

RECOVERY AND RESILIENCY PARTNERSHIP PROJECTS

CITY OF QUINCY GREENWAY CORRIDOR PLANNING

Issues / Background

Quincy plans three major construction projects to bury feeder lines along major thoroughfares to connect the north and south substations and the new solar array on the south side of Quincy. Burying power lines provides an opportunity to replace sidewalks and construct wider paths or greenways to improve pedestrian and bicycle activity on these key thoroughfares.

The lines will be buried along King Street, Adams Street, Martin Luther King Jr. Boulevard, Pat Thomas Parkway, and Joe Adams Road. This network of street sections connects many of Quincy's community assets like schools and parks.



King St (looking west)



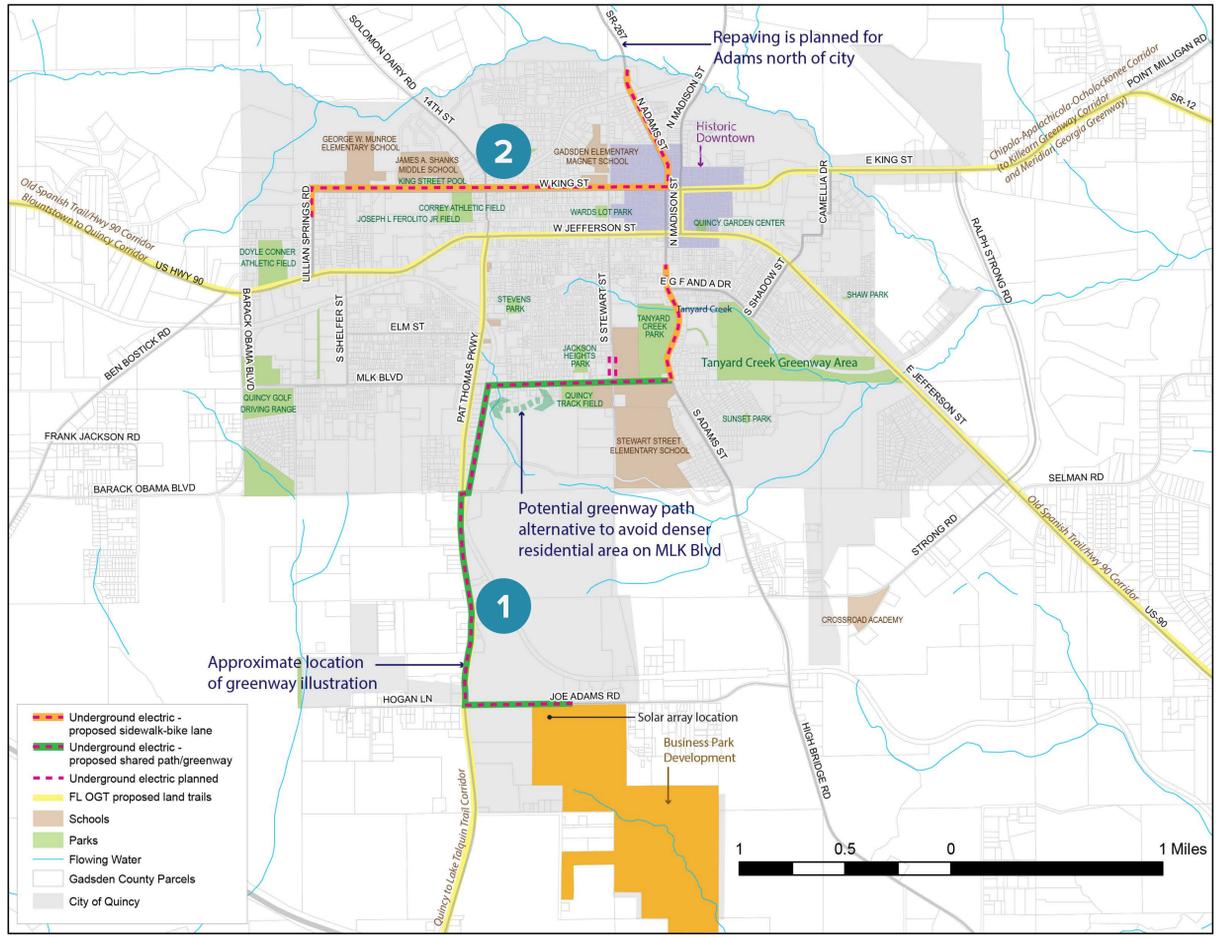
Existing Conditions at North Adams at North Street (looking south)



Joe Adams Rd (looking west)



Pat Thomas Pkwy (looking south)



Planned underground feeder line locations and proposed greenway and multi-modal corridor improvements

Design Opportunities and Concepts

Site conditions including right of way, land use and slope vary along each road proposed for the underground power line project.

