

# RECOVERY AND RESILIENCY PARTNERSHIP PROJECTS

## CITY OF MARIANNA ASSETS AND CONNECTIVITY

Please visit  
[www.R2P2.skeo.com](http://www.R2P2.skeo.com)  
to comment on  
these preliminary  
concepts!

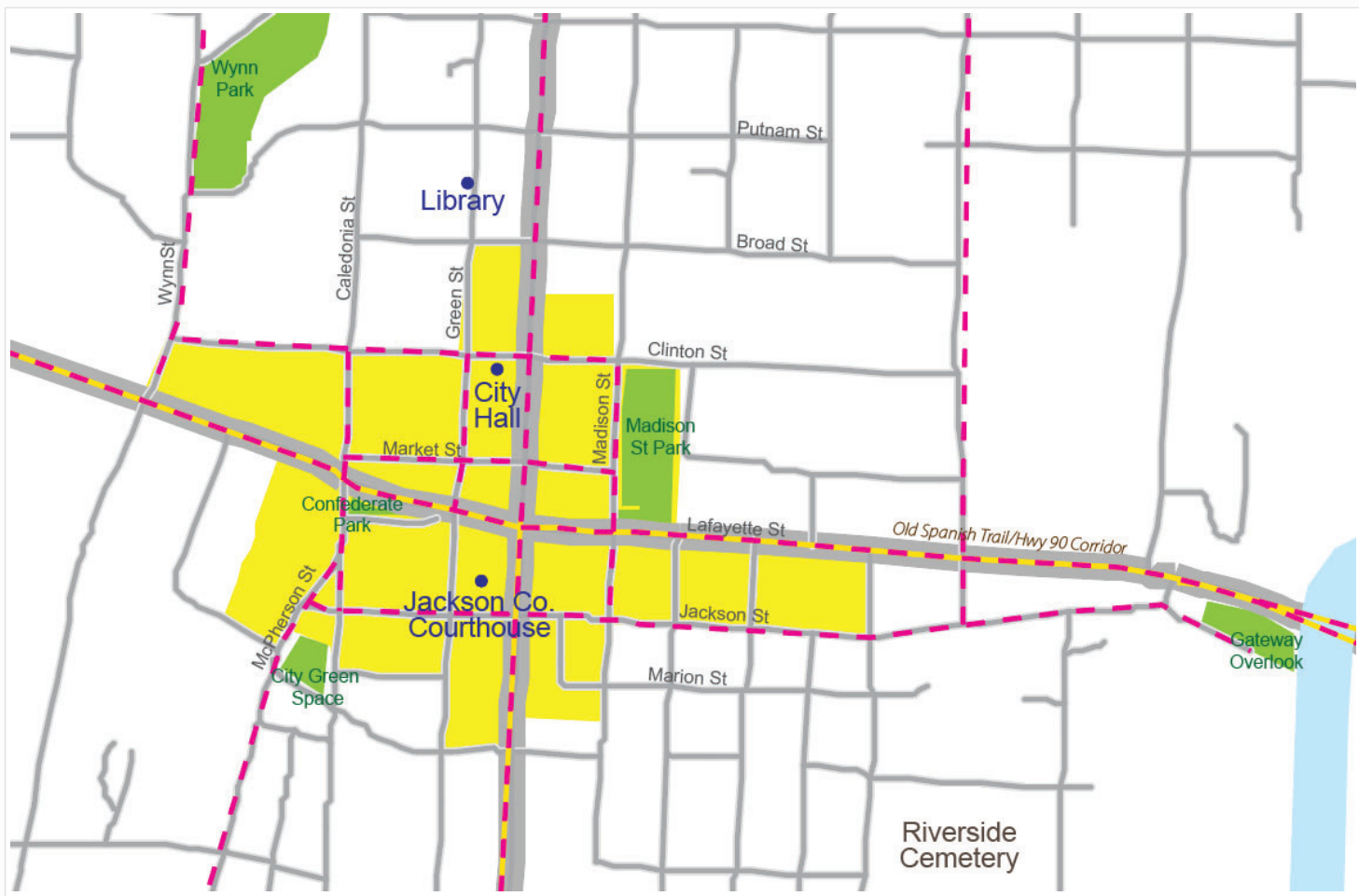
### Citywide Connectivity

Safe, designated bikeways and pedestrian paths across the city can support new local businesses and improve access to community amenities.

