

# WELCOME

## US 90 WEST

TRAIL FEASIBILITY STUDY



## PUBLIC MEETING

Wednesday, June 17

5:00 PM

Chattahoochee City Hall

22 Jefferson St,  
Chattahoochee, FL 32324



# WELCOME

## US 90 WEST

TRAIL FEASIBILITY STUDY



## PUBLIC MEETING

Thursday, June 18

5:00 PM

Gadsden County Board of  
County Commissioners

9 E Jefferson St,  
Quincy, FL 32351





# Project Background

## Project Overview

The **US 90 West Multi-Use Trail Feasibility Study** is currently underway to determine the feasibility of constructing a 22 mile long, paved 8 to 12-foot multi-use trail along US 90 in Gadsden County, from River Landing Road in the Chattahoochee to SR 12 at Quincy Bypass/Julia Munroe Woodward Highway/SR 269 in Quincy. This study is being completed by the **Capital Region Transportation Planning Agency (CRTPA)** through the FDOT SUN Trails Program.



*US 90 in Gretna*

## What is a feasibility study?

A feasibility study helps determine whether a project is practical and achievable by:

- Assessing existing conditions along the corridor
- Identifying opportunities and constraints
- Evaluating potential trail routes and alternatives
- Gathering input from stakeholders and the public

## Benefits of a Multi-Use Trail

A multi-use trail serves as a recreational and transportation asset for the community, providing significant benefits including:

- Promoting **safety** for all users
- Establishing continuous **multimodal connectivity** from Chattahoochee to Quincy
- Providing **alternative transportation** and **recreational opportunities** in Gadsden County
- Expanding the **SUN Trails Regional Network** in the Capital Region and the Florida Panhandle
- Enhancing **economic development** and **tourism**

### Looking for more information?

Scan the QR code to access the project's **interactive StoryMap** for additional information and project updates!



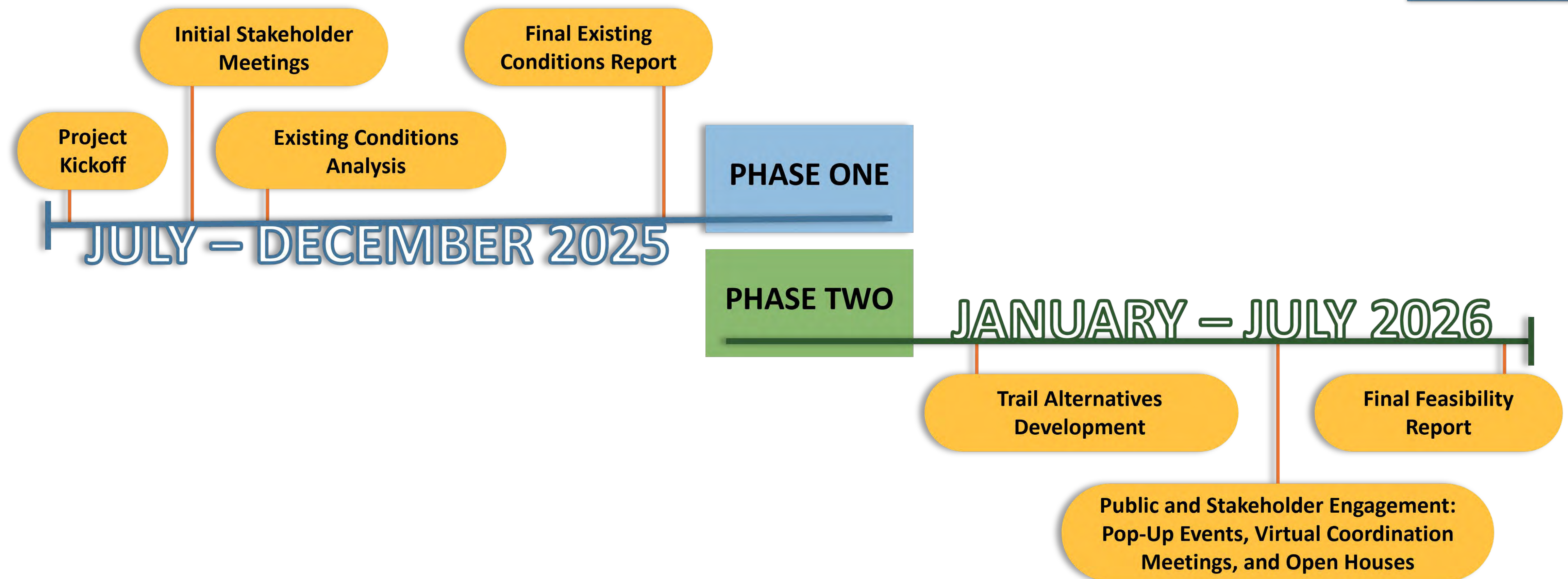


# Project Timeline and Next Steps

## Project Timeline

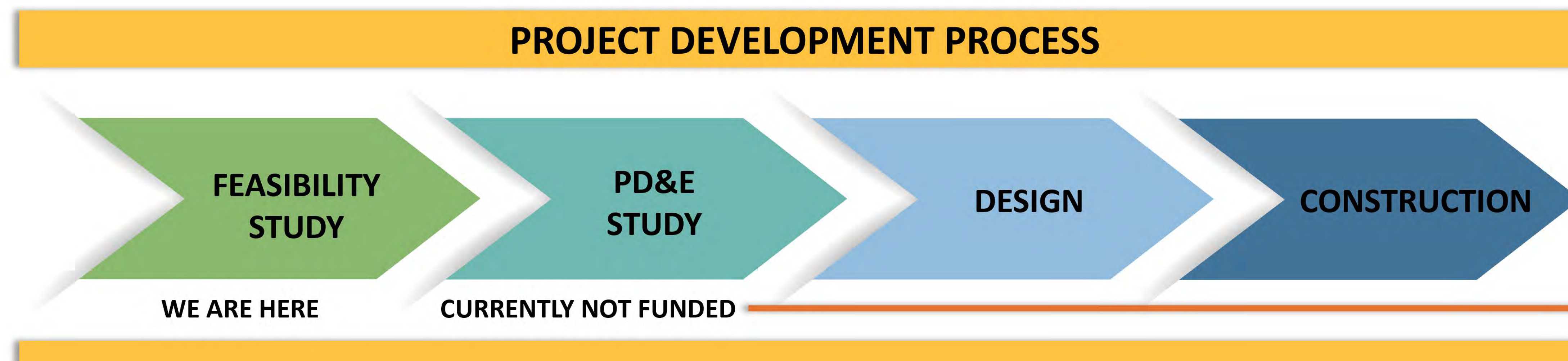
This feasibility study is being completed in two phases.

