

US 90 WEST

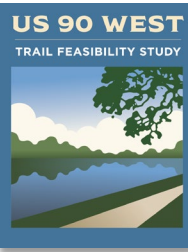
TRAIL FEASIBILITY STUDY



CRTPA Board Meeting

Monday, September 28, 2026

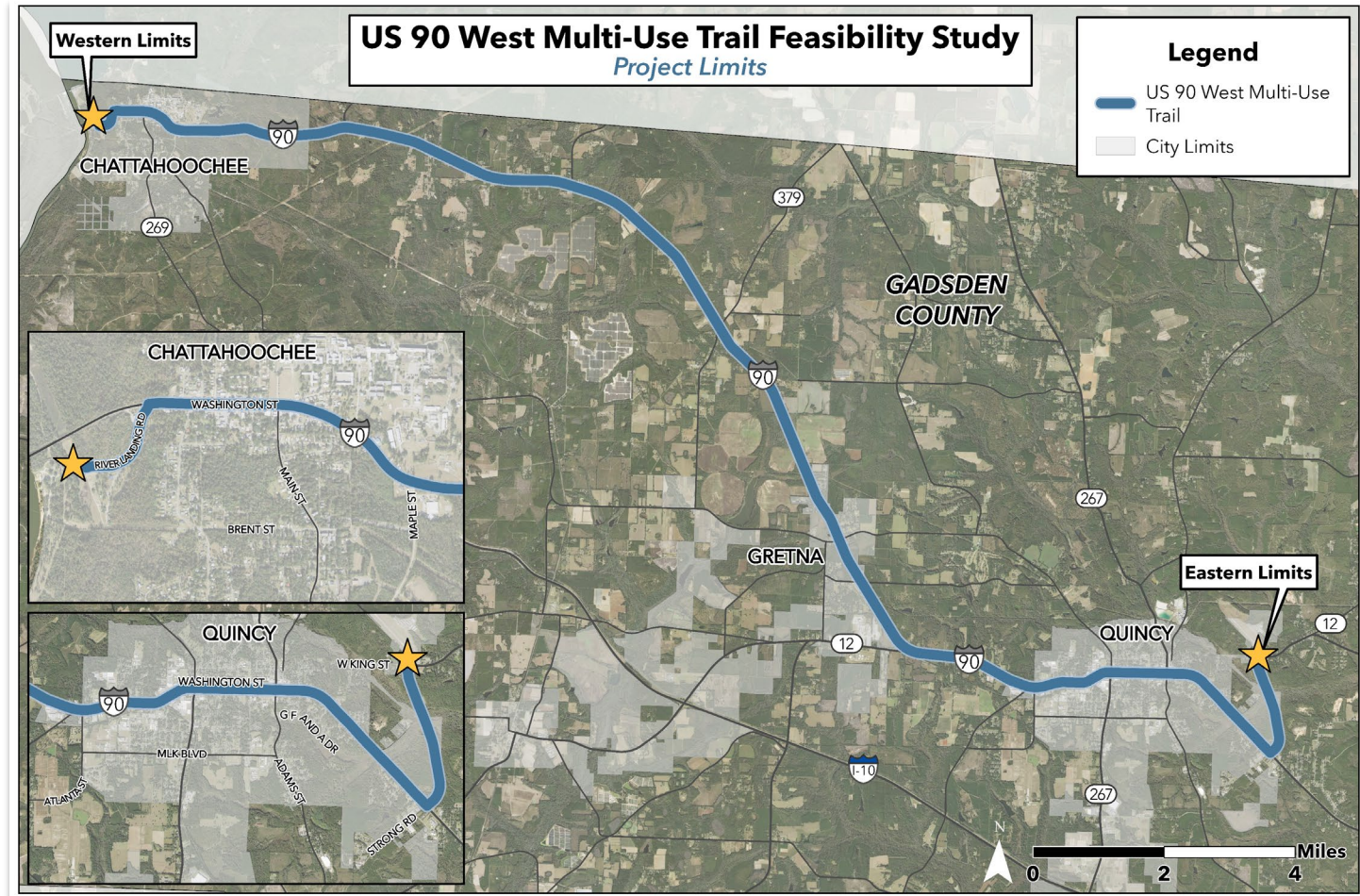
Project Background



- **Project Limits:** US 90 from Jackson County Line (western limit) to SR 12 at Quincy Bypass/Julia Munroe Woodward Highway/SR 269 (eastern limit)
- **Project Length:** ~22 miles
- Funded by SUN Trails in 2024

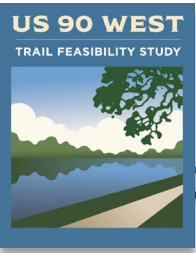
Two-Phased Approach:

- **Phase 1:** Existing Conditions Assessment and Stakeholder Engagement - Fall 2025 **(Completed)**
- **Phase 2:** Public Engagement and Feasibility Report - Spring & Summer 2026 **(Completed)**
- **CRTPA Board Adoption** - September 2026



