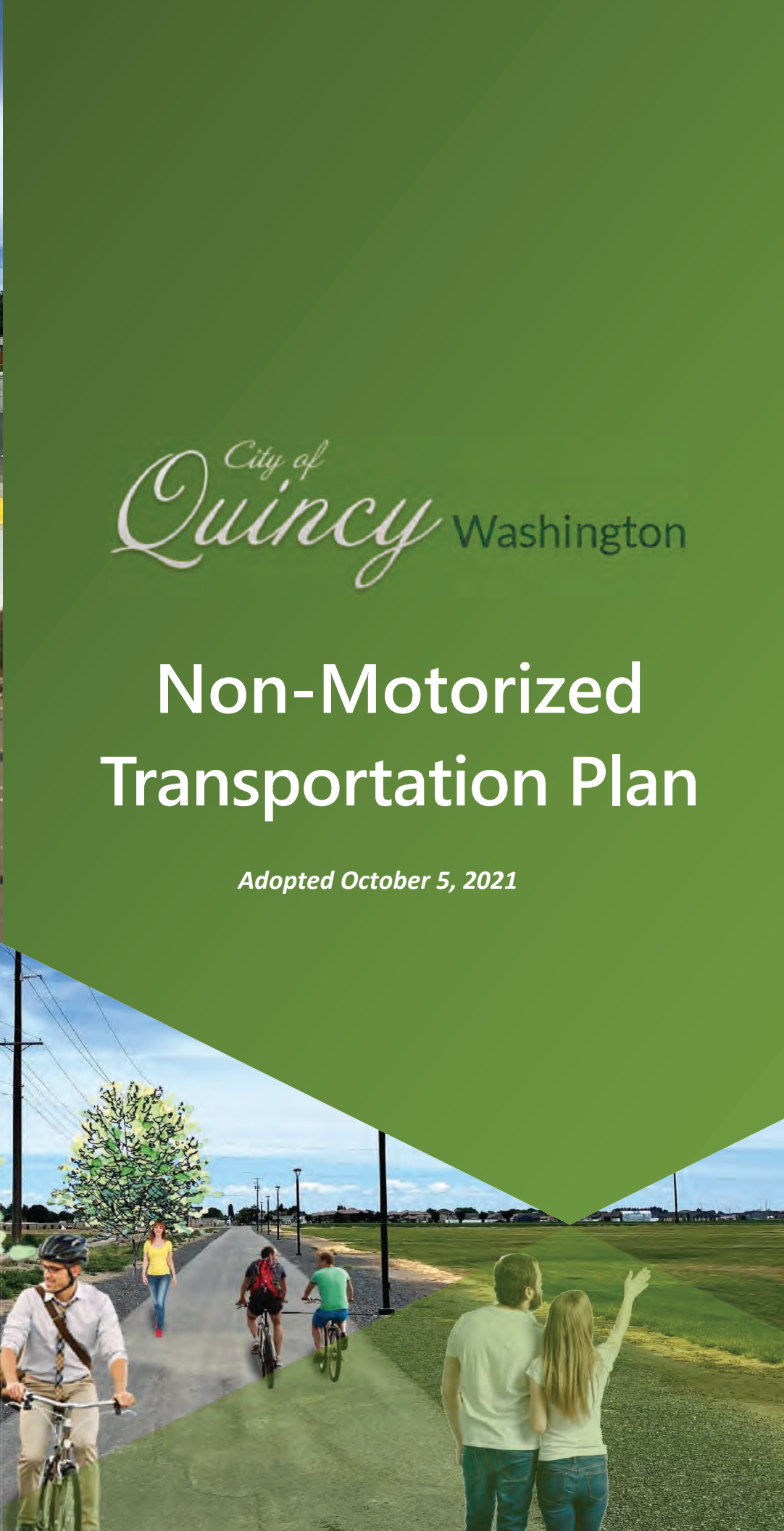




City of
Quincy Washington

Non-Motorized Transportation Plan

Adopted October 5, 2021

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Section 1. Introduction

The City of Quincy has identified the need to develop an improved network of non-motorized routes for pedestrians and cyclists. Currently, getting around the city without a car can be a difficult task. Two state highways and a railroad cut through town, separating major destinations including schools, parks, the downtown, and residential neighborhoods. Additional challenges for cyclists and pedestrians include high levels of freight and industrial traffic in town and gaps in non-motorized infrastructure.

The city hopes to improve the environment for cyclists and pedestrians, creating a reliable network connecting different destinations throughout the whole city. This plan aims to establish that network, identifying route alignments, route types, and major crossings that will make getting around by foot or bike safer and more accessible.

1.1 Purpose

The intent and purpose of this Plan is to guide the development of a convenient and connected network that links bicyclists and pedestrians with key destinations throughout Quincy.

This plan builds upon the Transportation Element of the City's Comprehensive Plan, expanding upon the needs of the community regarding bicycle and pedestrian infrastructure, and laying out a strategy for achieving the goals of community access, physical activity, and promoting healthy lifestyles as required by the Growth Management Act.



Quincy's Lauzier Park Trail is a great example to follow for other trail development in Quincy. The rendering here shows the existing trail with additional trees, which help create a more pleasant and comfortable environment.

Section 2. Context & Demographics of Quincy

To understand the growing need for non-motorized transportation, the analysis below provides a snapshot of the current trends in Quincy that impact the need for non-motorized transportation, and what future projections mean for this plan.

2.1 Population Growth

As the population grows, so does the number of people that use the local transportation system. By recognizing current trends and anticipating future growth, the city will be able to better accommodate the needed changes to the transportation system.

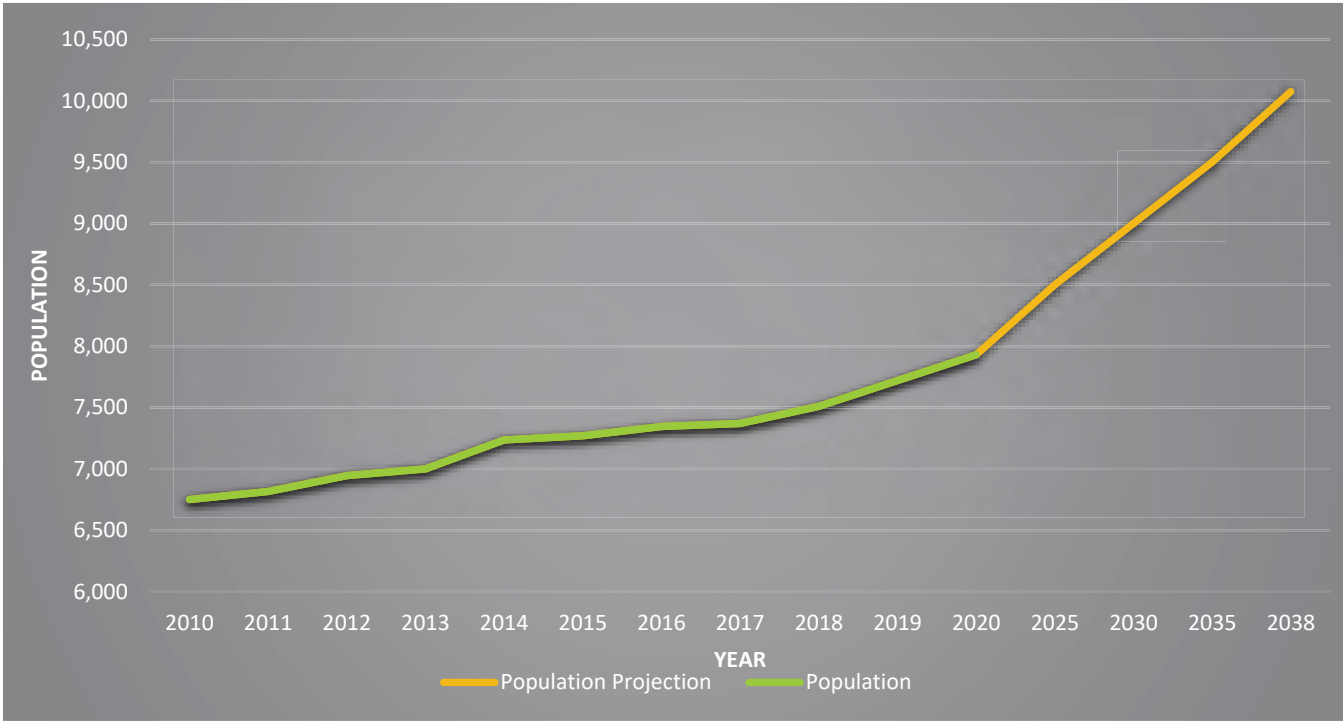
2020 Population: 7,930

The population of Quincy has been steadily increasing over the past decade, and the total population has increased by 17.5% since 2010. The city has been growing at a quicker rate than Grant County, which grew by 12.4% between 2010 and 2020 (Washington State Office of Financial Management).

2038 Population (Projected): 10,075

The city is expected to continue growing at a steady pace. The 2018 Grant County Comprehensive Plan designated population growth projections for each city for the year 2038. The county allocated a total population of 10,075 to Quincy, indicating that the city can expect to grow by another 2,145 people, or 27%, by 2038.

Table 1: Quincy Population Trends



2.2 Commuting Trends

Quincy has approximately 3,435 people employed at jobs within city limits. Of those, 2,235 people commute into the city from outside city limits, and 1,200 people both live and are employed in the city. Additionally, 2,101 people live in Quincy but commute to jobs outside the city.

One main reason for using the transportation system is commuting to work. When commutes are short, there is a higher probability of those commuters being able to use non-motorized transportation to work.



Figure 1: Commute Inflow/Outflow. (Source: US Census OnTheMap Inflow/Outflow Job Counts in 2018)

2.3 Age

The median age in Quincy is a very young 24.3 (compared to Grant County's 32.9). The population of school-aged children (ages 5 to 19) is approximately 2,462, which is almost one-third of the total population.

While non-motorized networks benefit people of all ages, school-aged children have an extra need for safe facilities as a reliable way to get to and from school without needing to rely on a car. The large portion of school-aged children in Quincy indicates that safe non-motorized routes should be provided, especially those that link to local schools.

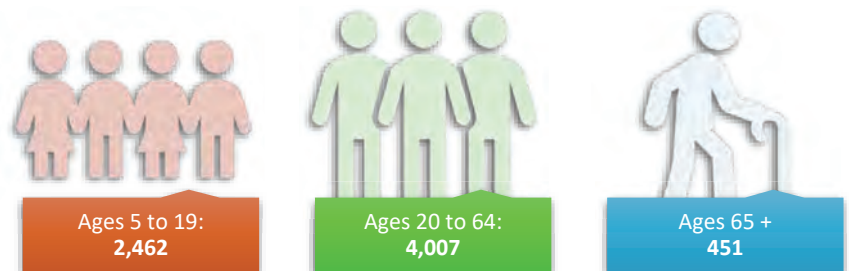


Figure 2: Population by age groups (Source: 2019 ACS 5-Year Estimates)

2.4 Non-Motorized Trends

Increasing the level of use of non-motorized transportation in Quincy is doable because the entire length of the city in either direction is only 2 to 3 miles, and the landscape is very flat. Of the 1,200 people who both live *and* work in the city, some may choose to walk or bike to work if appropriate non-motorized infrastructure was provided. According to the Small Town and Rural Design Guide, planning for walking and cycling infrastructure is becoming more important as more Americans incorporate these types of active transportation into their daily lives.

