, not many students have bicycles

Sheriff's Office

- At West Gadsden and Greensboro there is lots of crossing over Highway 12, which is very busy during peak hours (safety guard needed)

- At Shanks there is a crossing guard

- St. Johns School on 267 has a lot of traffic around it from people from GA, could use a crossing guard

- SR 59 is also very busy out of GA

- In Chattahoochee US 90 is very dangerous and difficult to cross at peak hours

- Viewed less walking to East Gadsden as a good thing, when the kids would walk they would get into trouble but if they can be supervised on a bus then they have less of a chance to get into trouble

- Deputy Carter does some bike training/bicycle safety workshops

- To implement the abandoned rail line corridor there would need to be significant visual blocks from the prison, people would feel very unsafe if they could see the prison

- Bikers who would like to use the county for races need better coordination with the county for permits ect...

- There are planned races and sanctioned event already planned within the county, capitalizing on this is paramount

TDC –Jeff Dubrees

-There are fewer property owners on west side of 267

-Potential to connect Midway to trail on 267 via public land or CR 65B

-County is nice to tourism, hard time convincing people that there is tourism in the county

-Chattahoochee is tied into tourism in Riverway South

-with dam, the can regulate water level, last time was 10 ft in 1998

-Had some issues in the past with nitrate levels, with problems from sewage treatment in Georgia

-Mining is not an issue for a majority of the people

-Leon County could do more, but they are not the problem, they do more than Gadsden b/c they have the resources

-TDC promotes tourism, but it is hard to sell. TDC branded “Unexpected, Unspoiled” – would like to tie the two river on the borders into ecotourism, take advantage of Lake Seminole and Lake Talquin

-Before economic downturn businesses at Whiporwill were busy. Somewhat slower now, but this year was better

-County is doing some gateway feature, paid for by grant from FDOT

-Part of Hwy 12 and 65 are scenic down from Florida Wildflower Federation

-Twitter @egadsden www.egadsden.com

-Include recommendation to do phone app for county

-Near Whiporwill lake is 18 ft deep, in main lake deepest is about 40 ft

-Scenic Hwy on 267 to get gateway on I-10 and tie into the natural areas around Lake Talquin. Intersection of 267 and I-10 as welcome center for the byway

-Place to rent canoes, boats, and kayaks in the future

-fishthewhip.com

-TDC can help get the community interested of the bike/ped plan via website and facebook

-Something that accommodates golf carts around (Ingrams, Homes, and WWP??) would be helpful

-See if we can get Dupont Tract trails to connect to this area

-TDC is working on kiosks, if we had a trailhead/party area on I-10/267 interchange, kiosk could go there

-StarMetro- Gadsden Express does have bike racks on bus

-Apalachicola Nature and Museum Cultural Arts Center on river in Chattahoochee should have ????

GADSDEN COUNTY

Bicycle

AND

Pedestrian

FACILITIES MASTER PLAN

Gadsden County

Gadsden County is creating a Bicycle and Pedestrian Master Plan and needs your input. When completed, the Bicycle and Pedestrian Master Plan will be a guide to promote an efficient, safe, and interconnected system of bicycling and walking opportunities throughout Gadsden County.

This project will provide an opportunity for everyone to work together to form a vision that guides multimodal accessibility within the County. This process will involve data analysis of existing facilities and conditions, public workshops, and policy development. Because not all projects can be funded immediately, a strategic funding implementation plan will be created to maximize available resources.

The Gadsden County Bicycle and Pedestrian Master Plan provides an opportunity for the City to leverage existing resources and expand upon its existing network of sidewalks, bike routes and trails, to enhance quality of life for the County's residents while promoting the use of alternative transportation modes and opportunities within the County.

In the end, the Plan will result in an implementation-focused guide that prioritizes bicycle and pedestrian facilities, enhances connections between these facilities and other modes of transportation, improves access to schools, and contributes to the improvement of mobility throughout the County.