Project Limits Map

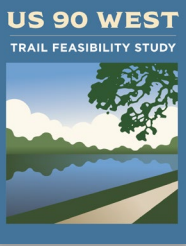
Project Goals



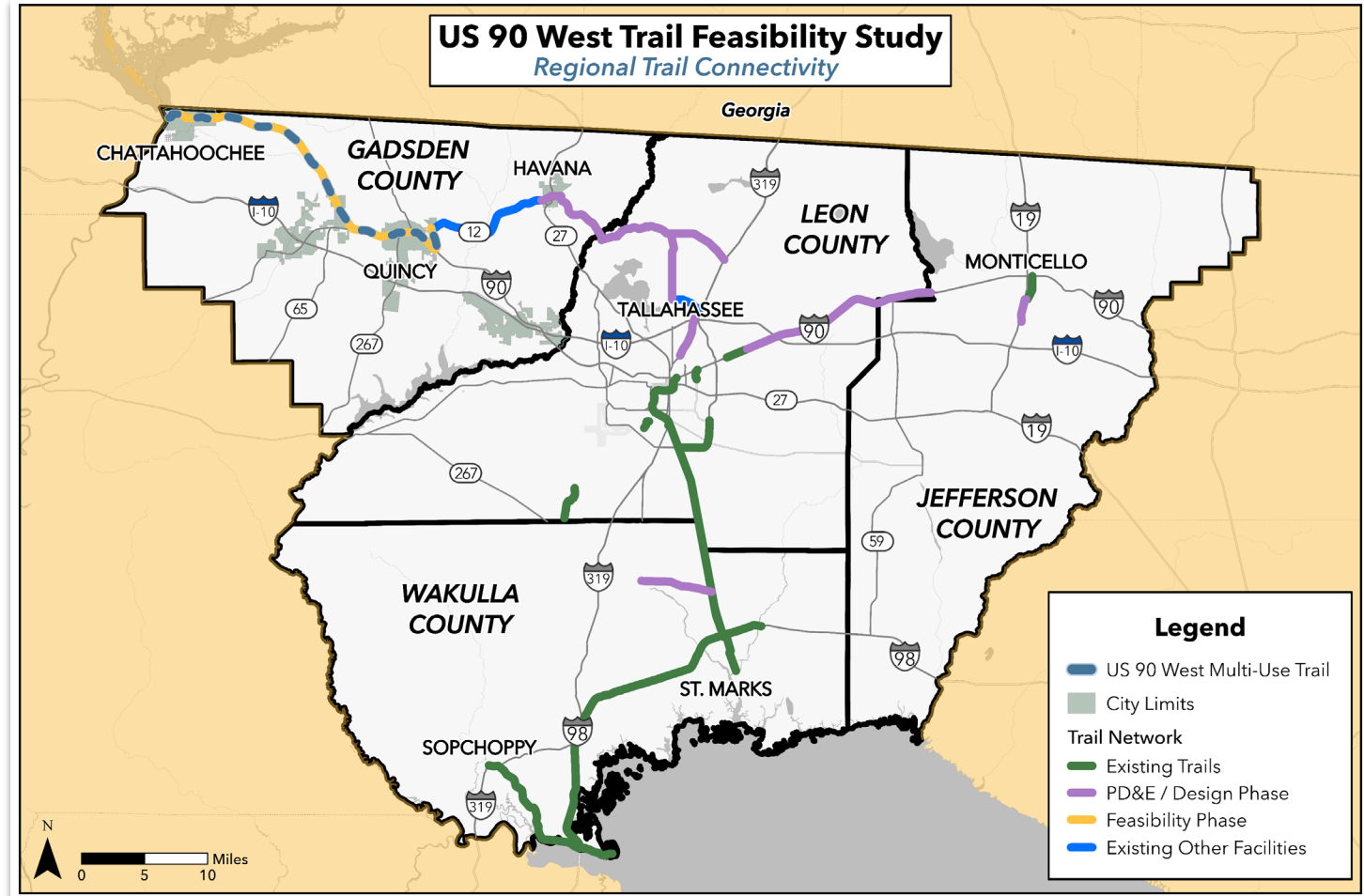
- Enhance **safety** for all users
- Establish **continuous multimodal connectivity** from Chattahoochee to Quincy
- Provide **alternative transportation** and **recreational opportunities** along the US 90 corridor in Gadsden County
- Expand **the regional multi-use trails network** in the Capital Region
- Enhance **economic development and tourism**



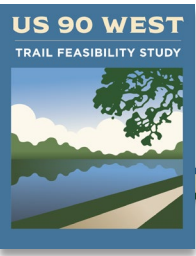
Regional Trail Connectivity



- Key role in strengthening both **local and regional trail connections**
- Providing users with access to existing bicycle routes and facilities throughout **Gadsden County**
- Supporting recreation, tourism, and multimodal transportation goals across the **Capital Region** and the broader **Florida Panhandle**
- Connecting to **Tallahassee's urban trail network** and reaching **coastal destinations**