Projections indicate that Quincy will continue to steadily grow over the next 20 years, adding more demand to the existing transportation system. Providing transportation options to school-aged children and new residents will be important to the continuation of Quincy's successful and thriving community.



1 mile walk = 20 minutes (3 mph)

1 mile bike ride = 6 minutes (10 mph)

Section 3. Benefits & Best Practices

A review of best practices in designing non-motorized networks in smaller communities such as Quincy will prove useful in ensuring that the plan is the result of well-informed ideas.

3.1 Network Users

Cyclists

According to the FHWA's *Bikeway Selection Guide*, bicyclists typically fall into one of three categories: highly confident, somewhat confident, and interested but concerned. Per Figure 3, the Interested but Concerned category of users is the largest group. Those in the Interested but Concerned category make up over half of the general population, which stresses the importance of separated or buffered bicycle facilities. People in this category are much less likely to bike if appropriate infrastructure is not provided.

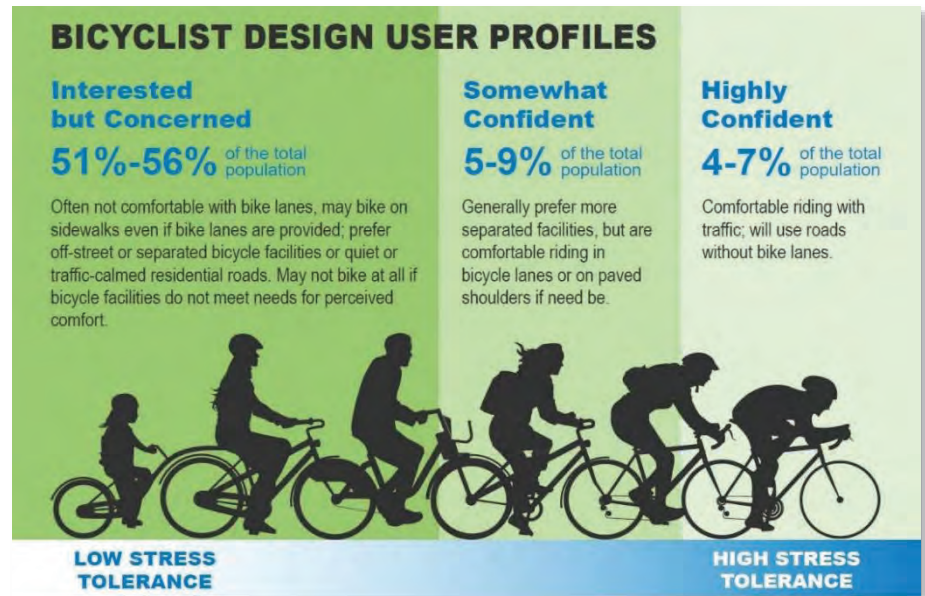


Figure 3: Types of Cyclists (Source: FHWA Bikeway Selection Guide)

The Value of Trails

Pedestrians

A successful and well-utilized trail network will provide safe, comfortable, and convenient facilities for pedestrians. To achieve this, continuous sidewalks connected by legal and safe pedestrian crossings must be provided on both sides of the street in populated areas. Gaps in the pedestrian network force pedestrians into unsafe conditions, reducing the appeal of walking in the first place. Other considerations to increase a pedestrian network utilization include providing shade (street trees), a buffer from vehicle traffic on well-traveled roads, and good lighting. NACTO provides more sidewalk and trail design guidelines that can help improve pedestrian networks¹.

- The cost estimate to own and operate a bicycle is 5-10 cents per mile. The cost estimate to own and drive an automobile is 58.5 cents per mile.
- Pedestrian and bicycle infrastructure projects create 8–12 jobs per \$1 million of spending. Road infrastructure projects create 7 jobs per \$1 million of expenditures.
- Benefits of increased bicycling include reduced traffic congestion, decreased need for parking, and enhanced safety by providing paved shoulders and wide curbed lanes.
- Separation from vehicle traffic and traffic calming are vital. A pedestrian's chance of survival if hit by a car traveling 20 mph is 95%. This percentage is reduced to 60% at 30 mph, and to 20% at 40 mph.

¹ National Associate of City Transportation Officials (NACTO) Urban Street Design Guide, Sidewalks

3.2 Facility Types

Non-motorized facility types are categorized by their degree of separation from the roadway as identified in the Small Town and Rural Design Guide². *Physically separated* facility types require the most effort to implement because they involve new construction and potentially moving the curb line. *Visually separated* facilities require a moderate level of effort to implement, typically requiring new paint, rumble strips, signage, and/or landscaping. *Mixed traffic* facilities require the least amount of effort because they simply require existing roadways to accommodate non-motorized traffic as they already exist with minimal interventions such as sharrows, signs, and speed bumps.

WSDOT provides guidance for the choice of facilities in Chapter 1520 of its design manual. This guidance is summarized in Figure 4.

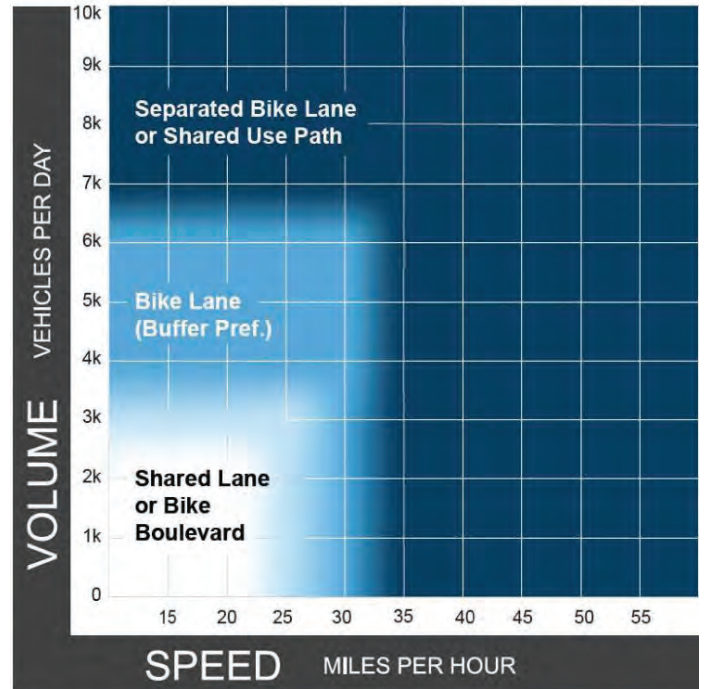


Figure 4: Preferred Bikeway Type Guide (Source: FHWA Bikeway Selection Guide)



State Route 28 through Quincy is heavily trafficked, but some existing sidewalks are narrow and only separated by a small shoulder, such as this example near 3rd Ave SW.



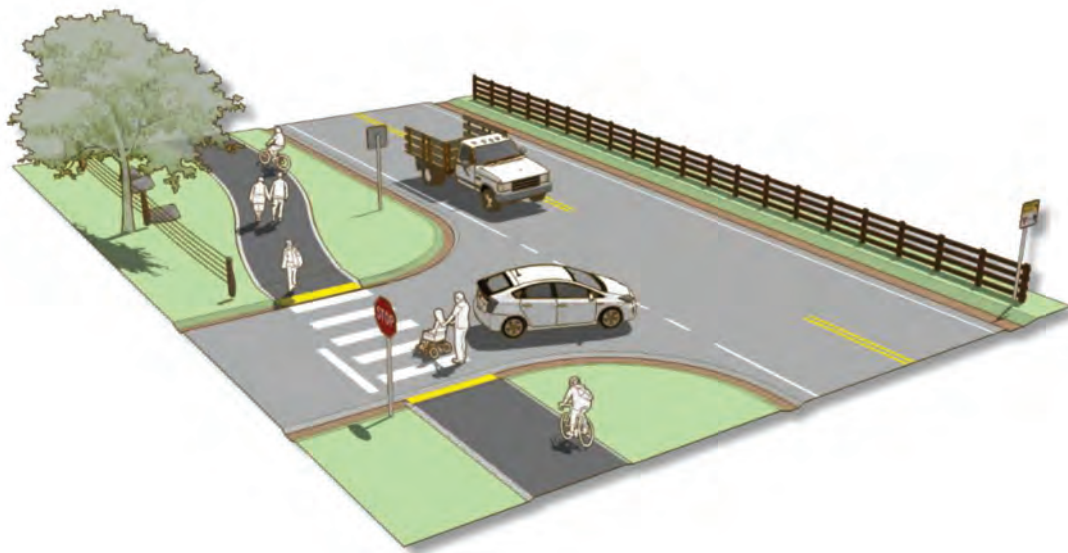
State Route 28 through Quincy also has great examples of physically separated sidewalks such as this one near the Quincy Public Market.

² Small Town and Rural Design Guide: Facilities for Walking and Biking. ALTA. <https://ruraldesignguide.com/>

Physically Separated Facilities

Physically separated facilities provide the greatest degree of protection from vehicle traffic and are the safest options where traffic speeds are fast and volumes are high, for example along the state routes through Quincy. These types of facilities can offer safe alternatives to main vehicle routes and provide opportunities for new paths throughout the city. They are best for accommodating the “Interested but Concerned” category of bicycle user from Figure 3 and are also very popular with pedestrians. However, they are also usually more difficult to develop since they take up more space and require significant funding.