This timeline highlights key milestones from **Phase One** and outlines **Phase Two** activities.



## What's Next After the Feasibility Study?

Following the feasibility study, the next step is a **Project Development & Environmental (PD&E) Study**, which involves more detailed engineering, environmental analysis, and continued public engagement. At this time, the **PD&E phase is not yet funded**. The graphic below illustrates the overall project development process from feasibility study to construction.

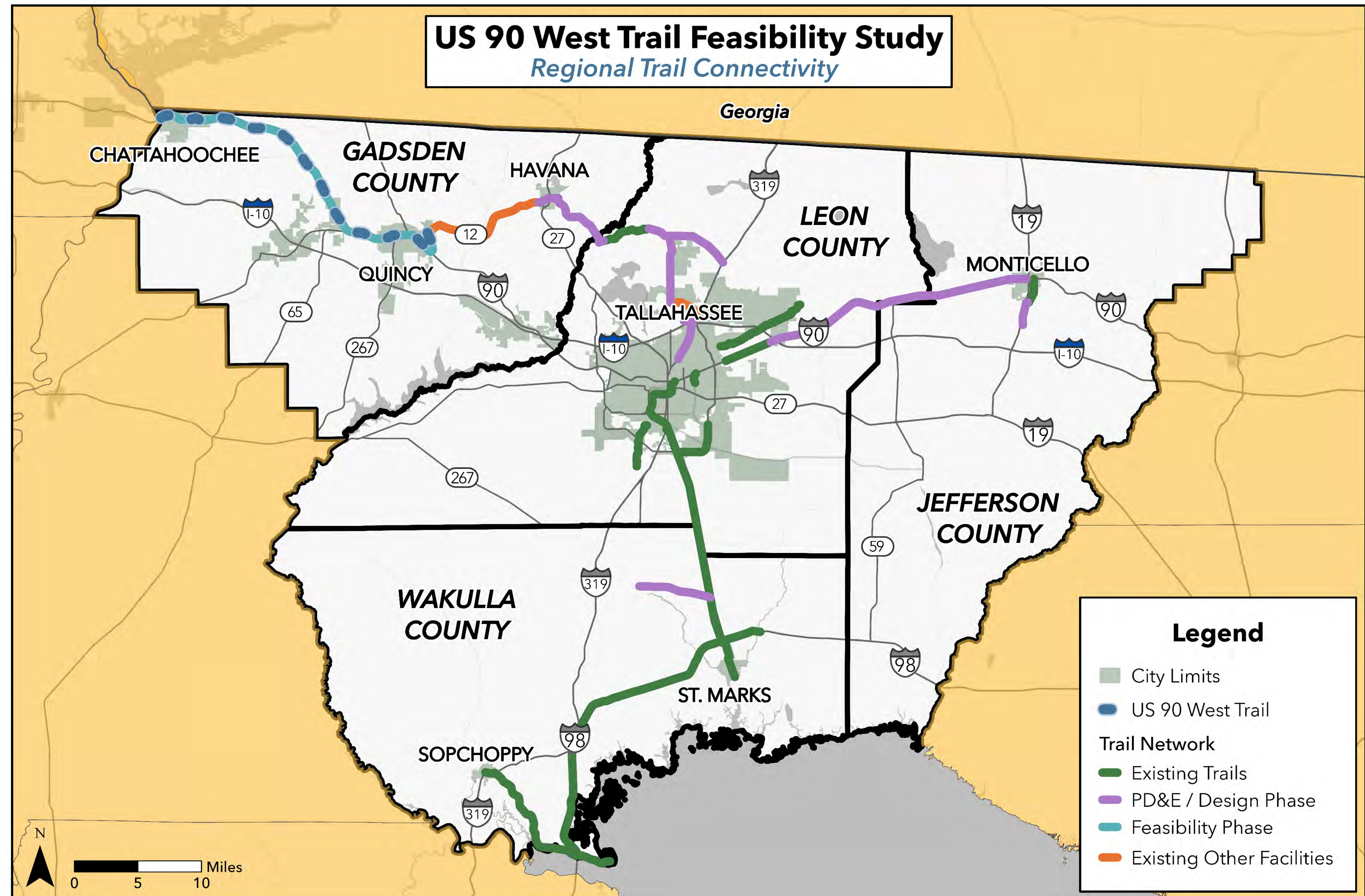




# Regional Connectivity

The proposed **US 90 West Multi-Use Trail** will play a key role in strengthening both local and regional trail connections. This trail is significant for:

- 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 reach coastal destinations





# Frequently Asked Questions

## Q: What side of US 90 is the path going to be on?

**A:** At this stage of the Feasibility Study, the **final alignment has not been determined**. During the engagement phase of this project, alignment opportunities are being presented for public comment that provide a variety of options. Alternatives will be further evaluated in future phases (PD&E Study and Design) to determine specific design details.

## Q: Will this path require additional right of way?

**A:** At this time, it is anticipated that no additional right of way will be required. **Impacts to private property along the corridor are not expected.**

## Q: When will this be constructed?

**A:** Upon completion of the Feasibility Study, the project will advance to the PD&E phase which is currently unfunded. Following completion of the PD&E phase, funding will then be pursued for subsequent phases, which include Design and Construction.

## Q: Where will you be putting amenities such as parking, shelters, and restrooms?

**A:** At this stage of the Feasibility Study, **amenities associated with the multi-use trail have not been identified.**

## Q: When will the Feasibility Study conclude?

**A:** The Feasibility Study is expected to conclude in Summer 2026 and will be presented to the CRTPA Board for approval.

## Q: How is this project being funded? Who is responsible for funding this?

**A:** The US 90 West Multi-Use Trail will be developed in various phases. The current Feasibility Study phase is being funded by the SUN Trails Program through the Florida Department of Transportation. **All other phases, including construction, are not currently funded. No single local agency is responsible for funding this project, and opportunities for cost sharing in the future are being explored.**

## Q: What is the SUN Trails Program?

**A:** The SUN Trails network, or the Shared-Use Nonmotorized (SUN) Trails Program, is Florida Department of Transportation's (FDOT) statewide system of interconnected, paved trails for bicyclists and pedestrians.

The SUN Trails network is a component of the Florida Greenways and Trails System that is overseen by the Department of Environmental Protection's (DEP) Office of Greenways and Trails.



# Existing Conditions Analysis

An existing conditions analysis was conducted through desktop review, preliminary mapping, and field reconnaissance to evaluate the study area. This analysis provides a foundational understanding of the corridor and helps identify opportunities and constraints for potential trail alignments. The Existing Conditions Report was completed in December 2025 and is available on the CRTPA website.