Existing Conditions on US 90



City of Chattahoochee

- Characteristics: 25-45 mph, two-lane bidirectional; various combinations of shoulder, sidewalks, on-street parking within city limits.
- Challenges: Limited ROW, elevation and grade, commercial driveways, speeding

City of Gretna

- Characteristics: 45-55 mph, two-lane bidirectional; shoulder, sidewalk on west side within city limits
- Challenges: Limited ROW, speeding

City of Quincy:

- Characteristics: 25-55 mph, four-lane bidirectional; various combinations of center turn lane, landscaped median, on-street parking, shoulders, and sidewalks within city limits.
- Challenges: Limited ROW, elevation and grade, commercial driveways, speeding

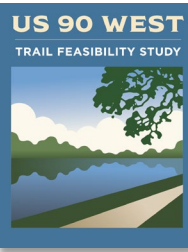
US 90 In Between:

- Characteristics: 55 mph, two-lane bidirectional; various shoulder widths
- Challenges: Limited ROW, elevation and grade, natural features, speeding

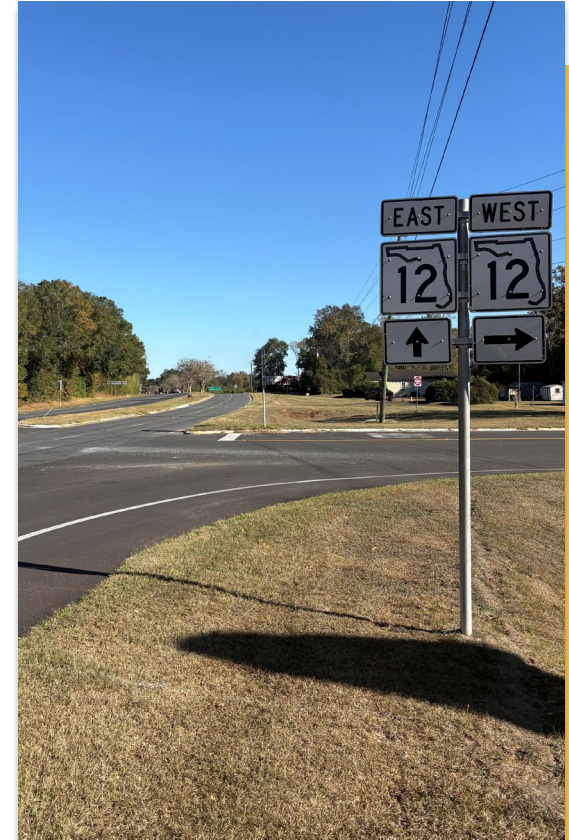


US 90 in Quincy

Existing Conditions Analysis

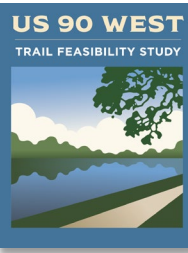


Data Reviewed	Sources	Year
Average Annual Daily Traffic (AADT), Truck Volume, Speed Limits, Functional Classification, Number of Lanes, Multimodal Facilities	Florida Department of Transportation (FDOT)	2025
Signal Four Analytics Crash Data	University of Florida GeoPlan Center	2020 - 2024
Preliminary Right of Way	Florida Department of Revenue, Gadsden County Property Appraiser	2025 - 2026
Elevation and Grade	Florida Department of Environmental Protection (FDEP)	2023
FEMA Flood Zones	Federal Emergency Management Agency (FEMA) via FGDL	2024
Wetlands	National Wetlands Inventory (NWI)	2024
Land Use	University of Florida GeoPlan Center via FGDL	2025
Historic Bridges, Cemeteries, Structures, Survey Areas, and Resources	State Historic Preservation Office (SHPO) via Florida Geographic Data Library (FGDL)	2025
Species	Florida Fish and Wildlife Conservation Commission (FWC), United States Fish and Wildlife Service (USFWS)	Various



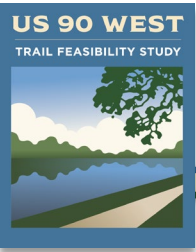
US 90 at Greensboro Highway/SR 12

Stakeholder Engagement



	Stakeholder	Attendees	Location	General Feedback
August 2025	City of Quincy	Richard Ash	Quincy City Hall	- Generally favorable by local boards, commissions, and leaders. - Shared preferences for trail location and connectivity within each community. - Noted concerns about pedestrian safety. - Existing facilities are heavily used by residents in each community.
	Gadsden County Public Works	LaKysha Perkins Curtis Young	Gadsden County Public Works	
	City of Gretna	Antonio Jefferson	Gretna City Hall	
	City of Chattahoochee	Robert Presnell	Chattahoochee City Hall	
May 2026	City of Quincy	Roger Milton	Quincy City Hall	
August 2026	FDOT District 3 Gadsden County City of Quincy	Tanya Branton Justin Stiell Anessa Canidate	Virtual Meeting	