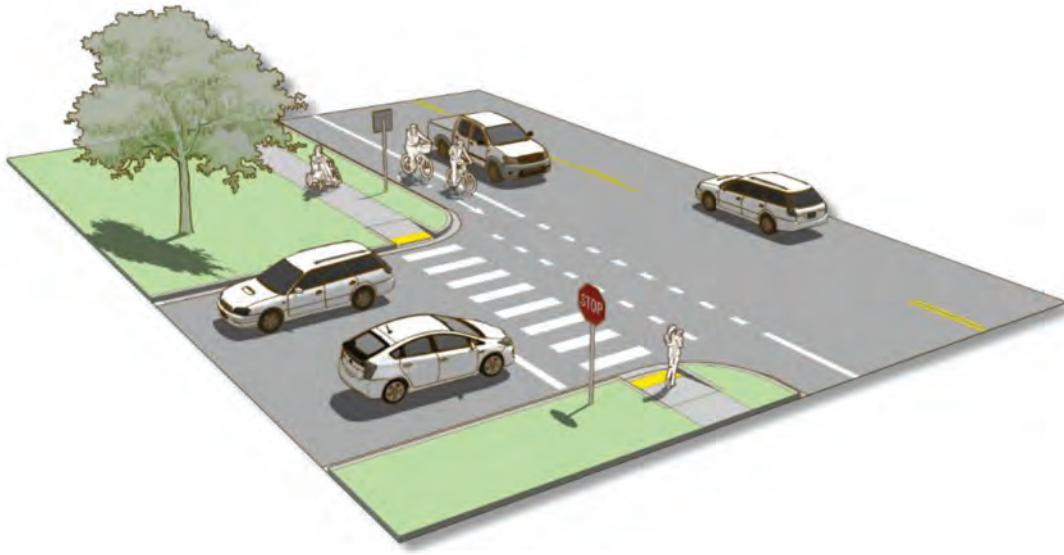
Physically separated facilities also include most sidewalks because they are grade-separated from the road. However, a narrow sidewalk with little to no buffer between the road and the sidewalk can still be dangerous and deter pedestrians from using that type of facility. As traffic volumes and speeds increase, the greater the degree of physical separation is needed between vehicle traffic and non-motorized traffic. In addition, as use increases over time, the need for separation between bicyclists and pedestrians should be considered.



Examples of Physically Separated Facilities (Source: Alta Small Town and Rural Design Guide)

Visually Separated Facilities

Visually separated facilities provide a good degree of safety, where clear delineations are marked between different modes of travel. Examples include bike lanes and paved shoulders. These types of facilities are appropriate for streets where traffic speeds are relatively slow, and volumes are low to medium (Figure 4). In Quincy, these types of facilities might be appropriate on minor arterials or collectors where speeds are slower, and on outer rural roads where traffic volumes are low.



Examples of Visually Separated Facilities (Source: Alta Small Town and Rural Design Guide)

Mixed Traffic Facilities

Mixed traffic facilities should only be used on streets where both traffic volumes and speeds are low, such as neighborhood residential streets. Indicators such as signs and sharrows help to make drivers aware that the road is shared with cyclists and/or pedestrians, but this, in and of itself, does not provide much safety and is often viewed as the bare minimum. This type of facility does little to increase cycling comfort levels for the “interested but concerned” cyclists. However, these types of facilities may be beneficial as temporary fixes to close key gaps in the non-motorized network, or where non-motorized use is already high (indicating that many cyclists already feel comfortable here).



Examples of Mixed Traffic Facilities (Source: Alta Small Town and Rural Design Guide)

Section 4. Existing Policy Review

The Department of Commerce states that “development of a community’s pedestrian and bicycle component occurs in the context of federal, state, and regional policies.” This section outlines those relevant policies and describes how Quincy’s proposed non-motorized network aligns with local, regional, state, and national transportation policies.

4.1 Department of Commerce Requirements

The Department of Commerce stresses the important role bicycle and pedestrian facilities play in providing benefits for public health, equitable transportation access, and environmental quality.

The Department of Commerce provides guidelines stating that non-motorized transportation plans should:

- Be consistent with federal, state, and regional policies (*Section 4.2 – 4.6*)
- Have a public participation component (*Section 5*)
- Inventory existing facilities (*Section 6*)
- Identify the need for pedestrian and bicycle facilities (*Section 2 & Section 6*)
- Develop a network plan for bicycling and walking (*Section 8*)
- Set a bicycle and pedestrian level of service (*Section 9.3 & Appendix C*)
- Comply with ADA (*Section 9.2*)
- Identify System Needs (*Section 6*)
- Develop a financing plan (*Section 11*)
- Develop an implementation strategy (*Section 9, Section 10, & Appendix A*)

This plan addresses all of the items above in the corresponding section listed next to it.

4.2 Quincy Comprehensive Plan

The 2018 update of the City of Quincy Comprehensive Plan established a vision statement that saw Quincy’s transportation system as one where “facilities exist to serve pedestrian safety and comfort while transportation corridors are designed to reduce conflicts”.

The Comprehensive Plan identified relevant issues relating to non-motorized transportation, including:

- Bicycle and pedestrian safety conflicts with trucks during harvest period
- Lack of a coordinated non-motorized system especially related to ADA
- Lack of supportive infrastructure for nonmotorized travel

The city’s comprehensive plan also adopted multiple goals and policies related to non-motorized transportation, as outlined in Table 2.

Table 2: Non-Motorized Related Policies from the Quincy Comprehensive Plan

Quincy Comprehensive Plan Non-Motorized Transportation Goals & Policies	
GOAL V 1.3	The City of Quincy should encourage improvements that promote livability and pedestrian orientation, reduce traffic congestion and noise pollution, and improve appearance of downtown and main highway corridors. In addition, the City of Quincy should identify the responsibilities of public and private agents at the local and regional level for providing emergency and social services.
GOAL T 1	Provide an effective roadway network with adequate capacity to meet, at the adopted level of service, the demand for travel in the City, and support robust pedestrian and nonmotorized options.
GOAL T 2	Provide safe, convenient, and efficient transportation for all residents and visitors to the City. This will include improvements to existing facilities as well as extensions of transportation to new developments.
GOAL T 3	Provide avenues for nonmotorized travel, including bike and pedestrian routes. Policy T 3.1 Incorporate regular and routine consideration of bicycles in accordance with the Washington Department of Transportation, and the American Association of State Highway and Transportation Officials (AASHTO) standards in all transportation improvements. Policy T 3.2 Continue to cooperate with the school district in assessment of sidewalk and crossing need and identification of funding sources. Policy T 3.3 Continue efforts to install new sidewalks or paths in pedestrian corridors considered by the community to be high priority (i.e., parks and areas potentially used by elderly or disabled persons). All new sidewalks will be barrier free. Policy T 3.4 Protect bike and pedestrian safety by locating paths and trails away from truck routes and encourage complete streets where conflicts exist.
GOAL T 4	Make efforts to maintain current low accident rates. Policy T 4.4 Continue efforts to identify standards that enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and access to properties, and update Sidewalk Master Plan annually.
GOAL T 8	Encourage the use of transit, carpools, and non-motorized travel as an alternative to single occupancy vehicles.
GOAL OS 1	Preserve the existing character of the community and its many passive and active recreational opportunities. Policy OS 1.1 Develop a safe system of pedestrian corridors and bicycle paths with buffers to encourage pedestrian orientation and discourage noise, pollution and traffic congestion. The accomplishment of the adopted Quincy Sidewalk Master Plan will provide most of the necessary linkages.
GOAL OS 2	Seek to achieve a variety of recreational settings to enable the development of diverse program activities. Policy OS 2.3 Seek to acquire right-of-way and construct a walking path from East Park to Lauzier Park. Explore methods and funding mechanisms to provide a safe crossing of Highway 281 for the walking path.
GOAL LU 6.1	Conserve the character of residential neighborhoods by designating land for recreational and cultural activities and maintaining and supporting these activities. Policy LU 6.1.4 Assess whether land in public ownership could be used for pedestrian/bicycle trails or other recreational activities.
GOAL LU 6.2	Develop an integrated open space system that offers the urban dweller opportunities for physically active, and/or passive recreation in the surroundings of the natural environment. Policy LU 6.2.1 The City will seek to develop a trail system of pathways for walkers, joggers, bicyclists, and others. The focus will be upon connection with a greenway path system so that users of the Quincy park system have a safe access to this pathway and park facilities.
GOAL ED 2	Encourage public and private sector endeavors that will foster the expansion of the tourism industry. Policy ED 2.3 Explore feasibility of developing jogging/pedestrian trails along the canal.

Public outreach for the comprehensive plan also identified a public desire for more bike paths, walking paths, and safe highway crossings for pedestrians. Enhancing trails and bike paths, maintaining sidewalks, and improving pedestrian safety were identified as some of the top priorities for the city over the next 20 years.

The Capital Facilities Project list identifies the East Park to Lauzier Park Trail for inclusion in the 6-year timeframe at an estimated cost of \$1.4 Million, funded by the city and grant funding. The CFP also identifies pedestrian crossings on the SR 281 canal bridge in the twenty-year project list.

4.3 Growth Management Act

Relevant goals of the GMA are to:

- Consider planning approaches that promote physical activity and improved transportation facilities.
- Encourage efficient multi-modal transportation systems based on regional priorities and coordinated with county and City comprehensive plans.
- Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

The Growth Management Act (RCW 36.70A.070(6)(a)(iii)) requires Quincy to plan for and address bicycle and pedestrian facilities to encourage greater community access and promote healthy lifestyles. The Quincy Non-Motorized Transportation Plan serves as the official bicycle and pedestrian facilities plan for Quincy and shall be considered a demand management strategy for the City of Quincy to assist in maintaining an adequate level of service as the city grows.

4.4 Grant County Comprehensive Plan

The Quincy Non-Motorized Transportation Plan is consistent with the Grant County Comprehensive Plan and ensures regional coordination and connections. Some key takeaways from the 2018 Grant County Comprehensive Plan relevant to non-motorized transportation include:

- There is a growing recognition that alternative non-motorized modes can play an important role in the transportation system, especially for relatively short trips. Encouraging these modes can lessen congestion, reduce maintenance of the built infrastructure, and reduce air pollution while providing health benefits to the users.
- Pedestrian and bicycle facilities are provided primarily at limited points within city limits and in the immediate vicinity of larger urban areas.
- Continued development of paths and trails for pedestrian and bicycle use in Grant County remains an important part of the Transportation Improvement Plan.

Relevant goals and policies:

- Goal T-5: The transportation system should provide mobility for all citizens regardless of age, handicap, or income.
- Policy T-5.1: Promote bicycle and pedestrian facilities, wherever reasonable, to provide access between schools, recreation areas, business areas, public facilities, and activity centers.

- **Policy U-4.1:** Agreements should be developed with private utility providers and public agencies as required to facilitate the coordination of land acquisition, land use, and enhancement of utility corridors where appropriate, for pedestrian and equestrian trails and wildlife corridors.

4.5 QUADCO Regional Transportation Plan

The Quad County (QUADCO) Regional Transportation Planning Organization works to ensure an effective transportation system plan for its region is in place. Quincy is required to have transportation elements and plans approved by the Quad County Regional Transportation Planning Organization for certification.

The 2017 QUADCO Regional Transportation Plan (RTP) prioritizes non-motorized transportation, aiming to improve safety for pedestrians and cyclists. The QUADCO RTP does not identify any specific bicycle/pedestrian improvements in Quincy but aims to monitor needs for bicycle and pedestrian facilities and encourages agencies to identify projects and funding to improve or add non-motorized facilities for bicyclists and pedestrians.