## FACTORS REVIEWED

- |  |  |
|--|--|
| ✓ Land Use                                   | ✓ Preliminary right of way             |
| ✓ Utility easements                          | ✓ Bridges                              |
| ✓ Transportation and roadway characteristics | ✓ Crash data                           |
| ✓ Existing multimodal facilities             | ✓ Elevation and grade                  |
|  | ✓ Environmental and historic resources |

## Land Use

While a mix of land uses exists along US 90, the corridor is predominantly rural, characterized by:

- Agricultural lands
- Residential properties
- Upland forests

Within the municipal areas of Chattahoochee, Gretna, and Quincy, land use has a higher concentration of commercial, institutional, and recreational uses.



*Commercial land uses in downtown Quincy*



*Utility easement south of Chattahoochee*

## Utility Easements

Utility easements can be used to provide clear, safe areas to accommodate trails and outdoor recreation. Easements within the project area were reviewed, with one potential location identified south of downtown Chattahoochee.



# Existing Conditions Analysis

## Transportation and Roadway Characteristics

Roadway characteristics were evaluated along US 90 to understand existing conditions and inform potential trail alternatives.

- **FDOT-owned** corridor with **2 to 4 travel lanes**
- **25–55 mph** speed limits
- **Sidewalks** only in Chattahoochee, Gretna, and Quincy
- **Limited bicycle facilities:**
  - Sharrows in downtown Chattahoochee
  - Bike lanes near the SR 12 intersection
- **Traffic volumes vary**, with the highest levels in Quincy

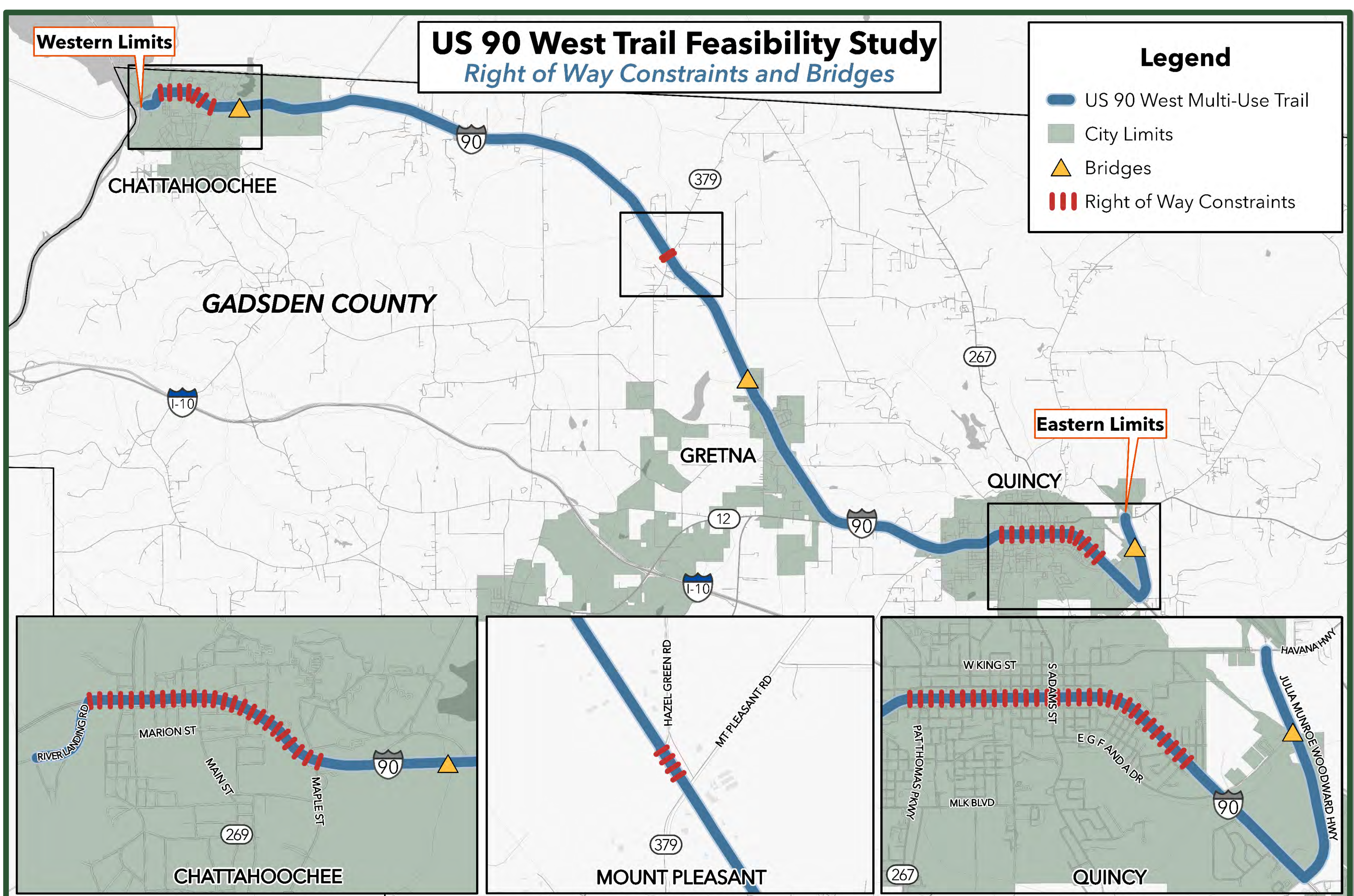


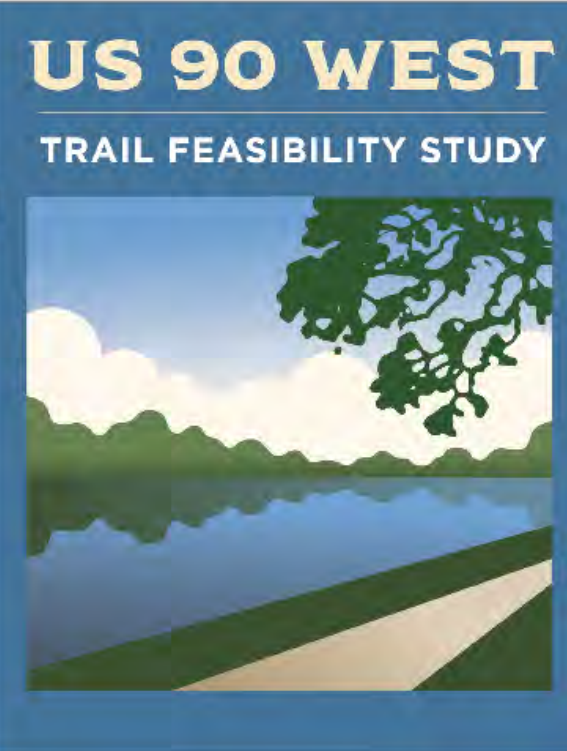
Sharrows and sidewalks in downtown Chattahoochee

## Right of Way and Bridges

Narrow right of way and bridge conditions limit opportunities for trail placement along the corridor.