Major Tasks of the Gadsden County Bicycle and Pedestrian Master Plan:

- Data Collection of Existing Conditions
- Public Workshop
- Master Plan Report
- Bicycle Route Map

Project Schedule

Task Description	Sep	Oct	Nov	Dec	Jan	Feb
Data Collection, Analysis and Stakeholder Interviews						
Develop Draft Bicycle Network, Facilities, and Policy Recommendations						
Public Workshop to Prioritize Recommendations						
Develop Draft Bicycle and Pedestrian Master Plan						
Develop Bicycle Route Map						
Master Plan Adoption						

Public Workshop

The Gadsden County Bicycle and Pedestrian Master Plan Public Workshop will be held on January 23rd from 6:00 p.m. to 8:00 p.m. at the Gadsden County Commission Chambers 9-B East Jefferson St., Quincy, FL 32351 and is open to any member of the general public. The workshop will provide participants with the opportunity to offer input into the Bicycle and Pedestrian Master Plan. At the meeting, a presentation will be made to provide a general overview of the project and present preliminary project recommendations. In small groups, participants will provide input and ideas on how to improve bicycling and walking in the County. Participants can also comment on the preliminary project recommendations. A representative from each group will then summarize and share the group's ideas and input. All participants will then be given the opportunity to prioritize the preliminary project recommendations and the ideas generated by the small groups. The input and priorities established by the small groups will be used to develop the final Master Plan.

Public Workshop Agenda

January 23rd, 2012

Gadsden County Commission Chambers
9-B East Jefferson Street
Quincy, Florida 32351

- 6:00 p.m. - Welcome and introductions
- 6:15 p.m. - Project presentation
- 6:45 p.m. - Workshop break-out groups
- 7:15 p.m. - Break-out group summaries
- 7:30 p.m. - Prioritization of recommendations
- 8:00 p.m. - Meeting adjourns

IT STARTS WITH YOU!

Did you ever think there should be a trail or bike lane there? How do you feel about your child biking to school? Now is the time to provide your input on these topics! Become involved in this comprehensive study that will result in a list of prioritized bicycle and pedestrian projects and set goals for enhancing mobility in Gadsden County. Your participation is essential to developing a master plan that best suits your community!

To get involved, simply provide your email address at the January 23rd public workshop or send an email to Zach.DeVeau@Kimley-Horn.com to request your name be added to the email directory.



Do you have an idea about how to enhance bicycling, walking, or commuting in or around Gadsden County?

If so, plan to attend the Public Workshop to share your ideas and prioritize projects for the Bicycle and Pedestrian Master Plan. Your participation is essential to developing a plan that best suits your community.





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RESOLUTION NUMBER
GADSDEN COUNTY
BOARD OF COUNTY COMMISSIONERS
IN SUPPORT OF THE FLORIDA ARTS BICYCLE TRAIL

WHEREAS, the people of Gadsden County have expressed an interest and support for nature based tourism including shared use path facilities for transportation infrastructure and recreation, such as walking, biking, and nature observation; and

WHEREAS, the people of Gadsden County have expressed a strong interest and support for heritage based tourism including cultural, archaeological and historical preservation; and through proper interpretation and support facilities along the trail, will help preserve and educate citizens and visitors of the rich history and environment of the area; and

WHEREAS, the Gadsden County Board of Commission supported the designation of SR 12 as the Florida Arts Trail in House Bill 419; and

WHEREAS, the multi-use trails vision adopted by the Office of Greenways and Trails has been integrated into the Florida’s State Bicycle Facility Study; and

WHEREAS, the Vision Statement of the Capital Regional Transportation Planning Association (CRTPA) is to: “Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns”; and

WHEREAS, this lo-mile “Florida Arts Bicycle Trail” trail corridor, beginning near Havana and continuing through to Quincy in Gadsden County has been proposed and is in the process of becoming a recreational trail project through Gadsden County; and

WHEREAS, by connecting the community infrastructure of the County with the “Florida Arts Bicycle Trail” corridor bicycle tourism will increase which will serve as an economic development tool for small businesses and create many sustainable jobs for Gadsden County; and

WHEREAS, the “Florida Arts Bicycle Trail” corridor, when complete, will be the only trail of its type in Gadsden County, creating a destination attraction to our county and region in concert and coordination with similar initiatives such as the Florida Arts Center and the Florida Arts Trail, which have received strong public support and participation as well as collaboration and encouragement from numerous local associations, businesses, and government agencies; and

WHEREAS, prospective home-buyers consider trails to be the most important amenity when choosing a place to live. (National Association of Homebuilders, 2008); and

WHEREAS, to that end, it is appropriate and the Parties desire to solicit available federal, state and local agency assistance and funding in the creation of the “Florida Arts Bicycle Trail”; and

WHEREAS, this is a formal expression of interest to work together and coordinate efforts in developing the Trail, and encourages the citizens, organizations, institutions, businesses and government agencies of Gadsden County and the Big Bend to support and participate actively in this effort, but it shall not be construed as an obligation by any Party to expend funds or resources on the “Florida Arts Bicycle Trail”.