4.6 Washington State Active Transportation Plan

WSDOT aims to adopt its new Active Transportation Plan in 2021. The Quincy Non-Motorized Transportation Plan should adapt to and be consistent with the WSDOT Active Transportation Plan, drawing from recommendations for bicycle and pedestrian facilities along state routes.

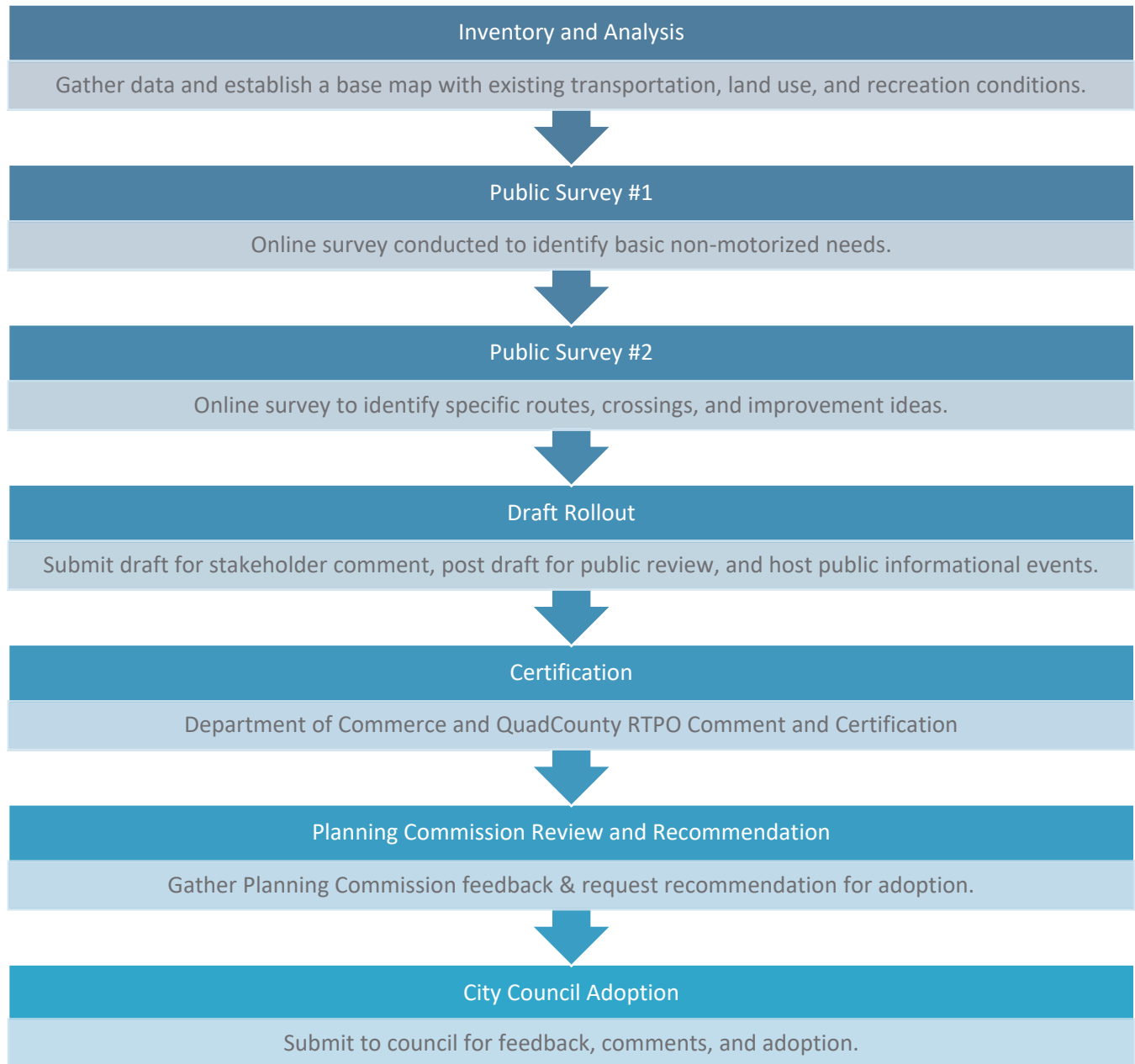
Washington's goal is to double the number of people bicycling and walking while at the same time reducing fatal and serious injury crashes involving bicyclists and pedestrians by 5 percent per year over the next 20 years. The plan establishes objectives and performance measures consistent with each of the state's transportation policy goals:

- **Preservation.** Ensure no net loss in pedestrian and bicycle safety and mobility.
- **Safety.** Target safety investments toward known risk factors for pedestrians and bicyclists.
- **Mobility.** Increase bicycling and pedestrian transportation choices.
- **Environment.** Walking and bicycling will be part of the state's strategy to improve public health and address climate change.
- **Stewardship.** Improve the quality of the transportation system by improving transportation access for all types of pedestrians and bicyclists, to the greatest extent possible.

Section 5. Process

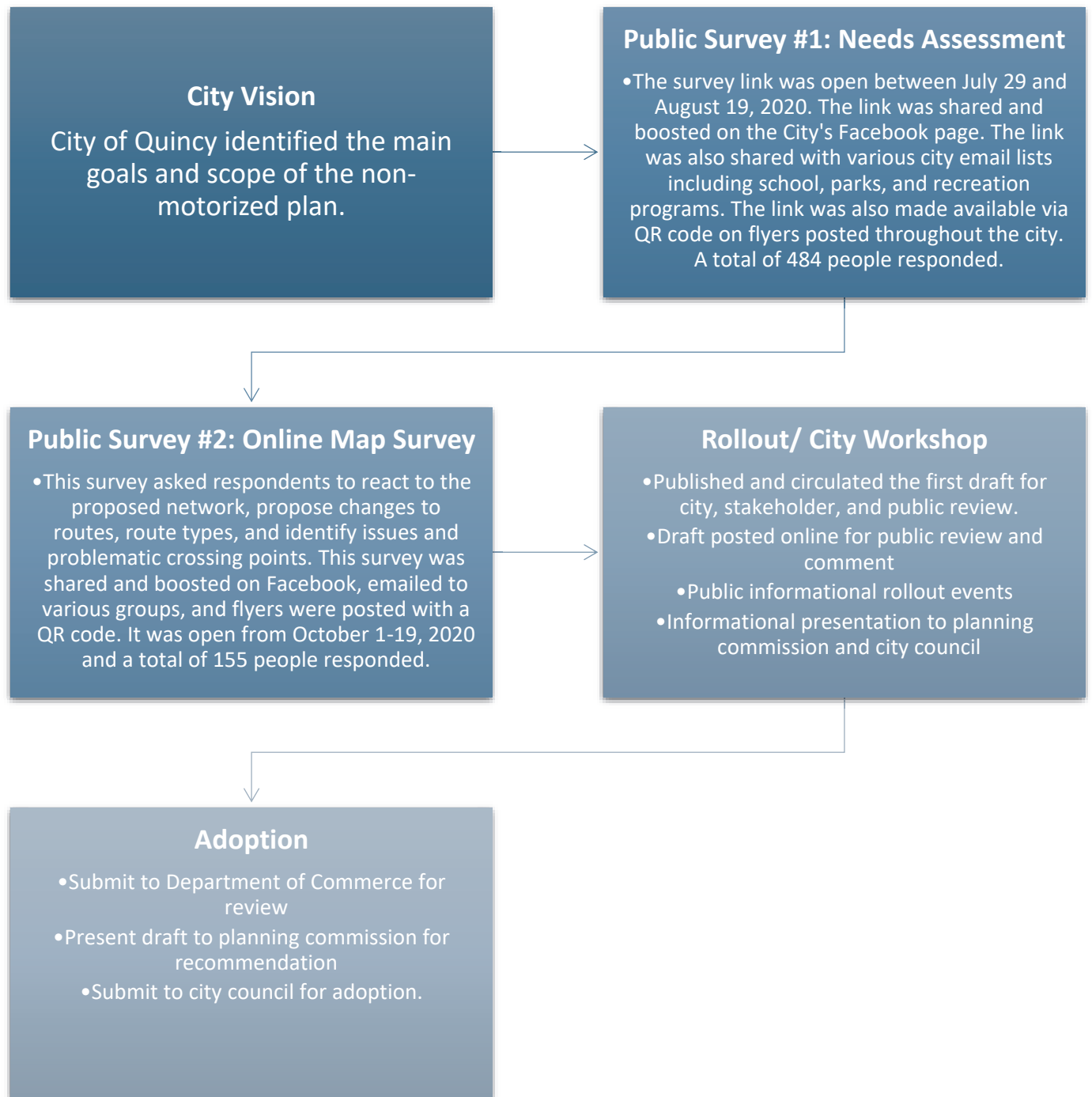
This planning effort kicked off in the midst of stay-at-home measures due to the global COVID-19 pandemic. The original scope of work had in-person public engagement efforts planned, including a public presentation and workshop. As a result of Washington State restrictions due to the pandemic, the planning team shifted gears to utilize virtual technology to engage the public and gather vital input. Public outreach efforts are detailed in Appendix B.

5.1 Planning Process Overview



5.2 Public Outreach Overview

Public outreach was a vital phase of this plan. Full results from Public Surveys 1 and 2 can be found in Appendix B.



Results of Public Survey #1

This survey had a solid showing, with 484 total responses, reaching all four quadrants of the city, a wide variety of age ranges and household types, and even some responses in Spanish. A full report on survey results can be found in Appendix B.

Based on the survey results, Quincy residents want to see an improved system of pedestrian and bicycle infrastructure throughout their city. According to the survey, the most important features of this network should be connectivity to destinations, longer stretches of trails for recreation, and safety on these trails including good lighting, safe street crossings, and separation from vehicle traffic.