Public Engagement



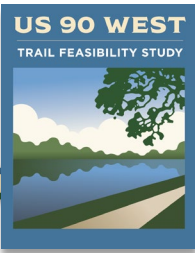
Public engagement feedback:

- **General support** for the US 90 West Multi-Use Trail
- Questions focused on potential **private property impacts**, which are **not anticipated** at this time
- Priorities include **connectivity, access to community amenities**, and **safety**

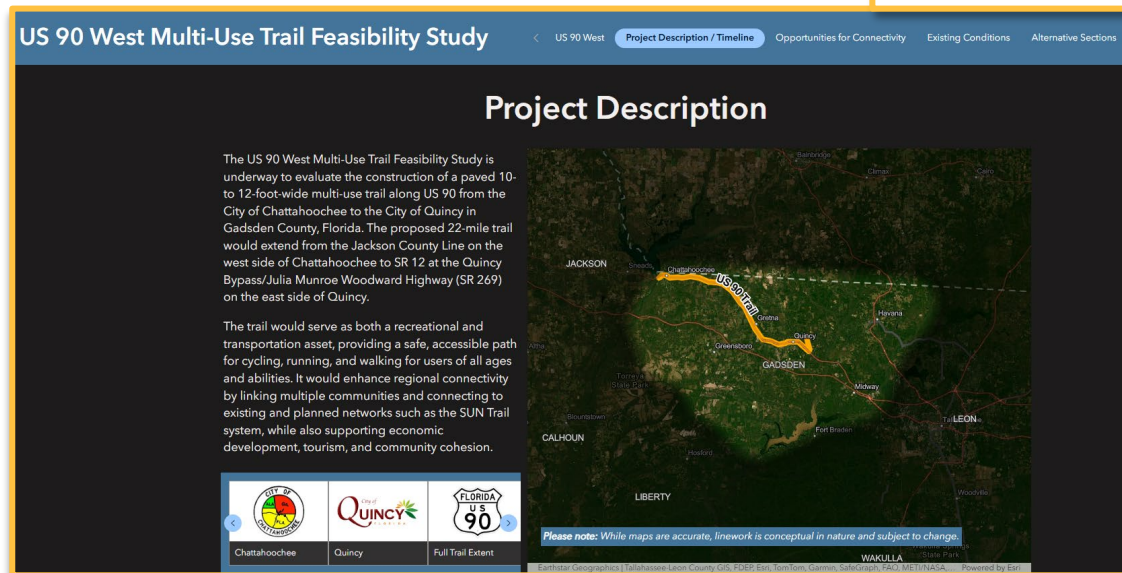


Engagement Opportunity	Date	Participants
StoryMap	March 6, 2026 - Present	1,100*
Pop-Up Event	March 27, 2026	6
Chattahoochee Public Meeting	June 17, 2026	14
Quincy Public Meeting	June 18, 2026	8
*Based on view count in association with StoryMap provided by ESRI ArcGIS Online as of September 25, 2026.		

StoryMap & CRTPA Project Page

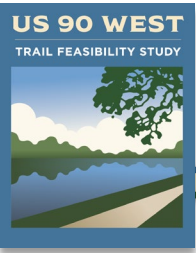


- **StoryMap** was made available to the public for sharing project information beginning in **March 2026**.
- StoryMap is still available to the public and is accessible via the **QR code**.