NOW THEREFORE, be it Resolved, that the Gadsden County Board of County Commissioners supports the concept of the creation of the “Florida Arts Bicycle Trail” corridor in Gadsden County and requests the National Forest Service to update the environmental impact statement for the proposed trail corridor in Gadsden County.

PASSED AND ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS,
GADSDEN COUNTY, FLORIDA, ON_____

GADSDEN COUNTY
BOARD OF COUNTY COMMISSIONERS

SHERRIE TAYLOR, Chairperson

ATTEST:

NICHOLAS THOMAS,
Clerk of Circuit Court

APPROVE AS TO FORM:

DEBORAH MINNIS
County Attorney

FACILITIES MASTER PLAN

RESOLUTION NUMBER

TOWN OF HAVANA

HAVANA TOWN COUNCIL

IN SUPPORT OF THE FLORIDA ARTS BICYCLE TRAIL

WHEREAS, the people of the Town of Havana have expressed an interest and support for nature based tourism including shared use path facilities for transportation infrastructure and recreation, such as walking, biking, and nature observation; and

WHEREAS, the people of the Town of Havana have expressed a strong interest and support for heritage based tourism including cultural, archaeological and historical preservation; and through proper interpretation and support facilities along the trail, will help preserve and educate citizens and visitors of the rich history and environment of the area; and

WHEREAS, the Gadsden County Board of County Commissioners supported the designation of SR 12 as the Florida Arts Trail in House Bill 419; and

WHEREAS, the multi-use trails vision adopted by the Office of Greenways and Trails has been integrated into the Florida's State Bicycle Facility Study; and

WHEREAS, the Vision Statement of the Capital Regional Transportation Planning Association (CRTPA) is to: "Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns"; and

WHEREAS, this 10-mile "Florida Arts Bicycle Trail" trail corridor, beginning near Havana and continuing through to Quincy in Gadsden County has been proposed and is in the process of becoming a recreational trail project through Gadsden County; and

WHEREAS, by connecting the community infrastructure of the Town with the "Florida Arts Bicycle Trail" corridor bicycle tourism will increase which will serve as an economic development tool for small businesses and create many sustainable jobs for The Town of Havana; and

WHEREAS, the "Florida Arts Bicycle Trail" corridor, when complete, will be the only trail of its type in Gadsden County, creating a destination attraction to our county and region in concert and coordination with similar initiatives such as the Florida Arts Center and the Florida Arts Trail, which have received strong public support and participation as well as collaboration and encouragement from numerous local associations, businesses, and government agencies; and

WHEREAS, prospective home-buyers consider trails to be the most important amenity when choosing a place to live. (National Association of Homebuilders, 2008); and

WHEREAS, to that end, it is appropriate and the Parties desire to solicit available federal, state and local agency assistance and funding in the creation of the "Florida Arts Bicycle Trail"; and

WHEREAS, this is a formal expression of interest to work together and coordinate efforts in developing the Trail, and encourages the citizens, organizations, institutions, businesses and government agencies of The Town of Havana and the Big Bend to support and participate actively in this effort, but it shall not be construed as an obligation by any Party to expend funds or resources on the "Florida Arts Bicycle Trail".

NOW THEREFORE, be it Resolved, that the Town of Havana Town Council supports the concept of the creation of the "Florida Arts Bicycle Trail" corridor in Gadsden County and requests the National Forest Service to update the environmental impact statement for the proposed trail corridor.

PASSED AND ADOPTED BY THE TOWN COUNCIL,

THE TOWN OF HAVANA, FLORIDA, ON _____.