- Right of way ranges from approximately **45 to 298 feet**
- Widths vary on either side of the roadway
- **Three (3) bridges** are located along the corridor





# Existing Conditions Analysis

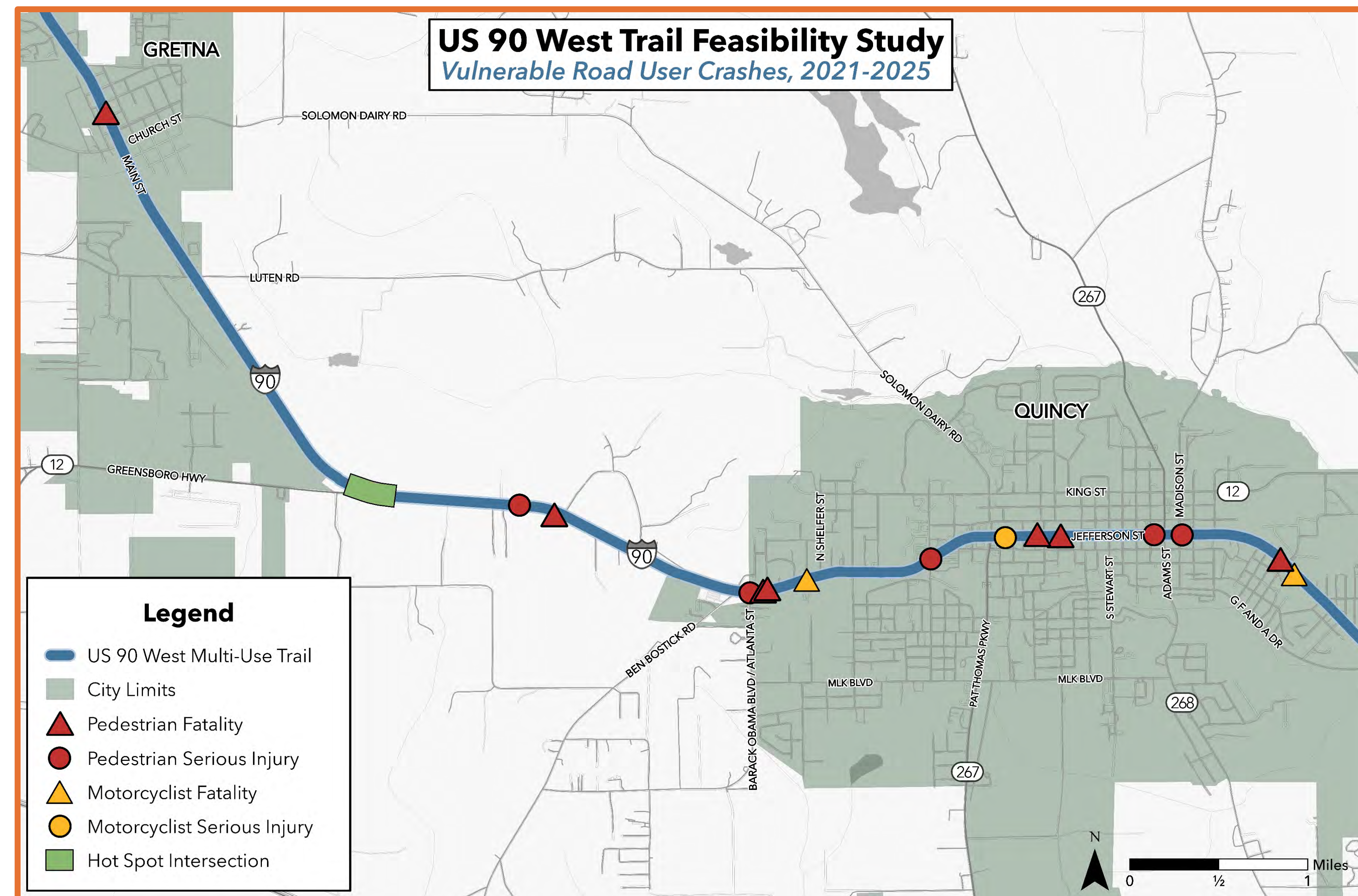
## Crashes and Safety

The Existing Conditions Report analyzed Signal Four Analytics crash data from 2020–2024 to assess safety conditions along US 90 and Julia Munroe Woodward Highway.

With the release of 2025 data, findings have been updated to reflect the most recent five-year period (2021–2025), providing the most current safety insights.

Crash Type	Total
Fatal Crashes (All Modes)	13
Serious Injury Crashes (All Modes)	21
Crashes Involving VRU	42
Pedestrian Fatality	7
Pedestrian Serious Injury	5
Motorcycle Fatality	2
Motorcycle Serious Injury	1

**Vulnerable Road User or VRU**  
 Refers to people using roadways by modes other than a motor vehicle. While this term include a variety of road users, in this study, it primarily refers to **pedestrians, bicyclists, and motorcyclists.**



- Most VRU crashes occur within city limits, where higher traffic volumes, tighter right-of-way, and multiple travel modes are present
- Pedestrians are particularly affected, highlighting a need for safer facilities such as a multi-use trail
- The **US 90 and Greensboro Highway/SR 12 intersection** was identified in CRTPA’s 2023 *Safety Action Plan* as a **Hot Spot intersection**, with one fatal and two serious injury crashes in a five-year period



# Existing Conditions Analysis

## Grade and Elevation

Grade and elevation are key factors in designing a safe and accessible multi-use trail.

- Steep slopes may require extensive grading, increasing construction costs and influencing trail alignment
- Changes in elevation can create challenges for less experienced cyclists and users with mobility limitations
  - Elevation ranges from approximately **60 feet to 300 feet**



*Elevation change along Julia Munroe Woodward Highway*

## Environmental

A preliminary environmental review was conducted to identify potential constraints that may influence trail feasibility and help guide alignment and design to avoid or minimize impacts.

Resources evaluated:

- Flood Zones
- Wetlands
- Outstanding Florida Waters
- Species
- Historic and Cultural Resources

**No major environmental impacts are anticipated at this stage.**



*Apalachicola River, an Outstanding Florida Water*

Additional, more detailed evaluation will occur during the PD&E phase.



# Constrained Areas

The existing conditions analysis identified several areas that require further evaluation and alternative design solutions to address constraints related to right of way, safety, environmental conditions.