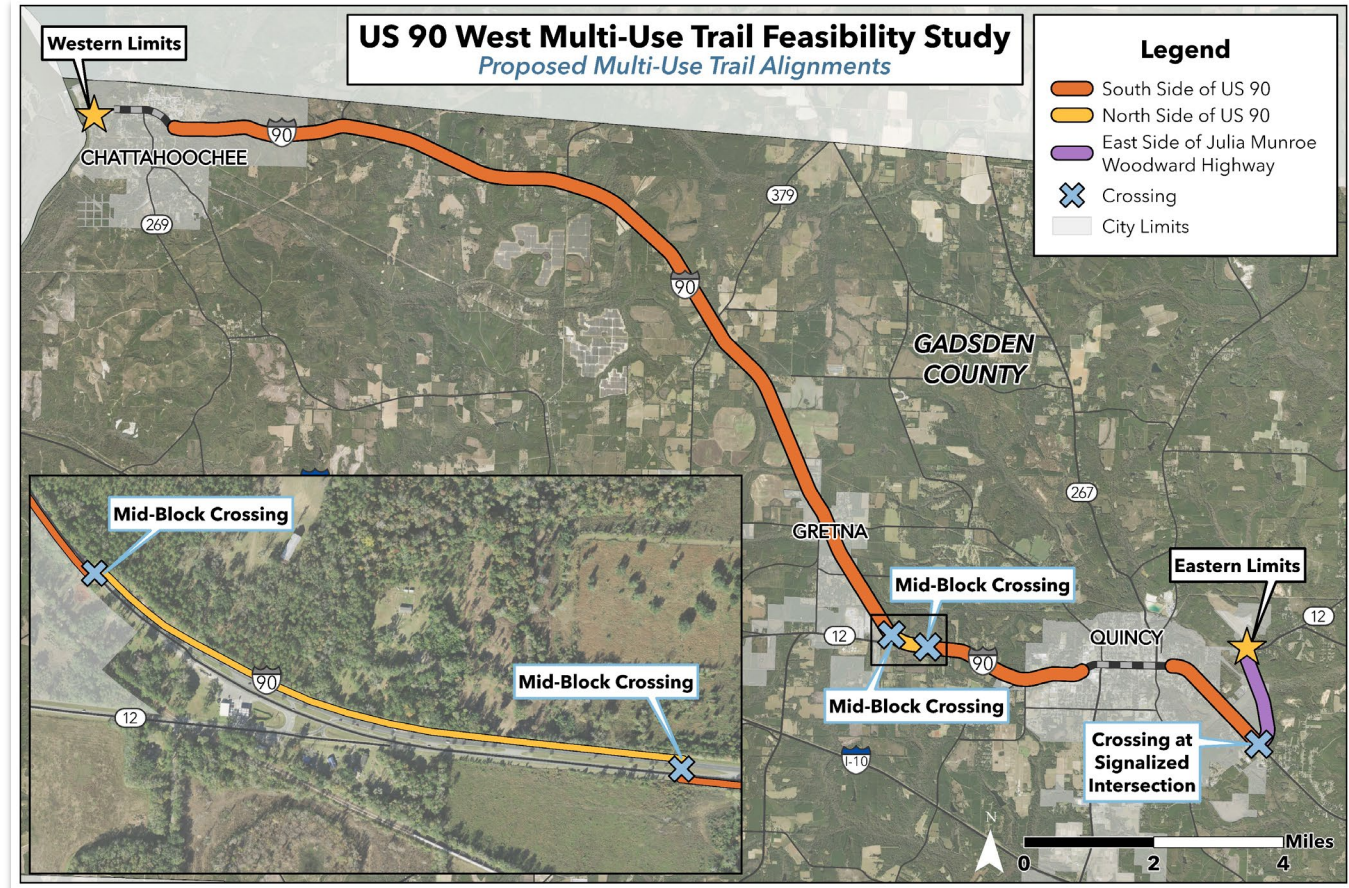
- The **CRTPA project page** for the US 90 West Multi-Use Trail Feasibility Study has been continuously updated throughout the project.

Multi-Use Trail Alignment



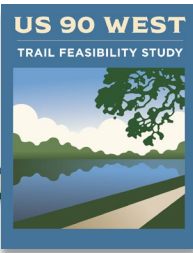
The analysis reflects that the proposed trail should be primarily located along the **south side of US 90**, with two exceptions.

Alignment Exceptions	Limits	Number of Crossings
North Side of US 90	Approximately $\frac{3}{4}$ mile along the US 90 and Greensboro Highway/SR 12 intersection	2 Mid-block crossings north and south of the intersection
East Side of Julia Munroe Woodward Highway	US 90 to SR 12	1 US 90 at the Julia Munroe Woodward Highway intersection