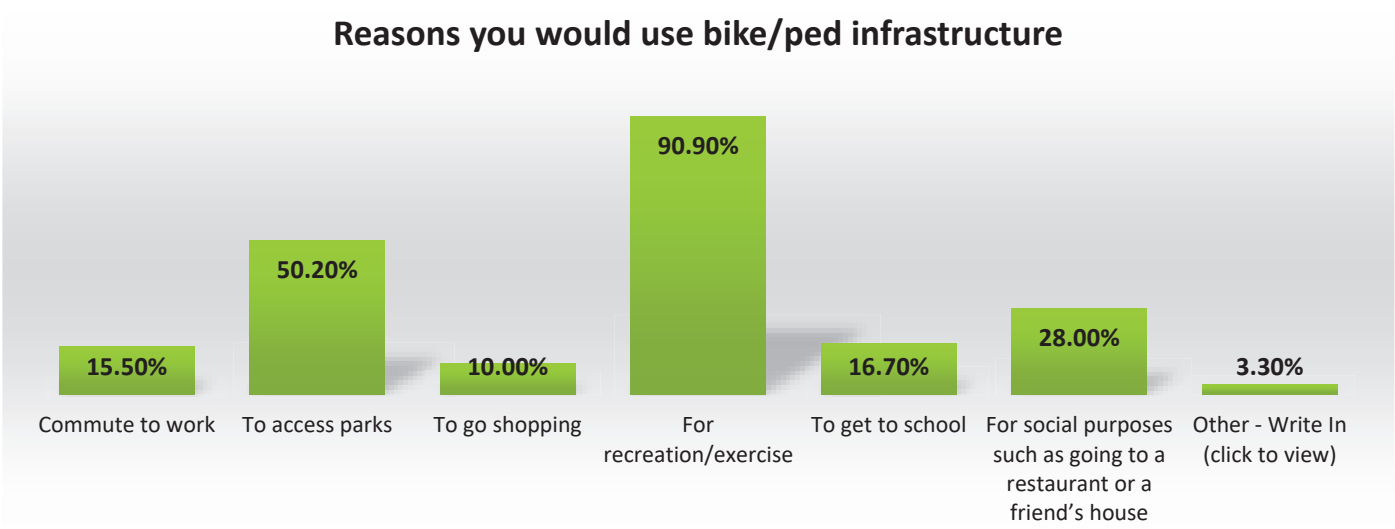


Figure 5: Top reasons for using bike/ped infrastructure from Public Survey #1 Results

Survey respondents overwhelmingly supported more walking and biking trails, signalized crosswalks, and protected sidewalks, revealing that Quincy residents want the nonmotorized network to be physically separated from vehicle traffic where possible. This is consistent with the best practices research showing that having some physical barrier between cyclists/pedestrians and cars provides for a much safer and more enjoyable network.

There were three common issues for both bikes and pedestrians – lack of connectivity, difficulty in crossing, and lack of availability of facilities. While cyclists were more concerned about conflict with vehicle traffic, pedestrians were more concerned with the availability of shade along pedestrian routes. These issues are consistent with the main themes revealed from this survey that respondents want a nonmotorized network that is safe, accessible, convenient, and comfortable.

Overall, the first survey revealed that Quincy’s non-motorized network should provide the following:

- Convenient access to major destinations throughout the city. These major destinations include the town center, parks, schools, denser residential neighborhoods, and dining/entertainment.
- Safe and convenient crossing points to cross SR 28, SR 281, the railroad, and other major arterials such as Central Avenue and Jackrabbit Street.
- Comfort along main routes by establishing physical separation between cyclists/pedestrians and automobile traffic on the busiest and fastest roads and by planting more street trees for shade.

Results of Public Survey #2

The results of this survey guided plan development by identifying specific locations where the community displayed needs and desires for non-motorized facilities. Respondents identified routes to be added or changed from the proposed network, and identified crossing points that need to be addressed and improved. A full report on this survey can be found in Appendix B.

Other suggestions from the survey that are addressed in this plan were:

- Creating a wayfinding system and maps
- Placing trees for shade and for visual appeal along routes
- Adding lighting for safety and visual appeal
- Creating educational programs to encourage safe use of trails
- Making sure routes do not take away parking availability in residential streets, and making sure parking is enforced so people do not park and block access to trails
- Introducing traffic calming measures to slow down cars and keep bikes/peds safe along designated routes
- Connecting to larger regional network to provide access to destinations such as Crescent Bar, The Gorge, George, and the golf course

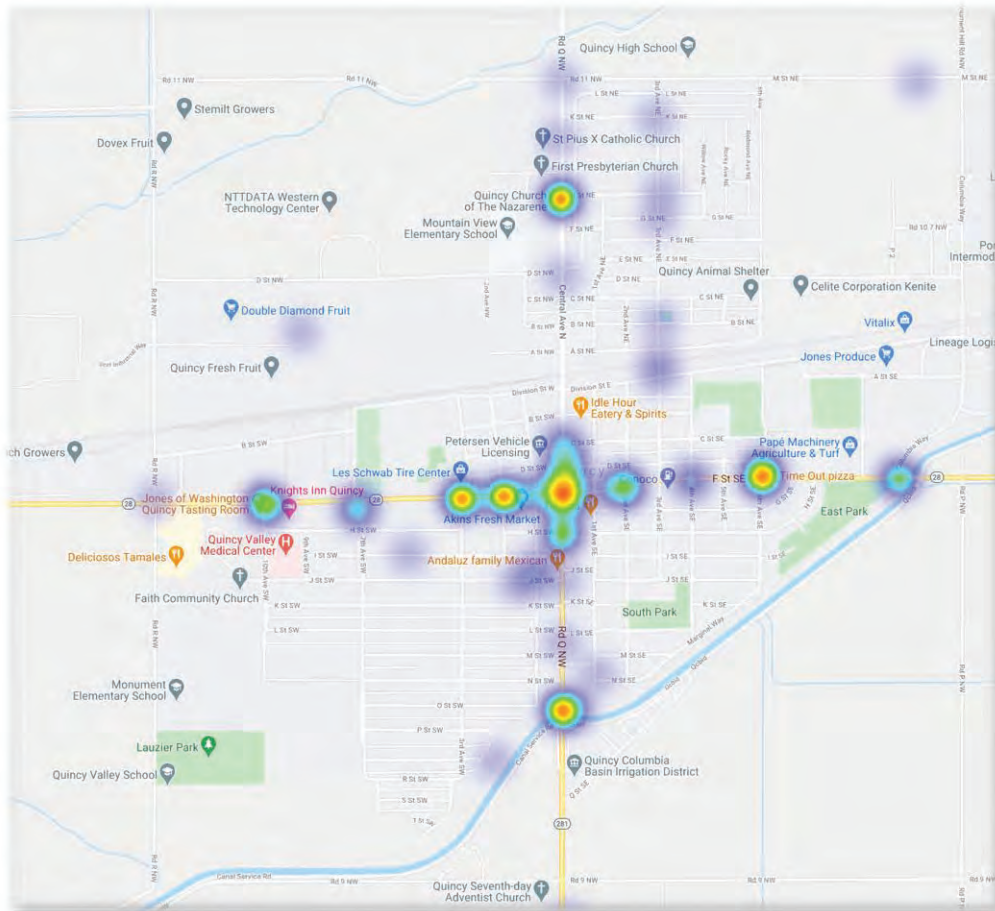


Figure 6: Hot spot analysis of Survey #2 responses showing where respondents thought there were issues with street crossings. Concentrations tended to fall along SR 28 and SR 281.

5.3 Public Outreach Objectives

The public surveys provided insight into the main issues the residents of Quincy see with non-motorized infrastructure, and revealed some of their biggest concerns with further development of bicycle and pedestrian facilities. Figure 7 summarizes these nine issues as public outreach objectives.

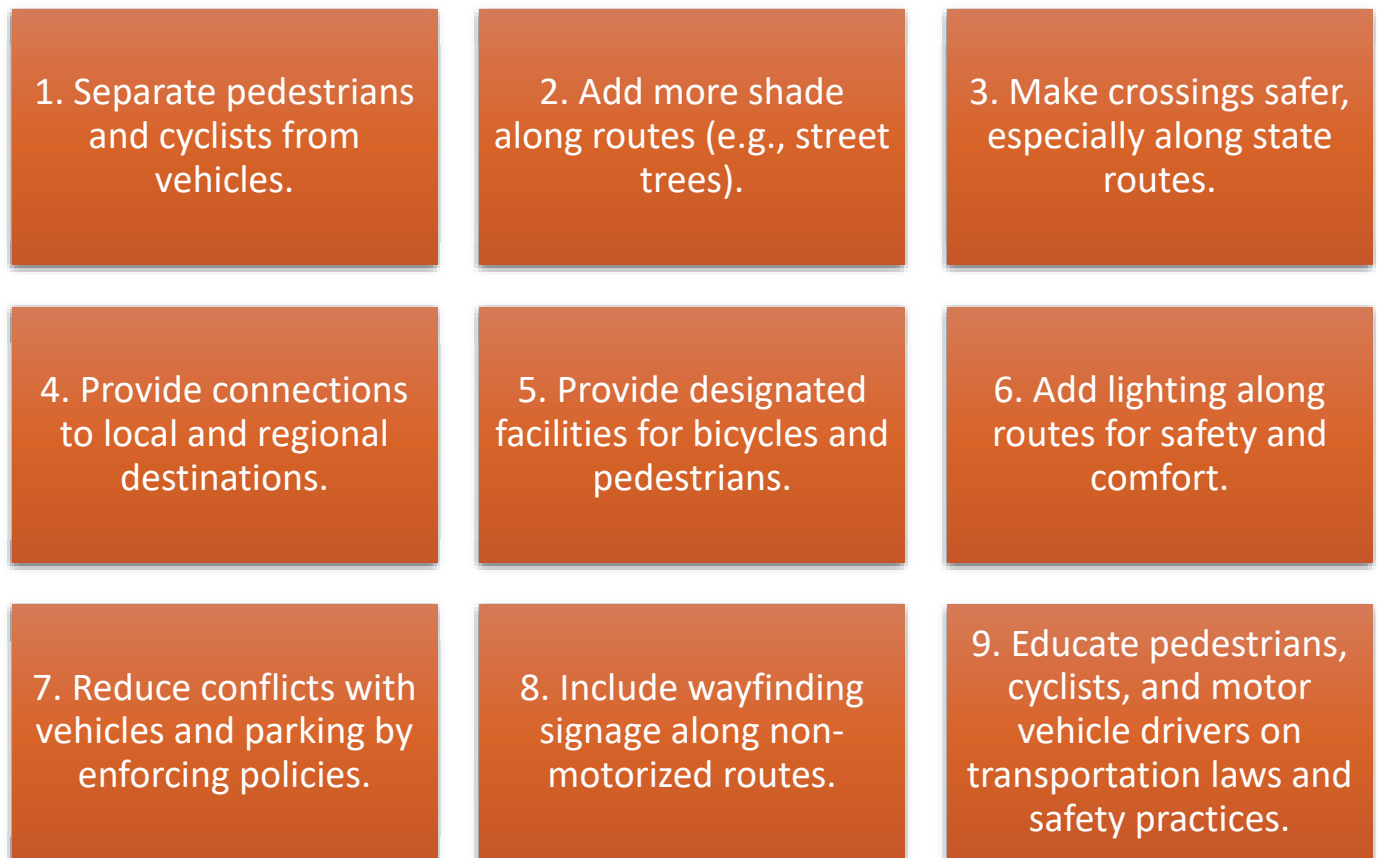


Figure 7: Objectives from Public Outreach

Section 6. Inventory, Challenges, and Opportunities

A successful bicycle and pedestrian network is one that provides safe and convenient infrastructure and is well-utilized. It provides significant community benefits that improve the overall quality of life for residents. This includes aspects of health and safety, accessibility, recreation, transportation, environmental, and economic benefits. An analysis of existing conditions in Quincy quickly shows that there are areas of the city that provide successful non-motorized facilities, while many places are unsafe or inconvenient for cyclists and pedestrians.