1 - Pat Thomas Parkway and Martin Luther King Jr. Boulevard have wide, flat areas along the vehicular lanes suitable for a greenway, a multi-modal path that is separate from the road. The design identifies a potential route between Quincy Track Field and Orlando Street to avoid a more dense residential section of Martin Luther King Jr. Boulevard.

Pat Thomas Parkway aligns with a proposed regional land trail that connects to Lake Talquin.

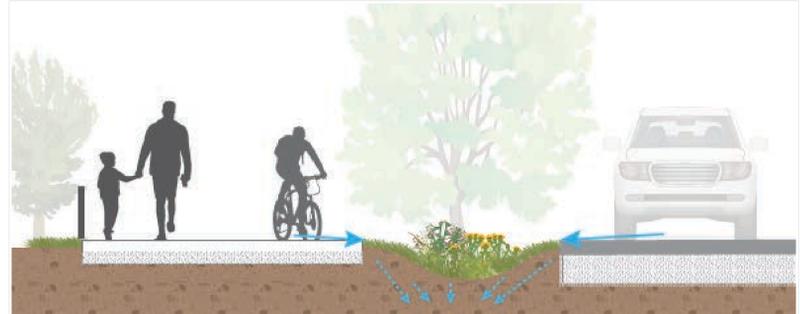
2 - King Street and Adams Street have limited right of way (area available adjacent to road), and several areas of Adams have steep slopes beside the road. Designs for these streets propose sidewalk construction (replacement for King Street) and "sharrow" pavement markings on the road to indicate bikes share the vehicular lanes.



This illustration shows a greenway path that accommodates pedestrians and bicyclists along Pat Thomas Parkway. The greenway can include features such as benches and pull-off areas.

1 - Pat Thomas Parkway and Martin Luther King Jr. Boulevard

Wider streets with more extensive right-of-way are suitable for installing shared paths (or greenways) for safe pedestrian/bike transportation and for new recreation opportunities, as shown in the above illustration. Planted swales between the road and the path can serve as a safety buffer and help manage stormwater from the paved surfaces.



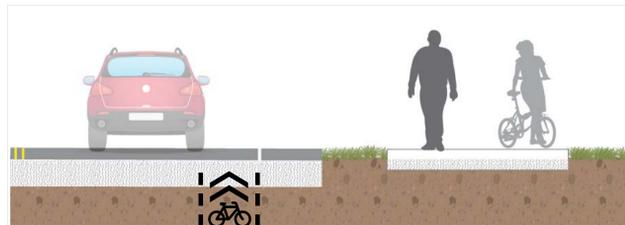
A 12' wide multi-modal path offers greenway recreation opportunities and a transportation alternative to vehicles. Adjacent bioswales can help capture and treat runoff from paved paths and roadway.

2 - King Street and Adams Street

King Street and Adams street have limited roadway and right of way. On King Street, pavement markings (sharrows) are recommended to indicate a shared bike lane, as well as replacement of existing sidewalks (as necessitated by placing power lines underground).

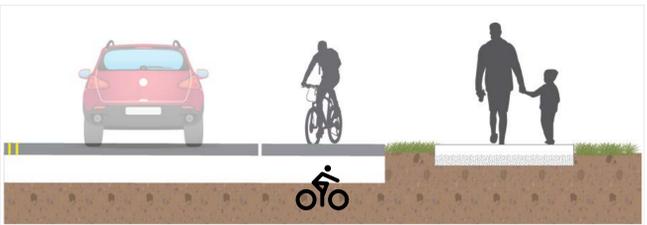
There are two cost-effective approaches to improving pedestrian and bike safety significantly on Adams Street in conjunction with placing the powerlines underground.

1 - One approach is to construct a wide 8' sidewalk that can accommodate pedestrians and slower-moving bicycles (shown below). Faster moving bicycles can share the vehicular lane, which would be marked with sharrows.



Shared bike lane and wide 8' sidewalk.

2 - Another approach is to widen the existing shoulder by approximately 3' to create a designated bike lane on the shoulder to safely accommodate faster moving bicycles. A 6' sidewalk can be installed to accommodate pedestrians.



Designated bike lane and typical 6' sidewalk