Proposed Multi-Use Trail Alignments Map

Alternatives Development: Chattahoochee

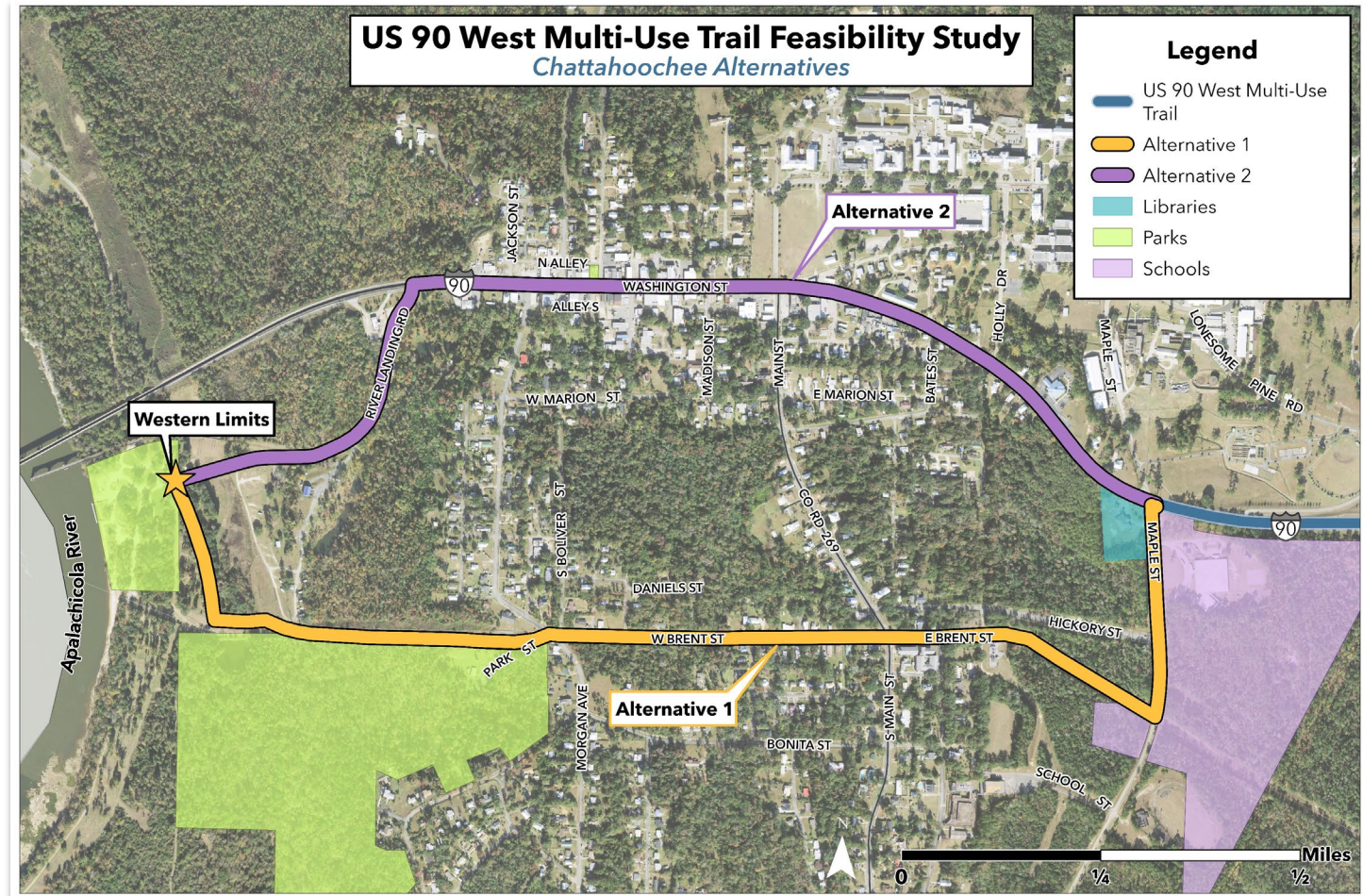


Alternative 1

- Facility Type: Multi-use trail, signage and sharrows
- Opportunities: Avoids US 90 constraints, connectivity
- Limitations: Elevation changes

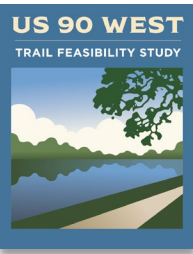
Alternative 2

- Facility Type: Signage and sharrows
