

RECOVERY AND RESILIENCY PARTNERSHIP PROJECTS

CITY OF SPRINGFIELD CONNECTIVITY

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to comment on
these preliminary
concepts!

Issues, Background and Opportunities

Within the city, Springfield lacks sidewalks and bike infrastructure linking key destinations and assets. Extending road, bike and pedestrian improvements across Springfield are important for safe connections within the city and into Parker.

Regionally, Springfield is situated within reach of many land and paddle trails. Connecting to these trails can create opportunities for Springfield to tap into economic development tied to growing regional recreation.

Design Concepts

1 - Citywide Connectivity (right)

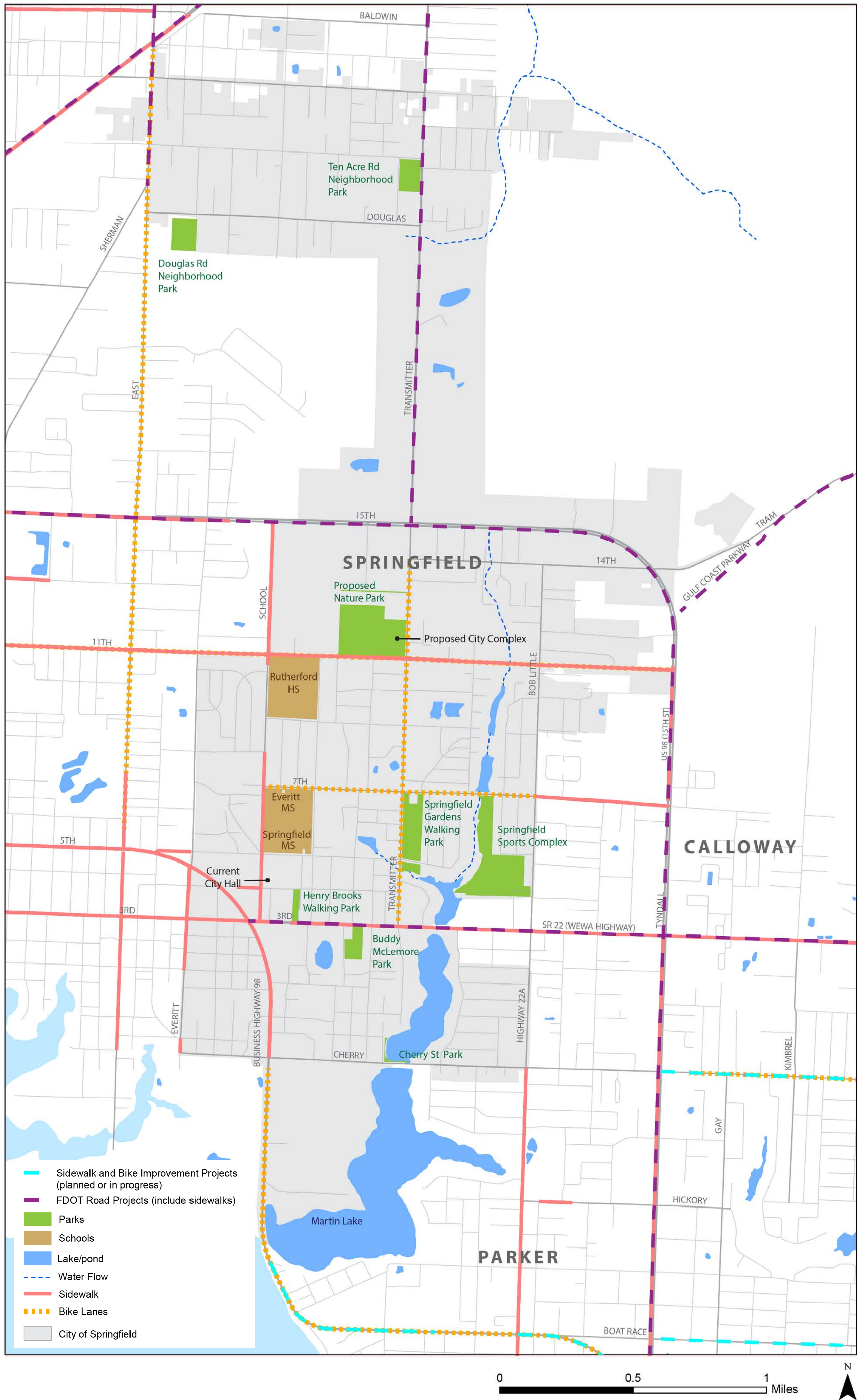
Connecting Springfield's business and residential areas and community assets, particularly the many parks and schools across the city, using safe pedestrian and bicycle paths can support economic development, quality of life and property value. Streetscape concepts with designs for improved bike and pedestrian safety and landscape improvements for Business 98, Third Street and Transmitter Road were developed.