THE TOWN OF HAVANA

TOWN COUNCIL

HOWARD MCKINNON, Town Manager

ATTEST:

SHELIA EVANS, Town Clerk

APPROVE AS TO FORM:

County Attorney

RESOLUTION NUMBER

CITY OF QUINCY

BOARD OF CITY COMMISSIONERS

IN SUPPORT OF THE FLORIDA ARTS BICYCLE TRAIL

WHEREAS, the people of the City of Quincy have expressed an interest and support for nature based tourism including shared use path facilities for transportation infrastructure and recreation, such as walking, biking, and nature observation; and

WHEREAS, the people of the City of Quincy have expressed a strong interest and support for heritage based tourism including cultural, archaeological and historical preservation; and through proper interpretation and support facilities along the trail, will help preserve and educate citizens and visitors of the rich history and environment of the area; and

WHEREAS, the Gadsden County Board of Commission supported the designation of SR 12 as the Florida Arts Trail in House Bill 419; and

WHEREAS, the multi-use trails vision adopted by the Office of Greenways and Trails has been integrated into the Florida’s State Bicycle Facility Study; and

WHEREAS, the Vision Statement of the Capital Regional Transportation Planning Association (CRTPA) is to: “Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns”; and

WHEREAS, this lo-mile “Florida Arts Bicycle Trail” trail corridor, beginning near Havana and continuing through to Quincy in Gadsden County has been proposed and is in the process of becoming a recreational trail project through Gadsden County; and

WHEREAS, by connecting the community infrastructure of the City with the “Florida Arts Bicycle Trail” corridor bicycle tourism will increase which will serve as an economic development tool for small businesses and create many sustainable jobs for the City of Quincy; and

WHEREAS, the “Florida Arts Bicycle Trail” corridor, when complete, will be the only trail of its type in Gadsden County, creating a destination attraction to our city and county in concert and coordination with similar initiatives such as the Florida Arts Center and the Florida Arts Trail, which have received strong public support and participation as well as collaboration and encouragement from numerous local associations, businesses, and government agencies; and

WHEREAS, prospective home-buyers consider trails to be the most important amenity when choosing a place to live. (National Association of Homebuilders, 2008); and

assistance and funding in the creation of the “Florida Arts Bicycle Trail”; and

WHEREAS, this is a formal expression of interest to work together and coordinate efforts in developing the Trail, and encourages the citizens, organizations, institutions, businesses and government agencies of the City of Quincy and Gadsden County to support and participate actively in this effort, but it shall not be construed as an obligation by any Party to expend funds or resources on the “Florida Arts Bicycle Trail”.

NOW THEREFORE, be it Resolved, that the City of Quincy Board of City Commissioners supports the concept of the creation of the “Florida Arts Bicycle Trail” corridor in Gadsden County and requests the National Forest Service to update the environmental impact statement for the proposed trail corridor in Gadsden County.

PASSED AND ADOPTED BY THE BOARD OF CITY COMMISSIONERS,
CITY OF QUINCY, FLORIDA, ON _____.

CITY OF QUINCY

BOARD OF CITY COMMISSIONERS

Chairperson

ATTEST:

Clerk of Circuit Court

APPROVE AS TO FORM:

County Attorney

GADSDEN COUNTY
Bicycle AND Pedestrian
 FACILITIES MASTER PLAN



The Gadsden County Bicycle and Pedestrian Facilities Master Plan provides the County with a specific planning tool that pinpoints specific projects and policy recommendations focused on improving the quality and availability of multimodal services in the County.

The development of the Gadsden County Bicycle and Pedestrian Facilities Master Plan involved the public through a series of stakeholder interviews, project newsletters, a public workshop, and a workshop with the Board of County Commissioners. Participation from the public provided important information that shaped the projects and policies recommended in the Master Plan that best serve Gadsden County.

The Master Plan is supplemented by a feasibility study for a multiuse bicycle trail along the SR 12 Corridor, also known as the Florida Arts Bicycle Trail, design guidelines, and a bicycle suitability map.