- Opportunities: Uses existing on-street facilities, connectivity
- Limitations: Does not avoid US 90 constraints, higher speeds, higher traffic



Chattahoochee Alternatives Map

Alternatives Development: Quincy



Alternative 1

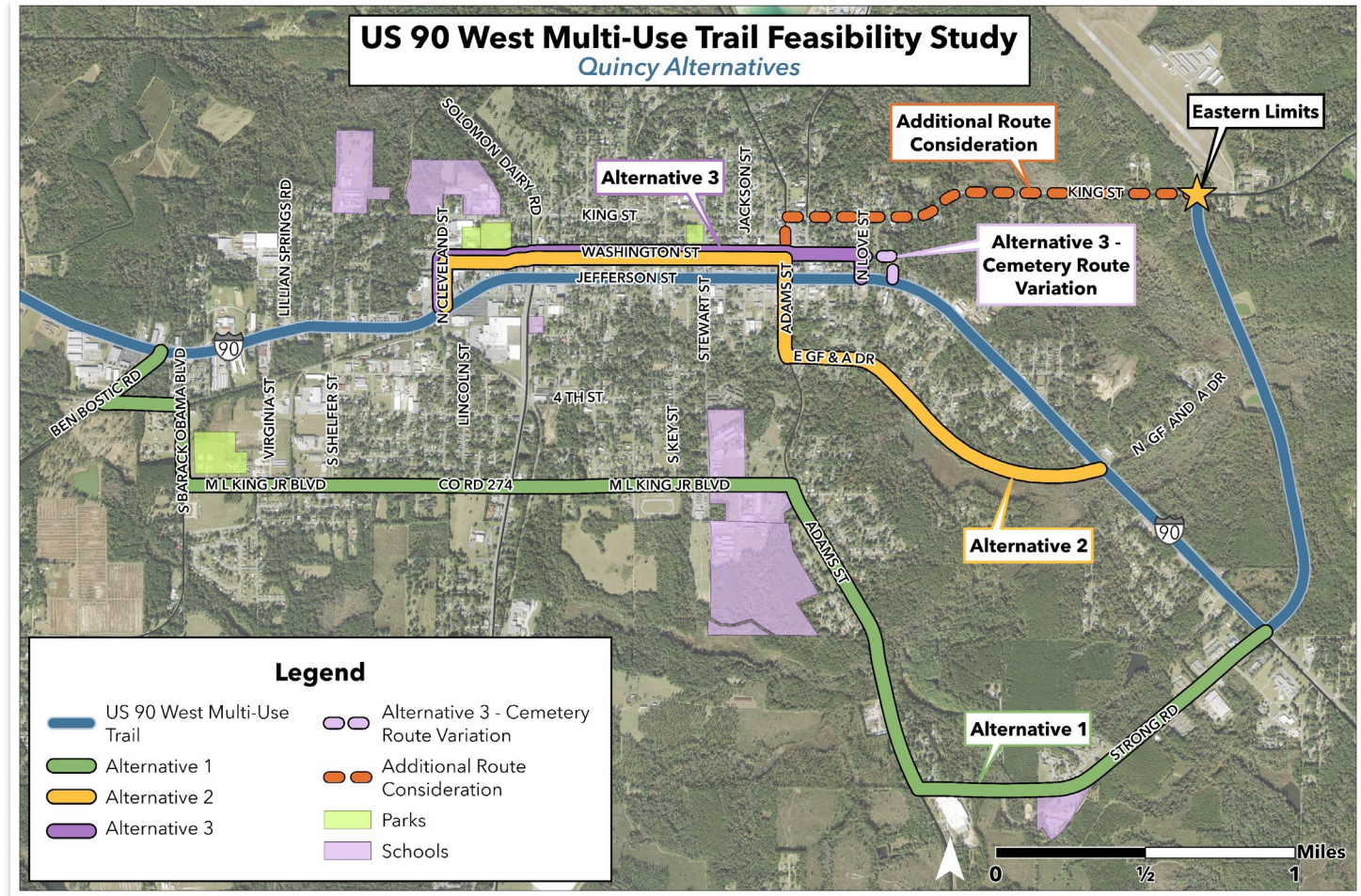
- Facility Type: Signage and sharrows
- Opportunities: Avoids US 90 constraints, connectivity, lower traffic
- Limitations: Elevation changes