6.1 Inventory & Existing Conditions

6.1.1 Areas with Poor Conditions



A crosswalk on SR 28 in need of repair.



Parts of SR 28 in east Quincy are missing non-motorized facilities altogether.



B Street NE is missing non-motorized facilities, but has plenty of room to accommodate them.



The undeveloped dirt path along West Canal is prime for a trail, but currently it is underutilized and unattractive.

6.1.2 Areas with Good Conditions



The Shared Use Trail between Lauzier Park and 7th Ave SW is a great example of a safe and convenient non-motorized route.



Sidewalks on Jackrabbit Street near Quincy High School offer landscaping buffers and crossings have flashing beacons to provide extra safety for students accessing the high school.



Downtown Quincy has wide sidewalks and an overall pedestrian-friendly environment.



The crosswalk at 13th Ave SW and SR 28 is a great example of safe crossing infrastructure. It includes signage and pedestrian islands for additional safety when crossing the traffic circle.



6.2 Challenges

As a small town, Quincy faces some unique challenges when it comes to developing a strong non-motorized network. Some of these key challenges to overcome include:

- **Auto-oriented roadways (Image 1)** - Quincy, like many small towns, has developed in a pattern that is largely dependent on cars. Streets are wide, but sidewalks are narrow and most buildings are oriented toward parking lots or driveways rather than the sidewalk. This focus on cars can discourage alternative modes of transportation.
- **Lack of existing transportation options (Image 2)** – There is a lack of facilities for people walking and biking in Quincy. While there are sidewalks throughout the city, there are also a lot of places with gaps in the sidewalk network and long stretches without safe pedestrian crossings.
- **Right of Way jurisdiction** – There are pockets within the City of Quincy that have not been incorporated and are under Grant County’s jurisdiction, while the state routes are under WSDOT’s jurisdiction. Non-motorized improvements in these areas will require extra coordination with Grant County or WSDOT.
- **State Routes bisecting the city** - The city is bisected by two state highways, SR 28 (east-west) and SR 281 (north-south), which separate major destinations including downtown, parks, schools, and residential neighborhoods. SR 28 and SR 281 have traffic volumes between 8,200 and 14,000 AADT (WSDOT 2019) and carry regional and freight traffic through town, creating dangerous conditions for cyclists and pedestrians.
- **Connectivity across the railroad and the canal (Image 3)** – Besides the highways, Quincy has two other major physical barriers: the railroad running through the middle of town and the canal on the south side of the city. These barriers limit the opportunities for connecting the neighborhoods and amenities.
- **Lack of direction from city development standards** – The city’s code does not require the provision of non-motorized transportation facilities. This means private developers are not required by code to provide non-motorized facilities. Much of the city’s new infrastructure will be funded by private development.
- **Maintenance and Funding** - Funding the development of appropriate nonmotorized facilities is always a challenge, as is the funding and logistics of maintenance for these facilities.

According to WSDOT crash data, there were 11 accidents that involving pedestrians in Quincy between 2014-2018, with three serious injuries and multiple minor or possible injuries. Of these, five occurred along SR 28, one along SR 281, and two at the intersection of SR 28 and SR 281.



6.3 Opportunities

Quincy also has some unique opportunities that make the non-motorized network not only plausible, but very doable. These key opportunities include:

- **Wide rights-of-way (Image 1)** - Quincy's streets are very wide, and many of the streets in the city do not need to be as wide as they are to accommodate the measured traffic volumes. In other words, there is plenty of space already within the city's jurisdiction to cut out or reallocate more space for sidewalks, trails, and buffers.
- **West Canal alignment (Image 2)** - The irrigation canal to the south of the city may be a barrier that is difficult to cross, but it also means that there are long stretches of uninterrupted length *along* the canal. This displays the prime opportunity to locate a trail along the canal, creating a scenic, convenient, and continuous path through the city.
- **Street connectivity** - The city's existing street network is largely in a grid pattern, so streets are well-connected with plenty of opportunities for route alternatives and greater accessibility to main routes.
- **Lauzier Park Trail (Image 3)** - This trail is a prime example of what the trail system throughout Quincy could look like. This trail provides vital connections between neighborhoods, parks, and schools, is very safe, and very convenient. This should be a leading example for other trails developed in Quincy.
- **Flat Terrain** - The City of Quincy is flat, which makes cycling and walking more attractive options than other, hillier, cities.
- **Underutilized shoulders on state routes** - SR 28 and SR 281 are wide, at times up to five lanes across. Even where there are five lanes, there is still a shoulder and/or parking lane that is largely underutilized. This space should be reallocated to non-motorized infrastructure.

NACTO recommends travel lanes of 10 feet (11 feet for truck/transit routes). On a street with 60-80 feet of right-of-way (typical in Quincy), two 11-foot travel lanes and two 7-foot parking lanes leave 24-44 feet remaining to accommodate cyclists, pedestrians and appropriate buffers.



Section 7. Vision & Principles

The vision for the non-motorized network in Quincy combines objectives from the demographics analysis, best practices, existing policy, inventory, and public feedback. This vision is what the City will strive for, and the rest of this plan lays out steps for how it can be achieved by proposing a network, action plan, and strategies for implementation.

7.1 Vision Statement

Quincy's non-motorized network provides routes for cyclists and pedestrians that are convenient, accessible, safe, efficient, and attractive. These routes connect to major corridors and destinations throughout the city and to regional non-motorized networks. They are separated from vehicle traffic and lead to safe street crossings. Cyclists and pedestrians are valued and prioritized by the city and its transportation budget. Therefore, the network encourages and continually increases the number of residents cycling and walking.

7.2 Principles

The following principles were adopted to be consistent with the FHWA Bikeway Selection Guide, ensuring the plan is consistent with the community's values and best practices for non-motorized transportation planning.

Safety

- The frequency and severity of crashes are minimized and conflicts with motor vehicles are limited.

Comfort

- Conditions do not deter bicycling due to stress, anxiety, or concerns over safety.

Connectivity

- All destinations can be accessed using the bicycling network and there are no gaps or missing links.

Directness

- Bicycling distances and trip times are minimized.

Cohesion

- Distances between parallel and intersecting bike routes are minimized.

Attractiveness

- Routes direct bicyclists through lively areas and personal safety is prioritized.

Unbroken Flow

- Stops, such as long waits at traffic lights, are limited and street lighting is consistent.

Section 8. Proposed Non-motorized Network

The process of deciding which streets and routes would accommodate non-motorized transportation facilities stemmed from the planning process including talks with stakeholders, spatial analysis of existing transportation and land use, public feedback, and considerations of challenges and opportunities.

Primary routes were mapped to directly connect major destinations including downtown, schools, parks, and high-population areas. Secondary routes were mapped to provide alternative routes that make the network more interconnected and accessible to more people. Recreational routes were mapped on the outskirts of the city where there are opportunities for longer distances of uninterrupted trail segments and ideal connections to regional trail systems.

Facility types were determined based on the character of the existing roadway, considering traffic volume, speed limit, right-of-way, and surrounding land use.

Major crossings were identified where primary routes crossed highways or arterials, or where crossing issues were identified in the public feedback.

The Quincy Non-Motorized Network Map (Figure 8) shows the proposed routes, indicating both route type and facility type, and some of the major destinations they connect to such as schools and parks. The map also shows major and unique crossings, which are discussed further in Sections 10.5 and 10.6.

Figure 8 is closely tied with Appendix A. The segment numbers listed on the map correspond to projects in Appendix A.

Note the following when reviewing the proposed non-motorized network:

- Shared use trails may replace sidewalks, allowing for shared space for both cyclists and pedestrians.
- Routes with bike lanes will always also have sidewalks.
- Crossing type will be determined by individual assessment, but major crossings designated on the non-motorized network map should be either an RRFB, HAWK, grade-separated, or traffic-controlled crossing.
- Routes may need to be added or realigned as the city grows and new development occurs.
- There are routes that extend outside of Quincy's city limits, but these are mostly recreational routes and may be more easily coordinated with the county.

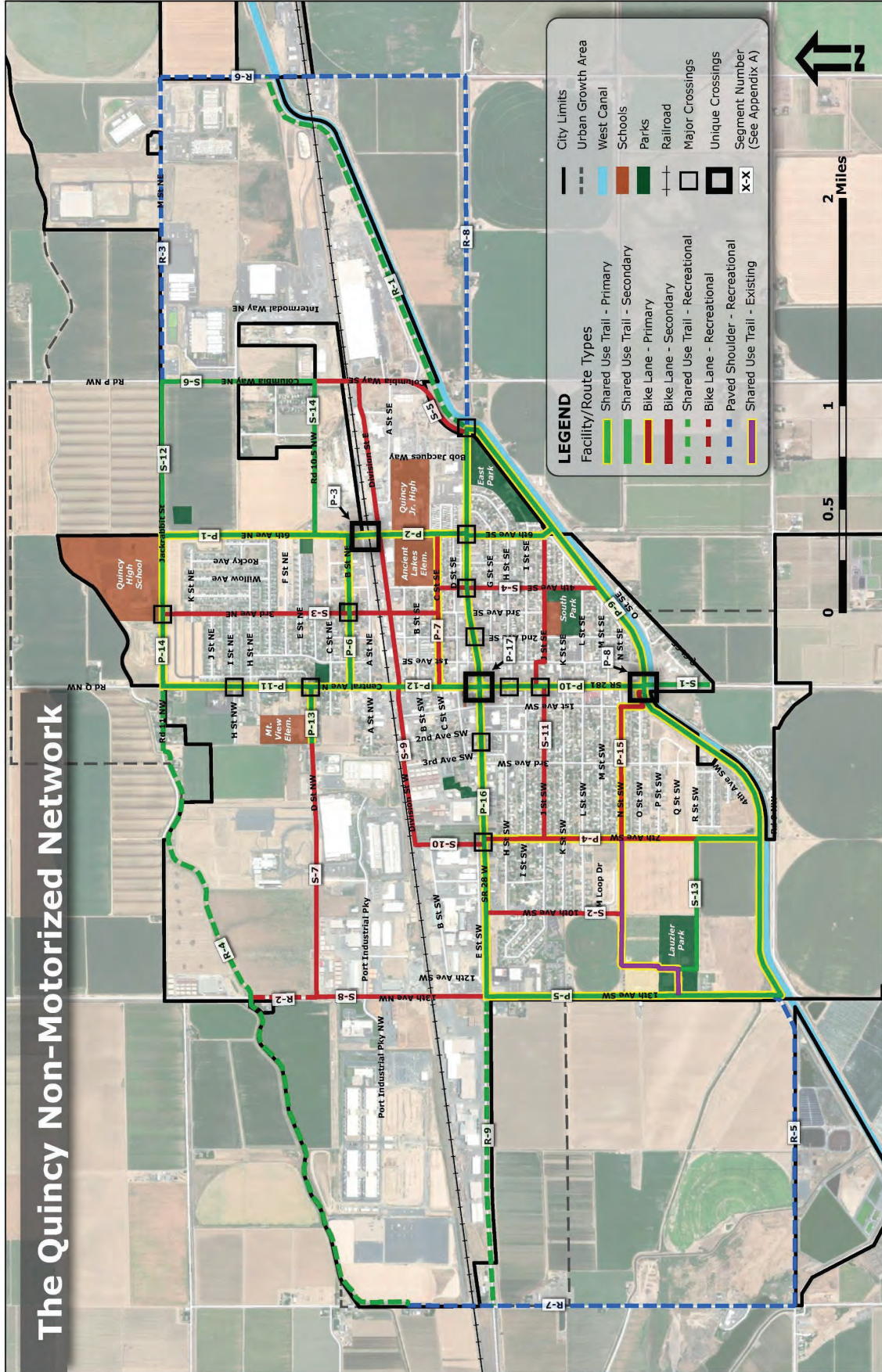


Figure 8: Proposed Non-motorized Network Map.