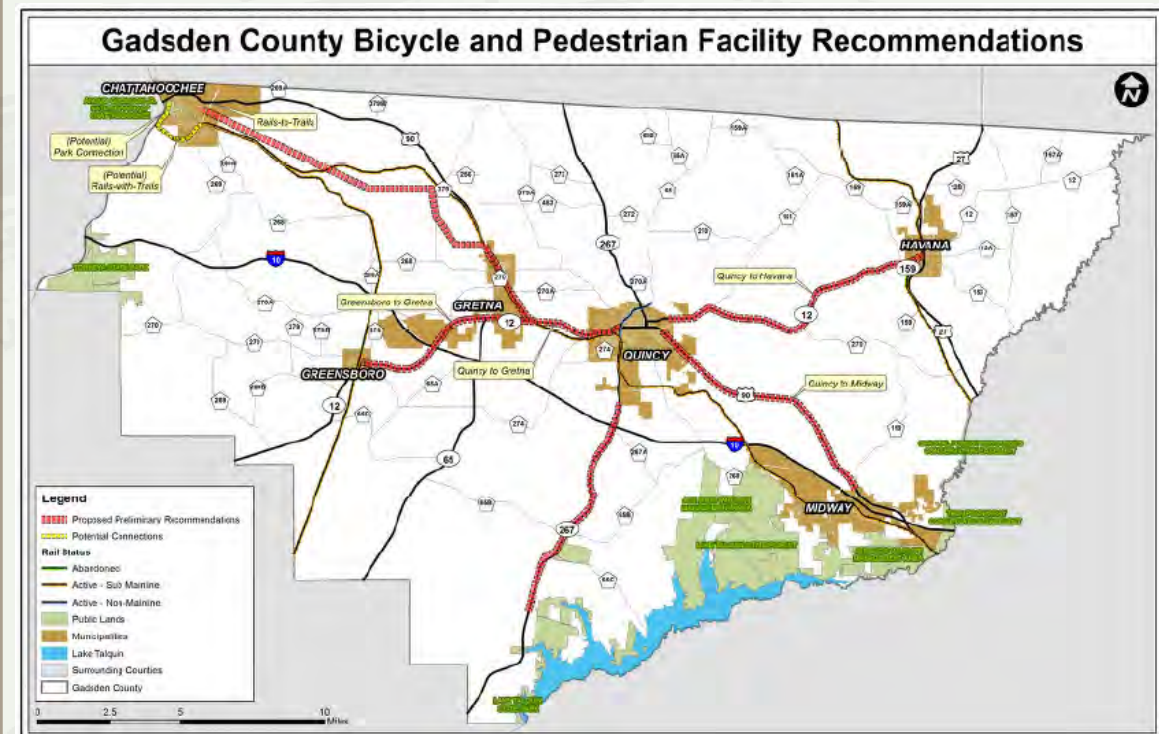


Bicycle Facility Recommendations

The Gadsden County Bicycle and Pedestrian Facilities Master Plan recommends paved shared use paths (multiuse bicycle trails), signage, and appropriate pavement markings along the following seven corridors in priority order:

- 1) Shared Use Bicycle Path Between Quincy and Havana - The Florida Arts Bicycle Trail
- 2) Shared Use Bicycle Path Between Quincy and Gretna
- 3) Shared Use Bicycle Path Between Gretna and Greensboro
- 4) Shared Use Bicycle Path Between Gretna and Chattahoochee
- 5) Shared Use Bicycle Path Between Quincy and Midway
- 6) Shared Use Bicycle Path Between Quincy and Lines Tract
- 7) Potential Rails-with-Trails Connection in Chattahoochee

A map of the bicycle recommendations is provided below.



Bicycle Policy Recommendations

In addition to facility recommendations, the Gadsden County Bicycle and Pedestrian Facilities Master Plan recommends the following bicycle-supporting policies:

- 1) Providing paved shoulders, designated bicycle lanes, and multiuse trails as appropriate to roadway corridors as appropriate to the context of the corridor
- 2) Establishing maintenance policies for bicycle facilities
- 3) Updating the Land Development Code to address bicycle parking
- 4) Establishing a Bicycle Advisory Committee
- 5) Designating a Bicycle Program Manager

Pedestrian Facility Recommendations

The pedestrian recommendations included in the Gadsden County Bicycle and Pedestrian Facilities Master Plan are intended to promote improved mobility in Quincy, Havana, Gretna, Midway, and Chattahoochee. Specific recommendations focused on providing safe routes for students to access schools in the County are also included in the Master Plan. Recommendations for the Town of Havana are shown in the map below.



Improper crosswalk segment in Quincy



Improper crosswalk segment in Chattahoochee

Signage Recommendations

As part of the Gadsden County Bicycle and Pedestrian Facilities Master Plan, signage concepts were developed, including:

- Gateway features
- Informational kiosks
- Civic building markers
- Park signs
- Landmark signs
- Vehicular directional signs
- Pedestrian directional signs
- Bicycle mile markers

*Sign images are not on the same scale



Blueway Recommendations

To improve canoeing and kayaking in the County, the Master Plan provides recommendations for enhanced launch sites and site amenities on the following blueways:

- Upper Ochlockonee River
- Apalachicola River
- Lake Talquin