Alternative 2

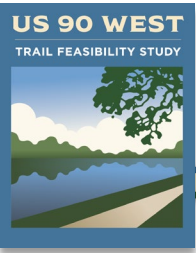
- Facility Type: Extended multi-use trail along US 90, signage and sharrows
- Opportunities: Avoids US 90 constraints, connectivity
- Limitations: Elevation changes, commercial driveway conflicts

Alternative 3

- Facility Type: Extended multi-use trail along US 90, signage and sharrows
- Opportunities: Connectivity
- Limitations: Elevation changes, commercial driveway conflicts, does not avoid US 90 constraints

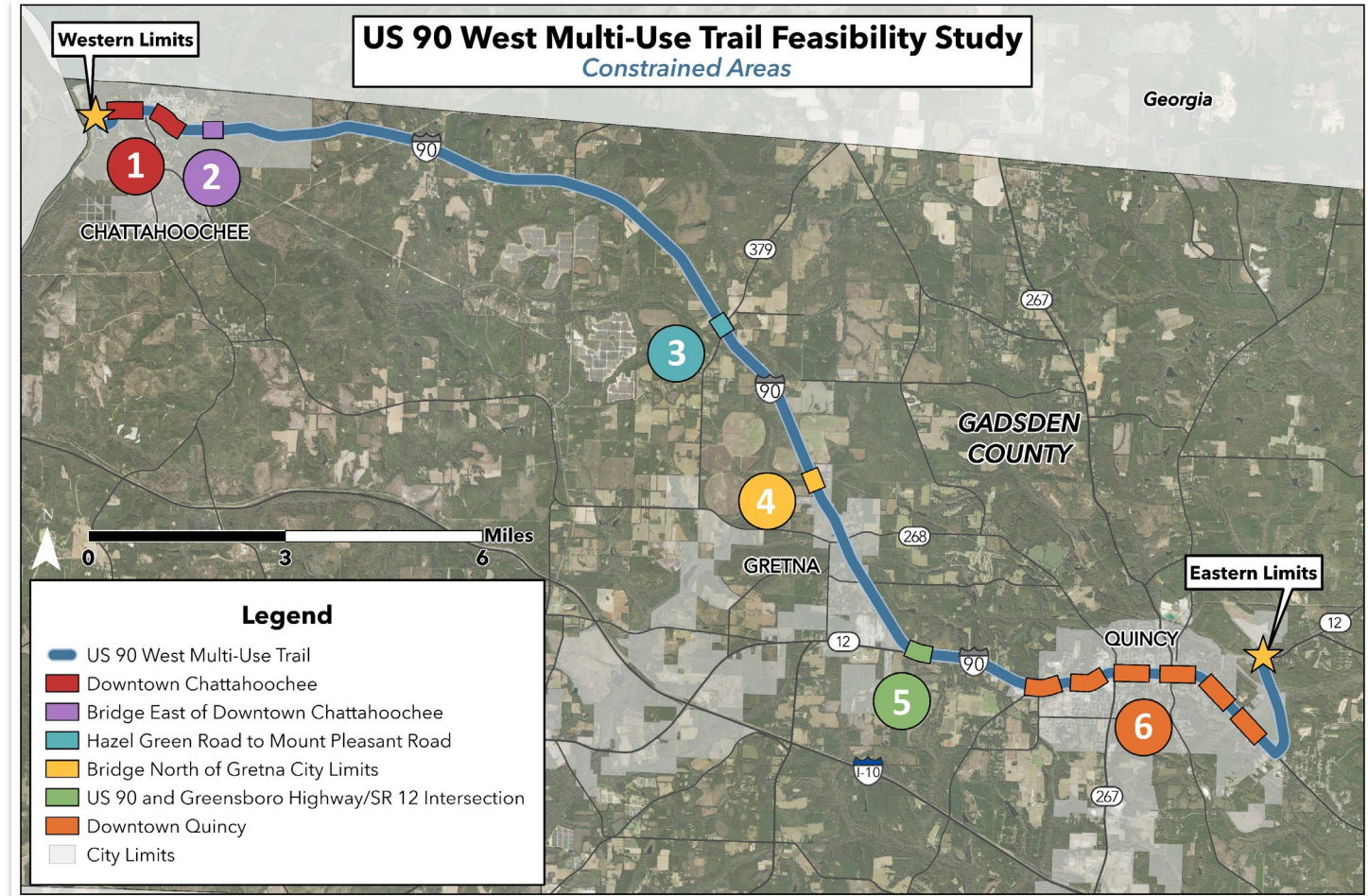


Constrained Areas



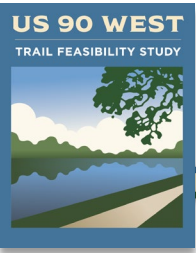
Constrained areas identified in the feasibility study include:

- Downtown Chattahoochee and Quincy (addressed through the alternatives development)
- Bridge east of downtown Chattahoochee
- Hazel Green Road to Mount Pleasant Road
- Bridge north of Gretna City Limits
- US 90 and Greensboro Highway/SR 12 intersection



Constrained Areas Map

Design Suggestion: Boardwalk



Bridge east of downtown Chattahoochee,
Hazel Green Road to Mount Pleasant Road,
and Bridge north of Gretna City Limits

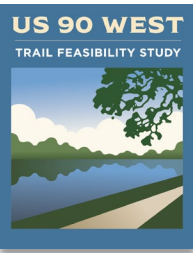
- Characterized by:
 - Constrained right of way
 - Limited shoulder space
 - Adjacent wetlands
 - Severe sloping or grading
- A **boardwalk** design solution is recommended at these locations
- **Trail width** will depend on available right of way at each location

Existing Conditions



Conceptual Rendering

Design Suggestion: Mid-Block Crossings



US 90 and Greensboro Highway/SR 12 Intersection

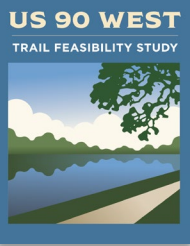
- **Hot Spot Intersection** due to a higher number of fatal and serious injury crashes
- **Drainage swales** on both sides
- Southwest side:
 - Multiple **intersecting travel lanes**
 - **Commercial driveway** access
 - **Unsignalized left turns** onto Greensboro Highway
 - **Yield-controlled** eastbound traffic entering US 90
- The trail alignment crosses to the **north side of US 90** before the intersection and crosses back afterward, **minimizing conflicts** with driveways and unsignalized movements
- **Two mid-block crossings** will be required with this alignment

Existing Conditions

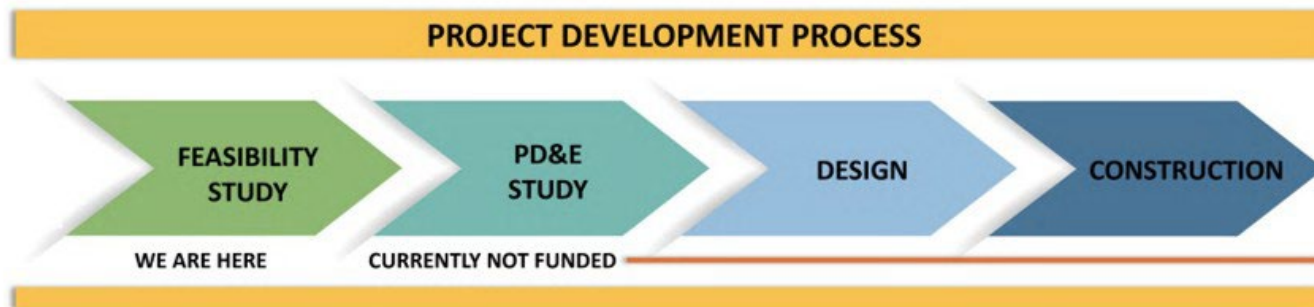


Conceptual Rendering

What's Next?



- Project moves to the next phase once **funding becomes available**
- Next phase of the project will be a **PD&E Study**
 - PD&E Study - process to determine **social, economic, natural, and potential physical environmental impacts** associated with a proposed transportation improvement project



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Questions?



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