8.1 Route Types

Based on the analysis of established policy, existing infrastructure, and public feedback, Quincy's non-motorized network will be split into three route types: primary, secondary, and recreational. These designations will help establish a priority for the city when it comes to route development, maintenance, and improvement.



Primary Routes are the routes within the city that provide the most direct, safe, and convenient access between the city's most prominent non-motorized destinations such as the central business district, schools, parks, and high-density residential areas. These routes form the backbone of the non-motorized network and are located along the most direct routes, which are also often the busiest and fastest roads. Therefore, primary routes have a high degree of separation from vehicle traffic and consist of shared use trails, buffered sidewalks, and buffered bike lanes. Primary routes lead directly to safe crossings.



Secondary Routes are the routes that provide alternative connections between the primary routes. They provide connections from neighborhoods to primary routes and/or between different route sections. Primary routes may not always be very close together, so providing secondary routes allows for non-motorized travelers to use a safe path located more conveniently to their home and/or destination. Secondary routes provide safe facilities for cyclists and pedestrians, but due to their location along collectors, side streets, and residential streets, they can often sustain safe conditions with visually separated facilities such as bike lanes and buffered sidewalks.



Recreational Routes are the routes located on the outskirts of the city, providing recreational opportunities for cyclists, walkers, and joggers. These routes will provide safe spaces along the more rural roads outside the city, and may connect to regional trail systems. These recreational routes are located along rural highways and arterials where vehicle speeds may be fast, but volumes are low. Also, recreational riders are typically more comfortable riding on routes without physical separation from the roadway. This means that a visually separated facility such as a paved shoulder will suffice along most of these routes.

8.2 Facility Types

FHWA published a document called *Small Town and Rural Multimodal Networks* that provides preferred facility types for different route types based on a roadway's characteristics, such as volume of vehicle traffic, speed of vehicle traffic, type of roadway, and surrounding land use.

Specific route types in Quincy are determined by these characteristics and consist of the following facility types. Note that priority route types, such as primary routes, may consist of multiple facility types. For example, a primary route may consist of shared use paths, bike lanes, and sidewalks, depending on the unique characteristics of each segment.

"A connected network is not developed by a single trail, sidewalk, or bike lane but is comprised of many facilities that support walking and bicycling throughout the community."

- Small Town and Rural Multimodal Networks



Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. A minimum shoulder width of four feet should be provided, and a two foot buffer zone is recommended.



Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and optional signs. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic.



Shared use paths provide a low-stress travel area separate from motorized traffic for bicyclists, pedestrians, and other users. They may be located on one or both sides of the street, depending upon bicycle and pedestrian network connectivity needs.



Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space and are ADA compliant.

8.3 Crossings & Intersections

The proposed non-motorized network map identified priority crossings where the city should focus on providing proper crossing infrastructure to ensure a safe and continuous network. These crossing locations were based on spatial analysis of major destinations, existing infrastructure, and responses from Public Survey #2 (Figure 6). Quincy's major crossings are located mainly along SR 28 and SR 281. However, major crossings have also been designated at strategic locations along primary routes near schools, parks, and to connect routes across main roadways.

Crossings should accommodate both cyclists and pedestrians. This plan makes recommendations for the major and unique crossings identified in Figure 8, but the city should review each intersection or crossing and determine which crossing type is preferable at each one.

Proposed Network Mileage

The total network consists of approximately 30 miles of improved non-motorized facilities throughout and just outside of Quincy.

Total Miles by Priority Type

Priority Type	Miles
Primary	10.84
Secondary	8.85
Recreational	10.49
Total	30.18

Total Miles by Facility Type

Facility Type	Miles
Shared Use Trail	16.79
Bike Lane & Sidewalk	7.93
Paved Shoulder	5.46
Total	30.18

Section 9. Action Plan A: Framework

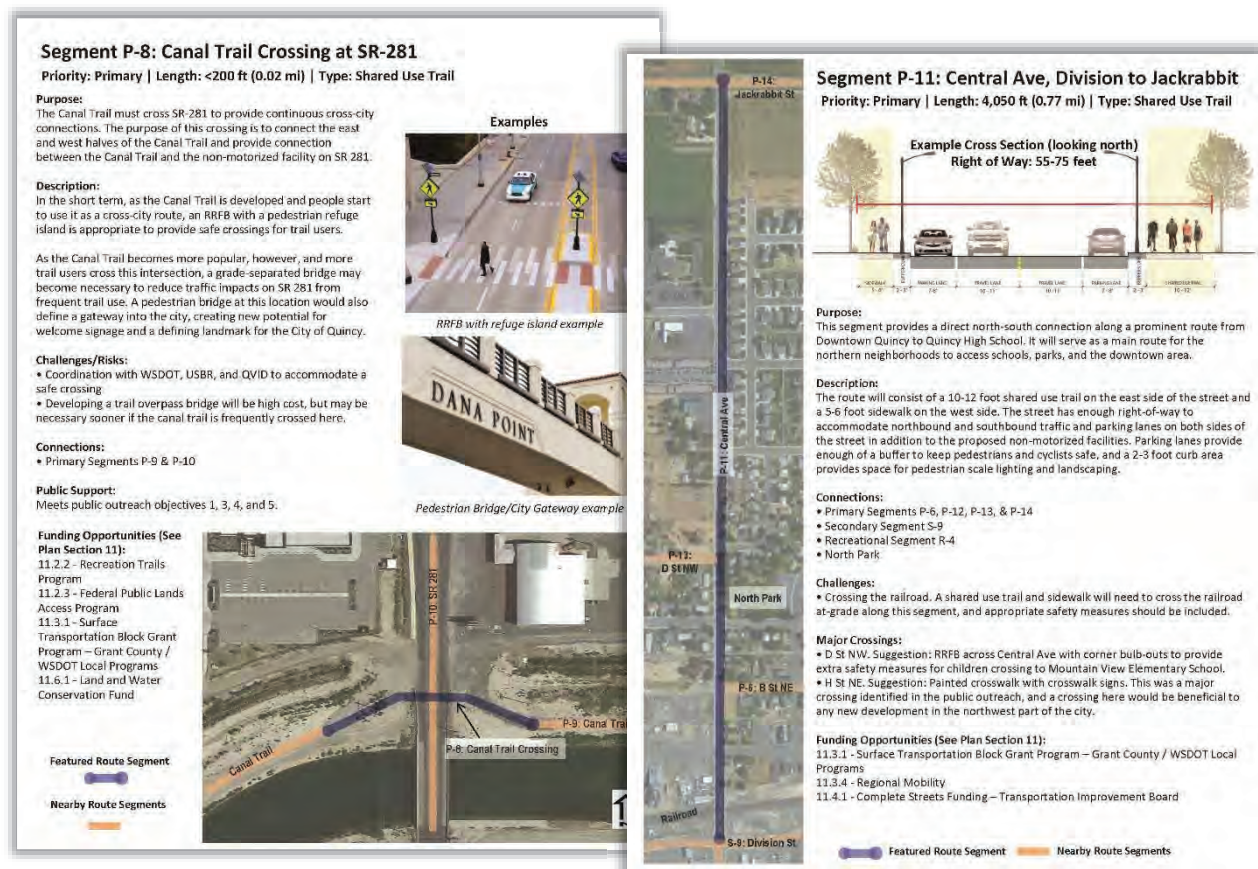
The action plan framework consists of goals, policies, and actions. These items support each other and work together to achieve the vision of this plan and ultimately implement the proposed non-motorized network.

Implementing the proposed network and achieving the plan's vision will require a commitment to the priorities that resulted from the planning and public processes. These priorities have been consolidated and incorporated into six unique goals in Section 9.1, which will help guide the development of the network and ensure that it is consistent with the vision statement.

In addition to the goals, a list of policies is provided in Section 9.2 to guide decision-making by providing parameters within which decisions should be made in order to keep consistent with the plan's vision.

A list of initial actions is provided in Section 9.3, providing specific actions that the City of Quincy should take to begin implementing the goals of this plan. The Action Plan references the list of projects in Appendix A. These projects outline each segment in the proposed non-motorized network and provide additional information to help with implementation. One-page sheets with more detailed information, like those pictured above, are provided for each Primary Segment, and can be found in Appendix A.

Working in tandem, these pieces of the action plan framework provide a brief guide for the City of Quincy to begin to realize the proposed non-motorized network.



Appendix A provides project pages for all primary route segments. These sheets provide a quick glimpse into the proposed projects and their different opportunities and challenges.

9.1 Goals

1. Increase the level of use of non-motorized transportation in Quincy.	Increasing the share of the population that walks and bikes will help create a healthier community by encouraging physical activity and will help ease the demand and impact on the transportation system. Walkers and cyclists put less stress on roads than cars do, so there is less wear-and-tear and therefore lower maintenance costs.
2. Improve safety for people using the non-motorized network.	Improve safety of bicyclists and pedestrians through infrastructure improvements to separate them from vehicle traffic, provide safe crossings, and establish safety programs.
3. Provide connectivity of non-motorized facilities throughout the city.	Link the non-motorized network with major transportation corridors and destinations (activity centers, schools, employment areas, and recreational facilities).
4. Improve the convenience of accessing the non-motorized network.	Create a community network of on- and off-street trails designed for users of all ages, incomes, and abilities.
5. Improve awareness of the non-motorized network	Make the non-motorized network well-known in the community by establishing clear signage and educating both non-motorized transportation users and drivers. Increasing awareness helps increase safety and use, as well.
6. Maintain and expand the non-motorized network as the city grows.	Prioritize clearing and repairing of non-motorized facilities and incorporate non-motorized projects into new construction and development projects.