1

## Downtown Chattahoochee:

- Constrained right of way



2

## Bridge East of Downtown Chattahoochee:

- Constrained right of way
- Limited shoulder space
- Adjacent wetlands



3

## Segment between Hazel Green Road and Mount Pleasant Road:

- Constrained right of way
- Steep slopes on both sides of the roadway



4

## Bridge North of Gretna City Limits:

- Constrained right of way
- Limited shoulder space
- Adjacent wetlands
- Nearby raised railroad (~75 feet from roadway)



5

## US 90 and Greensboro Highway/SR 12 Intersection:

- Drainage swales on both sides
- Southwest side:
  - Multiple intersecting travel lanes
  - Commercial driveway access
  - Unsignalized left turns onto Greensboro Highway
  - Eastbound traffic entering US 90 controlled by a yield sign



6

## Downtown Quincy:

- Constrained right of way





# US 90 West Trail Feasibility Study

Constrained Areas

Georgia

Western Limits

Eastern Limits

CHATTAHOOCHEE

GADSDEN COUNTY

GRETNA

QUINCY



## Legend

- US 90 West Multi-Use Trail
- City Limits
- Downtown Chattahoochee
- Bridge East of Chattahoochee
- Segment between Hazel Green Road and Mount Pleasant Road
- Bridge North of Gretna City Limits
- US 90 and Greensboro Highway/SR 12 Intersection
- Downtown Quincy

1

2

3

4

5

6

90

379

90

267

268

12

90

267

12

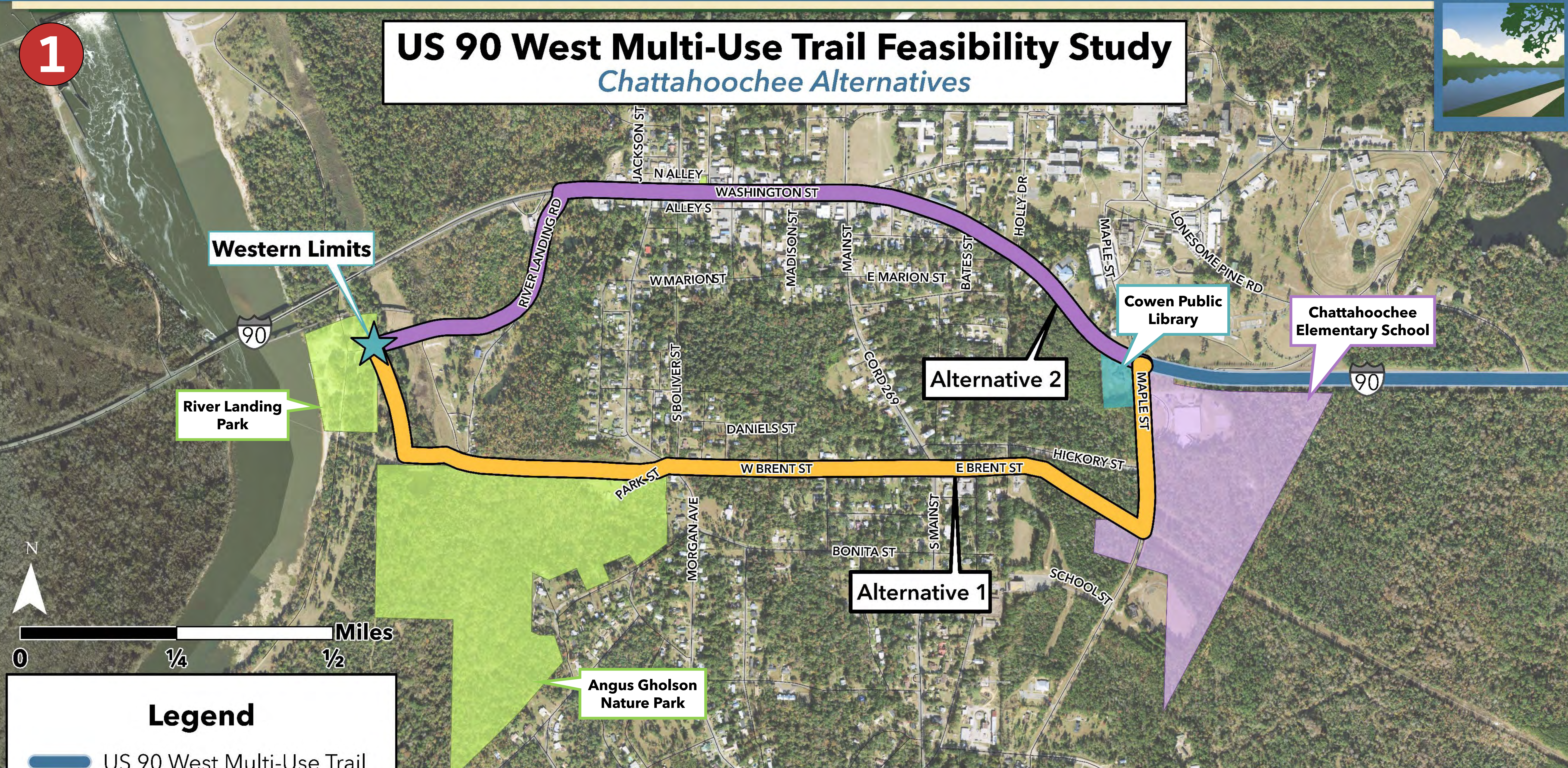
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# US 90 West Multi-Use Trail Feasibility Study

## Chattahoochee Alternatives

1



### Legend

- US 90 West Multi-Use Trail
- Alternative 1
- Alternative 2
- Parks
- Schools
- Libraries

Alternatives	Facilities	Destinations along Route	Limitations
<b>Alternative 1</b>	Signage and sharrows (Maple St and Brent St) Multi-use path (utility easements)	Chattahoochee Elementary School, Cowen Public Library, Angus Gholson Nature Park, Chattahoochee Historic District, River Landing Park	Elevation changes
<b>Alternative 2</b>	Signage and sharrows	Chattahoochee Historic District, River Landing Park	High speeds, more traffic



2 3 4

# Areas with Right-of-Way & Environmental Constraints

The bridge east of Chattahoochee, segment between Hazel Green Road and Mount Pleasant Road, and the bridge north of the Gretna city limits all have **similar design constraints including adjacent wetlands and limited right of way.**

It is anticipated that a **boardwalk design solution** will work best for the trail in these locations. Trail width will depend on availability of right of way at each location.