2 - Regional Connections and Assets (below)

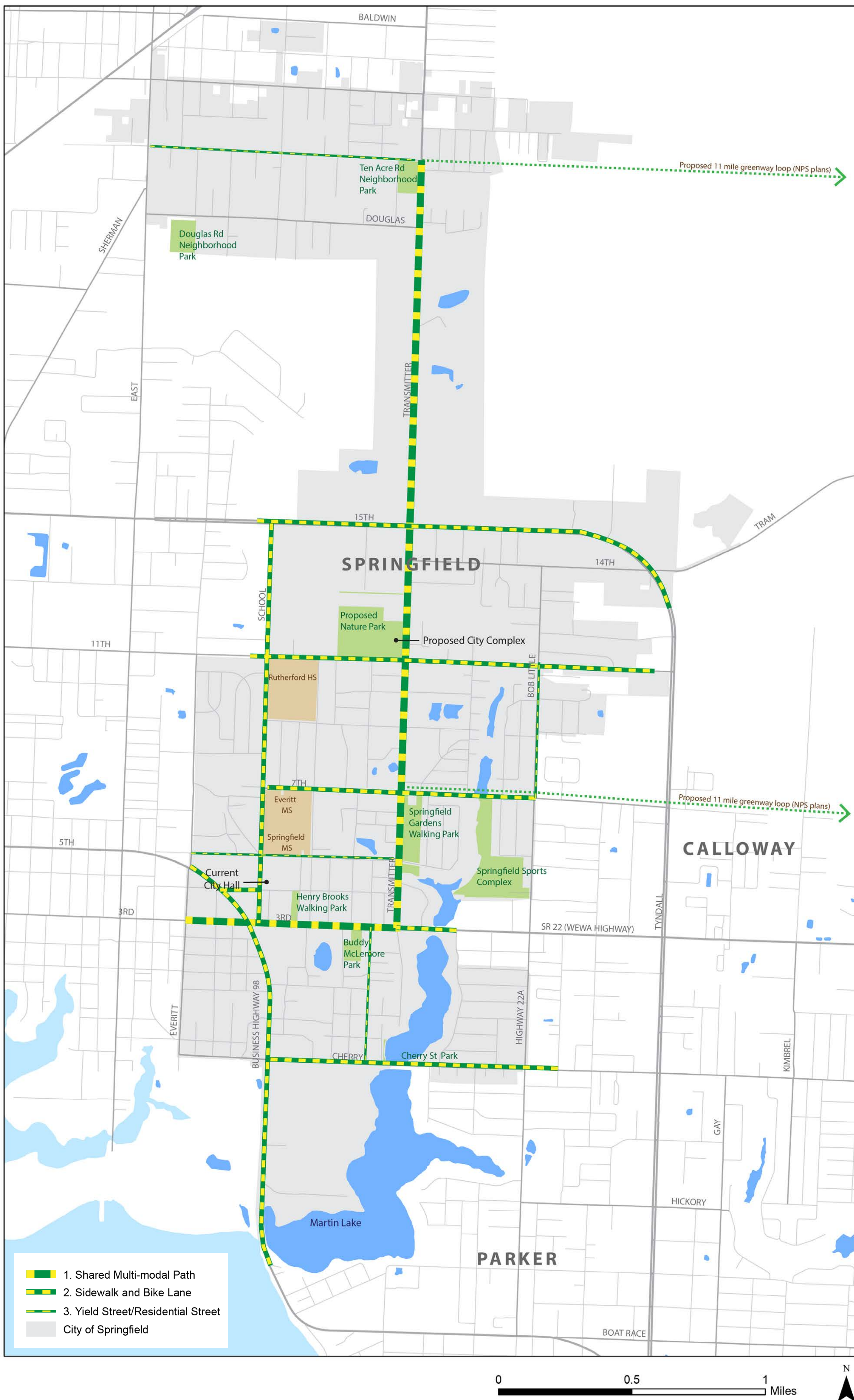
Regional mapping is underway to identify recreation assets and connections between Springfield and five other cities in the Florida Panhandle area. This work will help identify recreation opportunities that can support economic and ecological resilience.

1 - Citywide Connectivity Plan

Existing sidewalks, bike lanes and planned road improvement projects reveal a shortage of multi-modal connections in Springfield.



Suggested citywide bicycle and pedestrian network showing recommended path types based on existing street conditions and city goals for safe bicycle and pedestrian activity.



Bike and Pedestrian Connectivity Types

Different types of safe bike and pedestrian connections can be selected based on street conditions, available right of way, vehicular traffic volume and speed, and other considerations.

1. Shared Multi-modal Paths

These wide paved paths accommodate pedestrians, bicyclists and other non-vehicular users. Some adjacent roads include marked bike lanes on the roadway in addition to the path for fast-paced bicyclists.



2. Sidewalks and Bike Lanes

Sidewalks and on-street bike lanes can safely accommodate pedestrians and bicyclists when right of way is limited, and/or to retrofit existing roadways for safe pedestrian and bicycle connectivity.



Designated bike lanes with pavement markings on the street or shoulder



Shared bike lanes are designated by pavement markings called *sharrows* and vehicles and bicycles share the travel lane

3. Yield Street (Residential Street)

On local residential streets, vehicles, bicyclists and pedestrians share the road. To increase driver awareness, pavement markings and signs may be used as reminders.



Typical conditions for yield street



Dashed lines on pavement provide visual clues to drivers

2 - Regional Connections and Assets

A network of regional trails links Springfield to many natural and recreational assets. Regional paddling trails, such as the St. Andrews Bay Paddling Trail and Panhandle Intra Coastal Water Paddling Trail, pass along Springfield's southern edge.

A potential land trail connection starting at Tram Road on Springfield's northeast side can provide an important recreation connection to Mexico Beach and beyond.