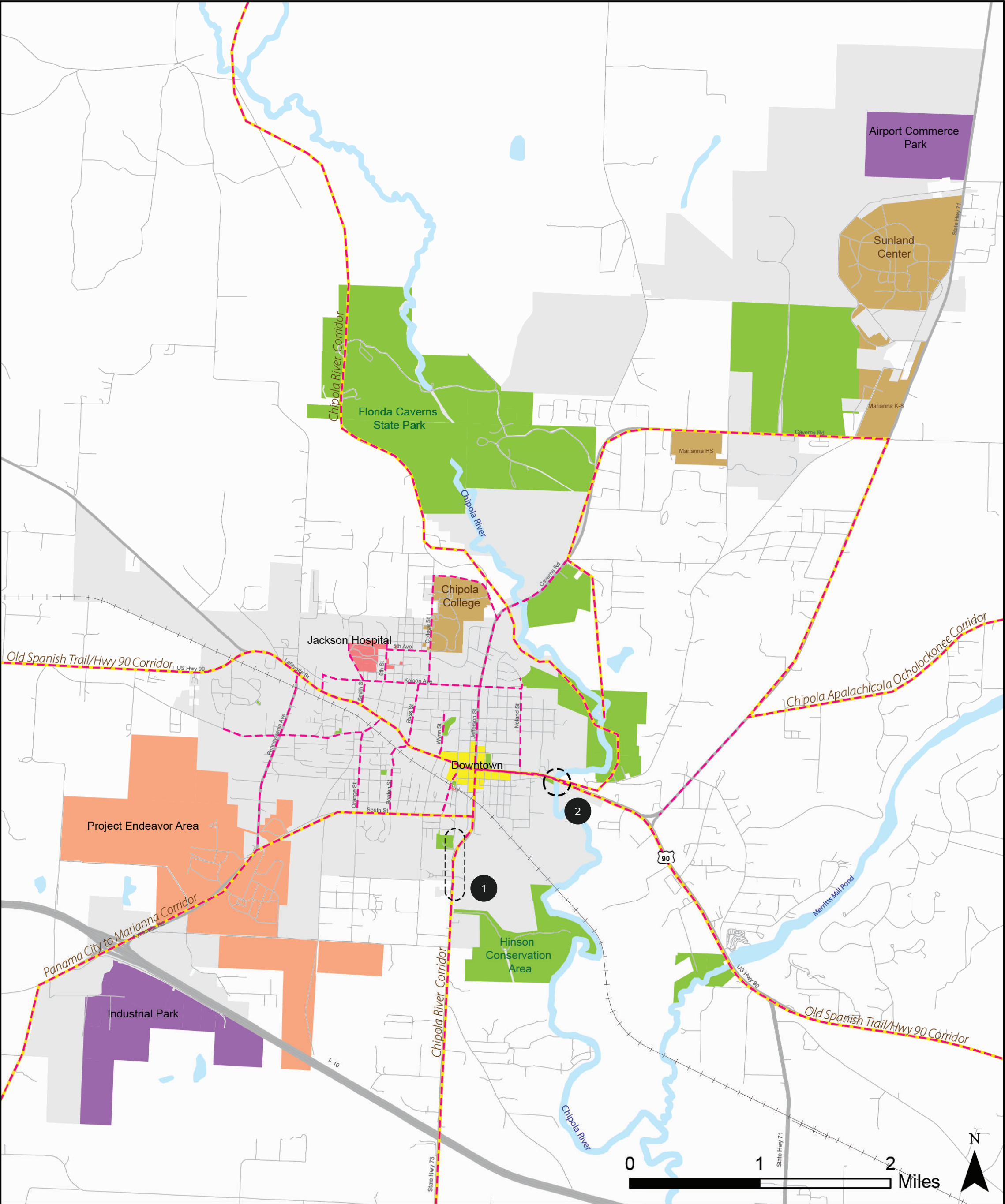
Priority streets that lack designated bike lanes and/or sidewalks:

- Kelson Avenue
- Penn Avenue
- South Street

Safe connections can utilize existing infrastructure such as sidewalks, or new paths might be developed such as marked bike lanes, expanded shoulders, new sidewalks or separated paths. See examples of safe pedestrians and bicycle connections for different street conditions in the Connections + Sustainability section.



Proposed multimodal connections to link community assets



- City of Marianna
- Downtown
  - Schools
  - Parks and Recreation Areas
  - Industrial Area
  - Development Area
  - Health Services

- Proposed Designated Multimodal Paths (infrastructure and/or markings to designate safe pedestrian and bicycle paths)
- Planned Regional Multimodal Connections (FL Greenways and Trails, Old Spanish Trail/Highway 90 Corridor)
- High Priority Safety Improvement Areas (South Jefferson, Hwy 90 Bridge)



#### 1 Safety Improvement Area: South Jefferson

A worn path along the road indicates frequent pedestrian activity. This important section of Jefferson connects Downtown, Jennings Park and Hinson Recreation Area.



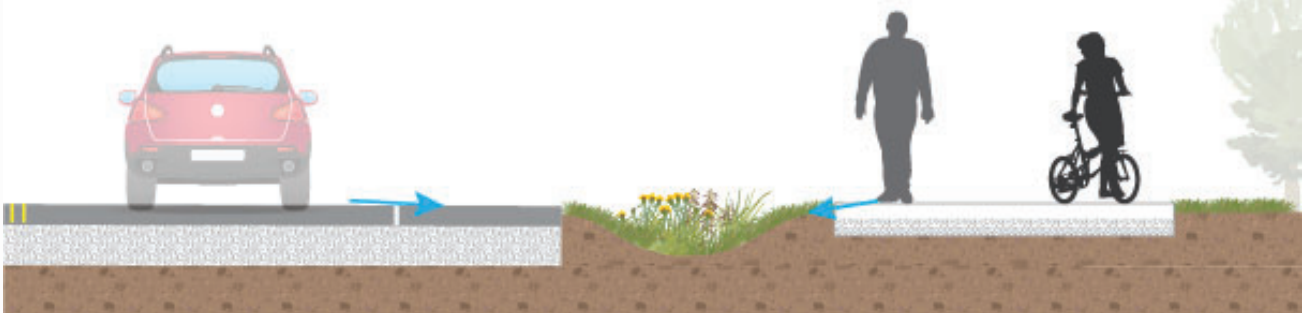
Existing conditions: Jefferson Street between Jennings Park and Hinson Recreation Area

The following two options can to improve safety for pedestrians and bicyclists:

1 - Extend the existing shoulder 1 to 2 feet to create a designated bike lane and install a separated 6-foot wide sidewalk.



2 - Install a 10 to 12-foot wide separated multimodal path to accommodate bicyclists and pedestrians.



#### 2 Safety Improvement Area: Hwy 90 Bridge

The existing bridge is unsafe for pedestrians and bicyclists. The narrow sidewalk is not separated from fast moving cars and trucks, and there are no designed bike lanes.

Planning separated bike and pedestrian lanes for future bridge improvements can address safety concerns and improve key recreation connections for regional visitors.

Examples on the right show two approaches to consider when planning pedestrian and bicycle safety improvements for the bridge.



Existing conditions: Hwy 90 bridge over Chipola River



1 - Bridge with wide separated multi-modal lane



2 - Separate bridge for pedestrians and bicyclists.