## Proposed Boardwalk Design Solution

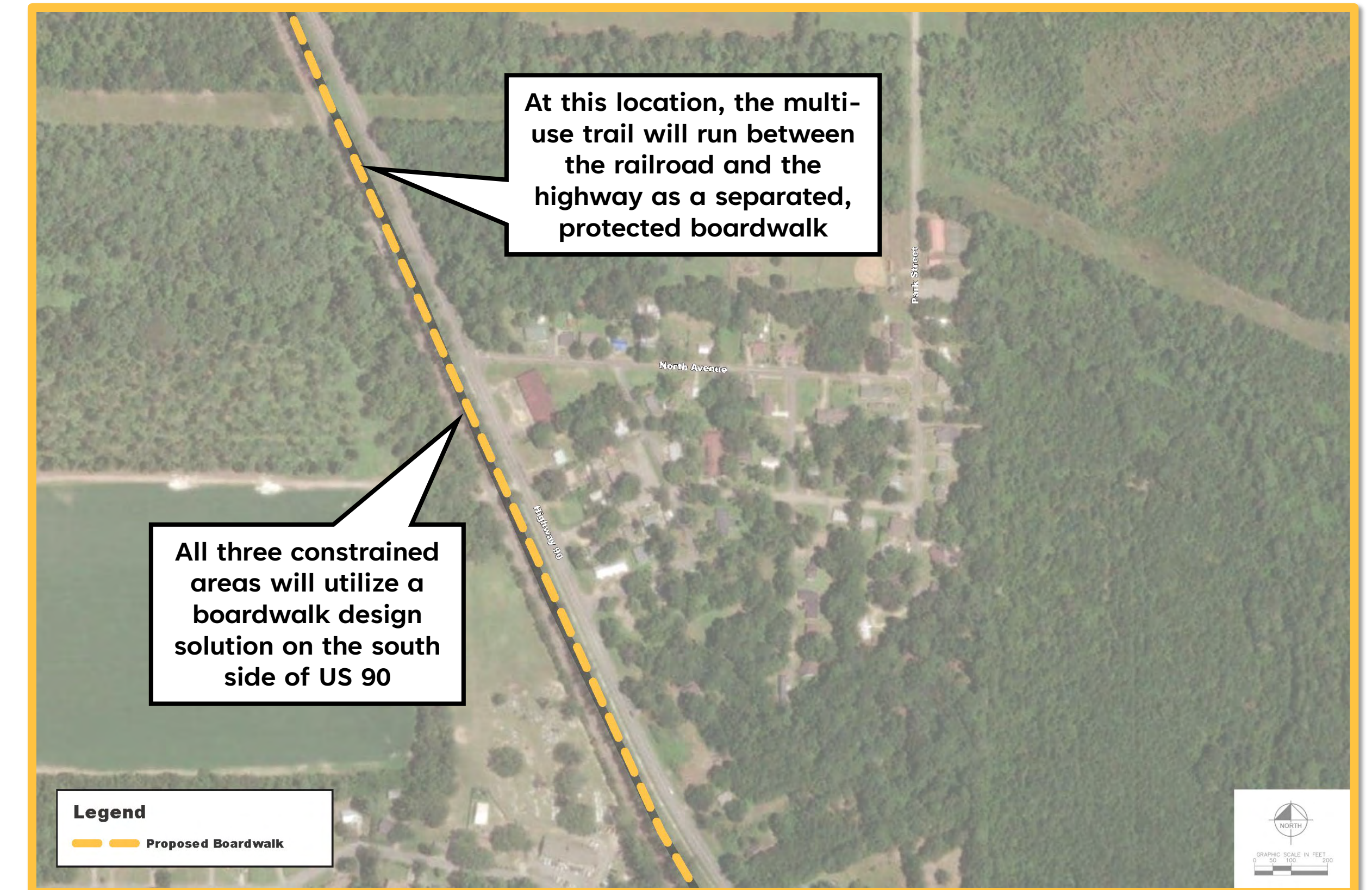


*Ochlockonee Bay Trail*



*Black Creek Trail*

## Bridge North of Gretna City Limits



## Segment between Hazel Green Road and Mount Pleasant Road



*Existing*



*Proposed*



*Existing*



*Proposed*



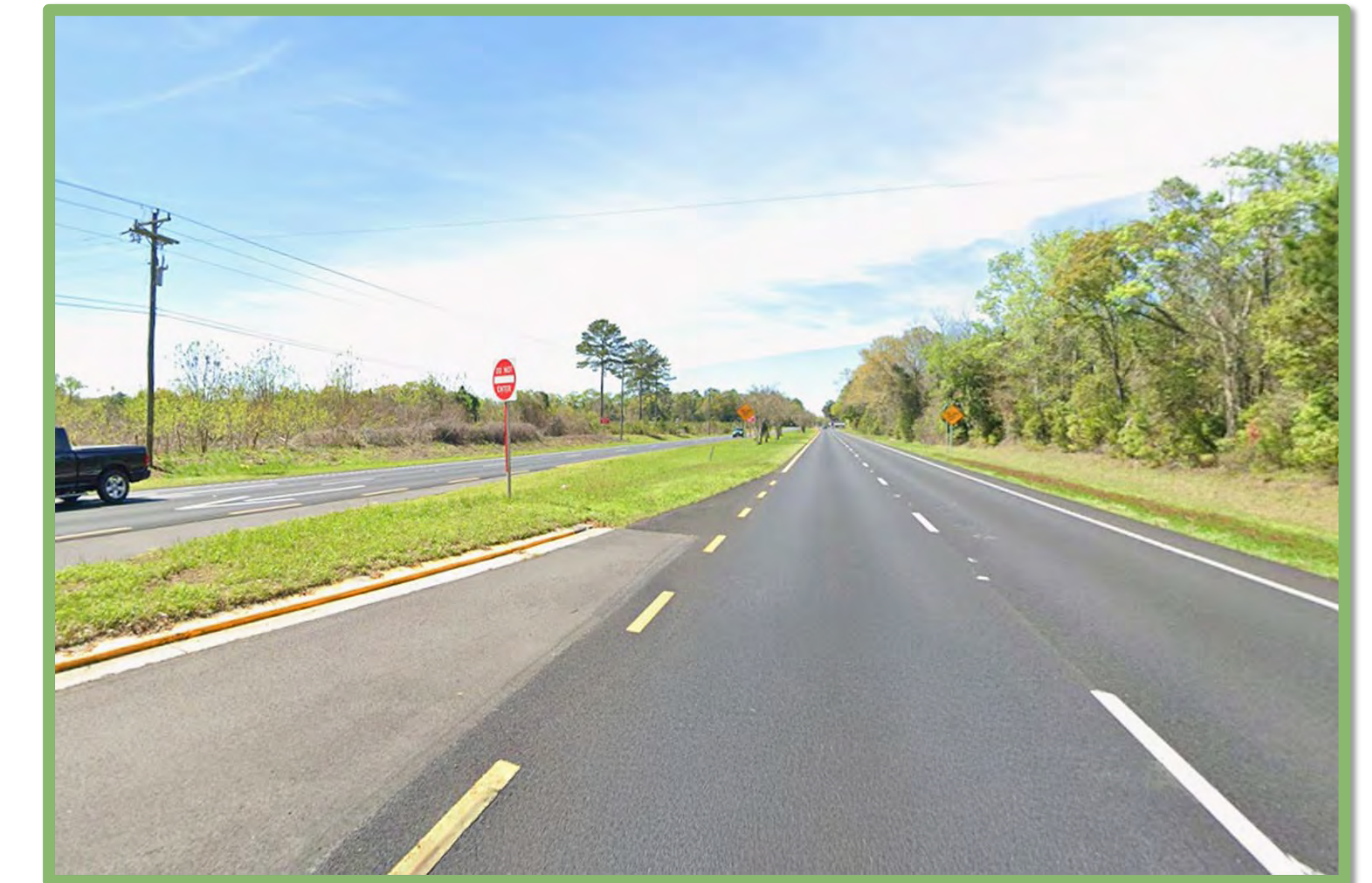
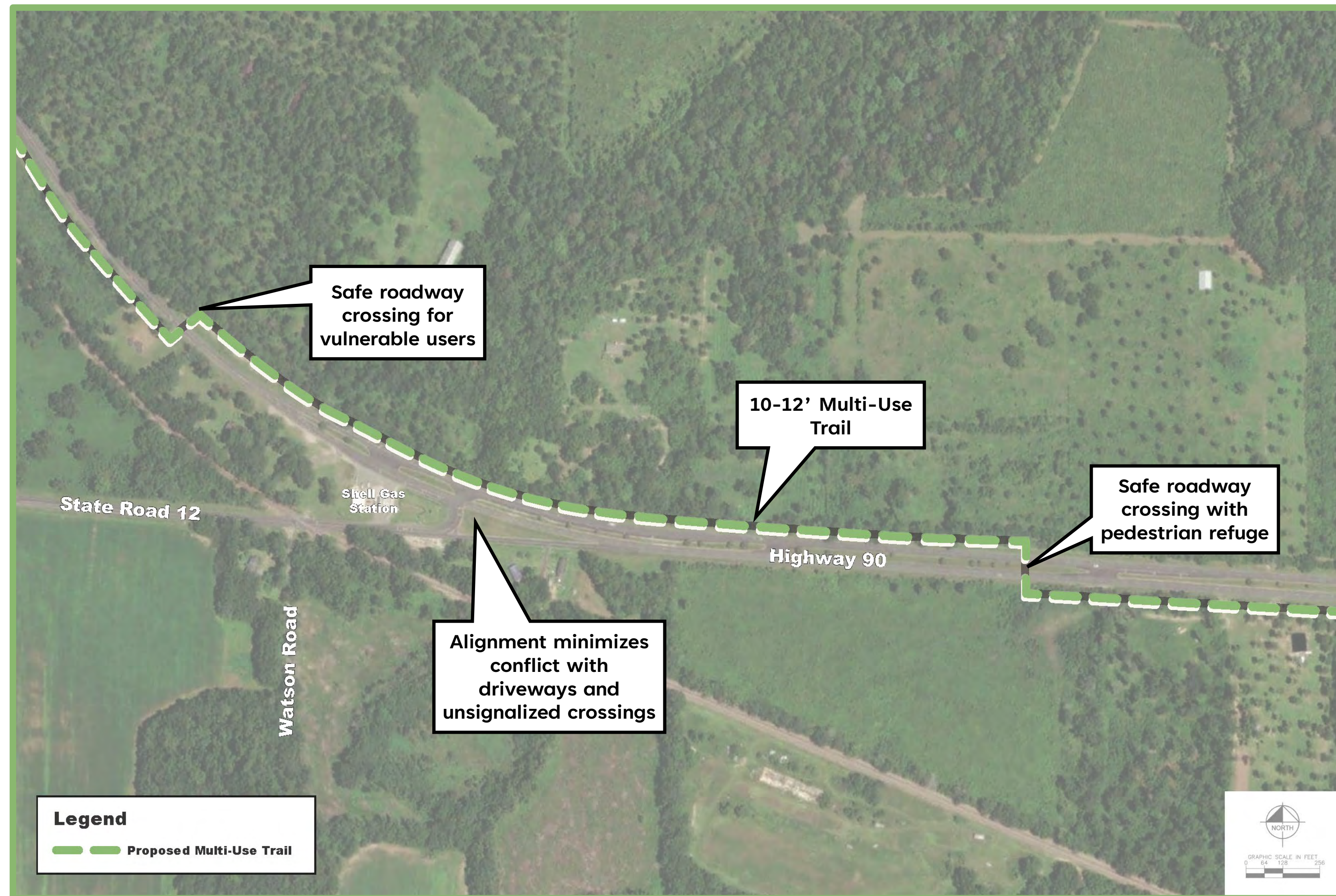
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# US 90 and Greensboro Highway/SR 12 Intersection

This intersection has been identified as a **Hot Spot Intersection**, with a higher number of fatal and serious injury crashes. Existing conditions present several safety challenges, including multiple **intersecting travel lanes**, **commercial driveway access**, **unsignalized left turns** onto Greensboro Highway, and **yield-controlled eastbound traffic** entering US 90.

To improve safety, the **multi-use trail crosses to the northeast side** of the roadway before the intersection and **crosses back afterward**, minimizing conflicts with driveways and unsignalized movements. Crossing enhancements will include **pedestrian refuges**.

## US 90 and Greensboro Highway/SR 12 Intersection



Existing



Proposed



2 3 4

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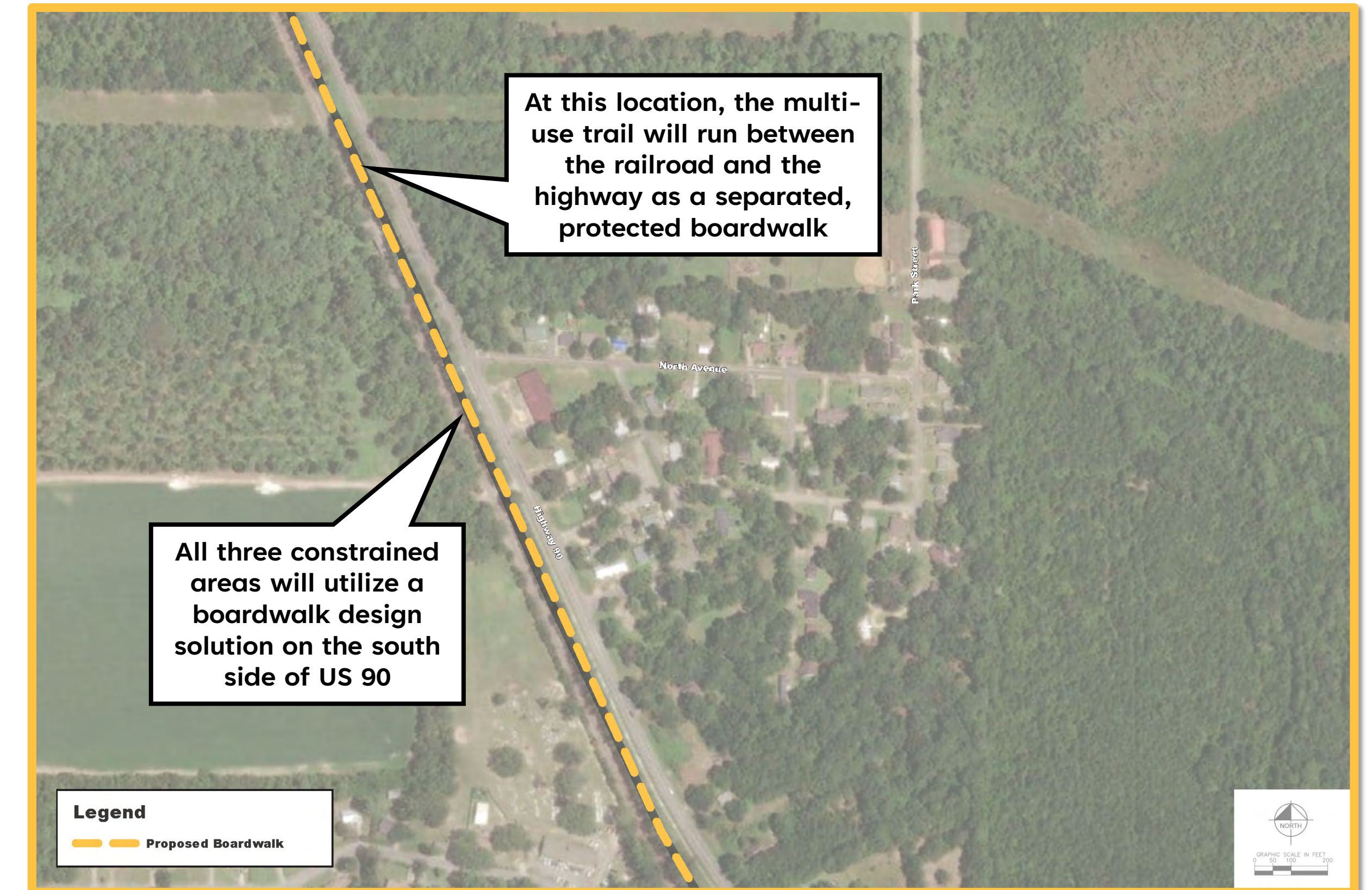


Ochlockonee Bay Trail



Black Creek Trail

## Bridge North of Gretna City Limits



## Segment between Hazel Green Road and Mount Pleasant Road



Existing



Proposed



Existing

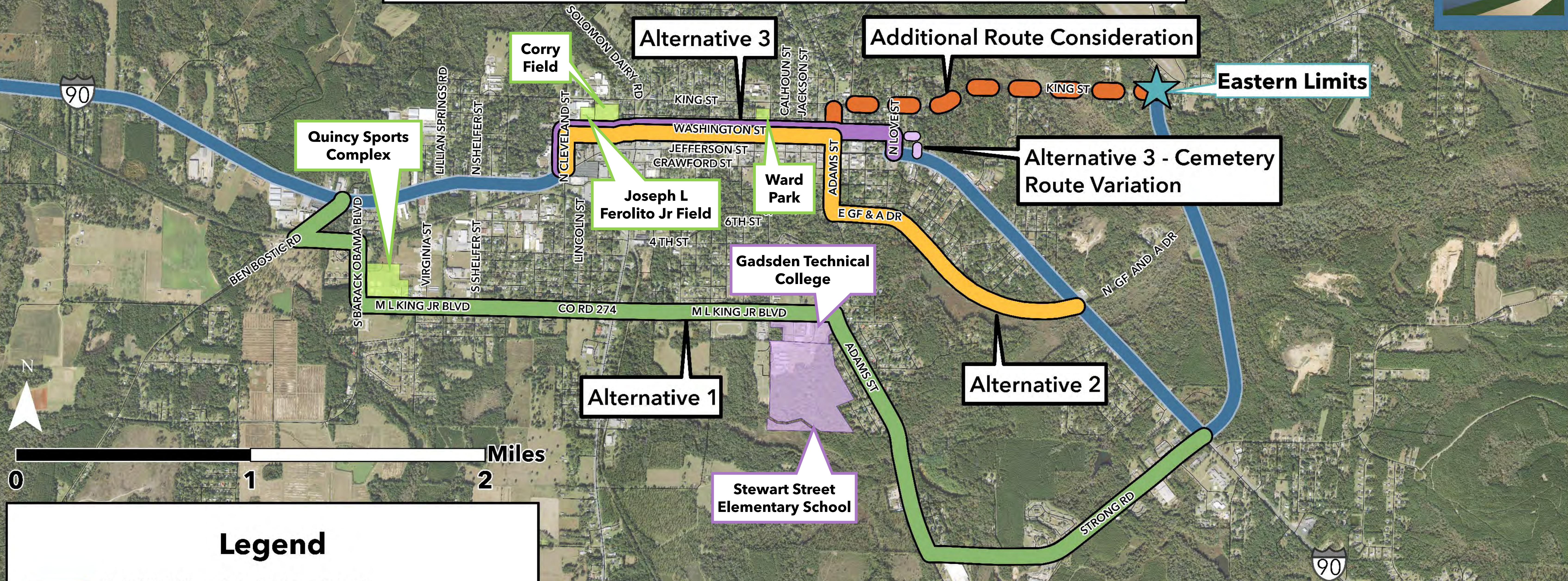


Proposed

6

# US 90 West Multi-Use Trail Feasibility Study

## Quincy Alternatives



### Legend

- US 90 West Multi-Use Trail
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 3 - Cemetery Route Variation
- Additional Route Consideration
- Parks
- Schools

Alternatives	Facilities	Destinations along Route	Limitations
<b>Alternative 1</b>	Signage and sharrows	Gadsden Technical College, Stewart Street Elementary School, Quincy Sports Complex	Elevation changes
<b>Alternative 2</b>	Signage and sharrows	Quincy Historic District, Ward Field, Corry Field, Joseph L Ferolito Jr Field, and Quincy Recreation Department	Elevation changes
<b>Alternative 3</b>	Signage and sharrows	Quincy Historic District, Ward Field, Corry Field, Joseph L Ferolito Jr Field, and Quincy Recreation Department	Elevation changes, high speeds, more traffic