“Current policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects and encourage transportation agencies to go beyond minimum standards to provide safe and convenient facilities for these modes.”

- USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations 2010

9.2 Policies

Table 3: Plan Policies

Policy Type	#	Policy
Comfort & Convenience	1	Improve comfort along non-motorized routes by adding street trees, consistent lighting, rest areas or benches, and wayfinding/guidance signage.
	2	Ensure the non-motorized network provides connections to schools, parks, public transit, employment centers, and higher-density neighborhoods.
	3	Minimize gaps in the non-motorized network by requiring construction and development projects to provide sidewalk and/or trail elements or connections if they are located along a designated non-motorized route, and incentives to provide infrastructure when not located along a designated route.
	4	Ensure non-motorized transportation amenities are included in trail/sidewalk design and construction, including compliance with ADA, parking for trailheads, disabled parking, bicycle racks, bus stops, shelters, rest areas, and bike carriers on transit buses.
Safety	5	Ensure intersections and crossings along all non-motorized routes provide sufficient infrastructure to provide safe and convenient crossings for cyclists and pedestrians.
	6	Encourage and advocate for traffic calming measures along state routes & arterials.
	7	Work with the school district to evaluate and adapt to changing needs for walking routes/bus stops.
Education & Awareness	8	Establish educational and awareness programs to promote and increase the use and safety of non-motorized transportation within Quincy.
	9	Establish a unified signage system for identifying routes and access points within the non-motorized system that is consistent with established standards (e.g., Manual on Uniform Traffic Control Devices for Streets and Highways [MUTCD]).
	10	Keep an updated map of Quincy's bicycle and pedestrian routes available on the city's web page and printed at informational outlets.
	11	Sponsor, organize, and participate in community activities and events that promote non-motorized transportation or recreation.
Funding	12	Identify and apply for funding to design, construct, and maintain non-motorized facilities.
	13	Include non-motorized budget items in the capital facilities or transportation improvement programs to project costs and identify funding sources well in advance.
	14	Ensure investments in the transportation system include considerations for pedestrian and bicycle infrastructure improvements.
	15	Where funding and/or priorities do not validate permanent projects, utilize tactical urbanism approaches to initiate pilot projects such as temporary bike lanes, parklets, street furniture, & traffic calming to inspire long-term change and gauge community support.
Administrative & Maintenance	16	Ensure non-motorized improvements and plans are consistent with the city's comprehensive plan, the Grant County comprehensive plan, and QUADCO Regional Transportation Plan.
	17	Regularly monitor to ensure that signs, pavement markings, pedestrian crossings, and wheelchair ramps are maintained to provide a high degree of safety, accessibility and clearing of debris.
	18	Monitor the levels of use of non-motorized facilities (volume of cyclists and pedestrians) to track where demand is high and where it is low, and adjust projects and facility planning accordingly.

9.3 Implementing Actions

The following actions were identified as items that the city can take initiative on right away. These actions will help guide the city to begin implementing the plan's vision.

Table 4: Implementing Actions

#	Action	Details
1	Incorporate the priority network segment projects from Appendix A into the 6-Year and 10-Year TIP, and all secondary and recreational segments in a 20-year plan.	City may have to prioritize which segments to prioritize first.
2	Adopt this plan by reference in the Quincy Comprehensive Plan.	Adopting this plan by reference will fulfill the comprehensive plan requirements for bicycle and pedestrian facilities.
3	Apply for a permit with the US Bureau of Reclamation to begin routing a shared use trail along the West Canal (Segment P-9).	The canal trail is one of the priority routes, but also presents some of the greatest challenges. Getting a start on this now will ensure it can be completed sooner.
4	Adopt a Complete Streets Policy (APA has free complete street policy templates).	This will make the city eligible for a Complete Streets Award - a funding opportunity for local governments that have an adopted complete streets ordinance.
5	Develop a Downtown Plan to help guide the unique non-motorized needs of Downtown Quincy.	Use the multi-modal main streets guidelines to guide design of downtown streets.
6	Organize a demonstration project (see Section 10.3).	Organize a pop-up bike lane or street closure to demonstrate the fun and usefulness of providing more space for people walking and cycling.
7	Create a non-motorized informational page on the city website.	Finalize and upload an interactive map to city website. Continually update map to show which projects have been completed.
8	Update the city code (Chapter 19.28) to require that new development requires public improvements for appropriate connections to the non-motorized network.	- All new development along designated primary and secondary routes must provide appropriate infrastructure that continues and connects to both bicycle and pedestrian facilities. - All new development within the City of Quincy must provide appropriate infrastructure that continues and connects to pedestrian facilities.
9	Establish procedures for the acquisition of rights-of-way, easements, or other linear corridors for the establishment or expansion of non-motorized facilities.	The procedure should include any helpful information to make corridor acquisition and use as smooth as possible.
10	Take immediate action to increase pedestrian safety. New crosswalks with signage, pavement tape, flex delineators, and planters are examples of quick and inexpensive changes that could drastically improve safety.	Tactical approaches can make impacts immediately, and at a low cost.
11	Collaborate with WSDOT on non-motorized needs for SR 28 and SR 281 and redesign the highways to ensure slower traffic and multi-modal opportunities. (Segments P-10, P-16 & P-17)	Communicate with regional WSDOT office about this plan's proposals for the state routes.
12	Adopt a level of service for bicycles and pedestrians (See Appendix C for further discussion)	Include standards such as speed limits, signage, lighting, traffic calming, and degree of separation from vehicle traffic for choosing appropriate bike/ped facilities.
13	Establish a non-motorized transportation advisory committee.	The committee will work with the city to focus on implementing the non-motorized plan, prioritizing projects, and adapting the plan to changing circumstances.

Section 10. Action Plan B: Strategies for Implementation

The following strategies are recommended guidelines for implementing the proposed non-motorized network. These strategies provide guidance in determining exact designs, schedules, and priorities when developing the projects listed in Appendix A.

10.1 Working Within the Right-of-Way

Many of the streets in the non-motorized network have plenty of right-of-way (ROW) to work with when accommodating new bicycle and pedestrian infrastructure. However, some segments, such as Segment 12 in Downtown Quincy, are more restricted by a narrow ROW. The FHWA Bikeway Selection Guide provides the following strategies for accommodating non-motorized infrastructure with a limited ROW.

10.1.1 Narrowing Lanes

Lanes as narrow as 10 feet do not result in an increase in crashes or reduce vehicle capacity on roads with speeds of 45 mph or less. Narrower lane widths of 10 feet or less can contribute to lower vehicle operating speeds, which can increase safety for all roadway users. Quincy has many streets with travel lanes much wider than 10 feet. Some of this extra space could be repurposed for non-motorized infrastructure.

10.1.2 Removing Travel or Parking Lanes

Streets that were designed based on forecasts that were unrealized or where conditions may have changed often have excess capacity, encouraging fast speeds that increase crash risk for all roadway users. Removing excess travel or parking lanes can improve safety for all roadway users by reducing travel speeds, providing space for bicycle facilities, shortening street crossings, adding turn lanes, or by providing wider sidewalks. Removal of vehicle travel lanes also has potential operational benefits, particularly on streets with high numbers of left-turning vehicles, which impede traffic in the leftmost through lane of an undivided street.

In Quincy, this is the case along SR 28 and SR 281, which has between 5 and 7 lanes through the city after the parking lanes are counted. These extra lanes may be necessary near the intersection of SR 28 and SR 281, but roadway design considerations for Segments P-10 and P-16 should consider moving the location where these segments taper down closer to the SR 28/SR 281 intersection, rather than toward the edge of town.

SR 28 and SR 281 are ideal locations for shared use trails due to their prominence as transportation corridors in Quincy and their central connections between downtown and the rest of the city, acting as the backbones of the non-motorized network. WSDOT supports multimodal facilities, and according to the WSDOT design manual Chapter 1520: Roadway Bicycle Facilities³, the preferred facility for both SR 28 and SR 281 is a shared use facility or a physically separated dedicated bike facility.

10.1.3 Reorganizing Street Space

Street space can often be reconfigured to accommodate the same capacity of vehicle traffic while also adding safer non-motorized facilities. The strategies below offer some examples of reconfiguring streets to accommodate new or safer facilities.

³ WSDOT Design Manual 1520 Roadway Bicycle Facilities, <https://wsdot.wa.gov/publications/manuals/fulltext/M22-01/1520.pdf>

- A. In some cases, curbside on-street parking can be shifted away from the curb face to create parking-protected separated bike lanes. This type of project requires changes to pavement markings and attention to intersection design treatments.
- B. On streets with parking on both sides, adding bike lanes or shared use trails may not require the removal of all on-street parking if the parking is not being used efficiently. Deciding where to remove parking may depend on which side of the street has fewer or no businesses.
- C. Converting diagonal parking to parallel parking can generate road width for the creation of bikeways and improve bicyclist safety. Front-in, diagonal parking creates conflicts with bicycle travel.

“If a project is planned on a roadway that is a critical link in the bike network, including the appropriate bike infrastructure should be prioritized as a part of that project.”

-FHWA Bikeway Selection Guide

10.2 Choosing Alternative Facility Types

When the proposed non-motorized facility type is determined not to be feasible, other facility types which maximize user safety and comfort should be considered. For example, if the preferred facility type is a shared use trail and the current project is a street resurfacing, it may not be feasible for that project to install the shared use trail. The only practical option may be the installation of a bike lane.

In circumstances where the preferred facility type is not feasible, and the provision of a lower quality facility will not provide sufficient safety, a parallel route should be evaluated as an alternative that provides a similar connection.

10.3 Installing Pop-Up or Temporary Facilities

Pop-up and temporary facilities can be good demonstration practices that provide immediate and inexpensive solutions. A pop-up bike lane, for example, can show the community what it would be like to invest in a permanent bike lane or path on that segment. Doing this can be a good strategy to gauge the community’s reaction to new bicycle and pedestrian facilities, and gain buy-in on projects where some may be skeptical.



Example of a pop-up bike lane using pavement tape to designate the lane, and planter boxes/public art as buffers between the bike lane and vehicle travel lanes. (Source: AARP Livable Communities, “Project: Pop-Up Protected Bike Lane”)

These types of projects can be implemented almost immediately because they use inexpensive materials such as traffic cones, pavement tape, planter boxes, and flex delineators. Several projects in Appendix A are good candidates for an initial test run as a pop-up or temporary facility.

(Projects reallocating road space) ... “can be implemented as temporary, or pilot projects to test measures to determine if they meet the needs of all users. This can be an effective strategy to engage community members and build long-term support for more permanent solutions. “

-FHWA Bikeway Selection Guide

10.4 Developing the Canal Trail (Segment P-9)

The proposed Canal Trail along West Canal through Quincy is one of the most desired trails in the city. However, land adjacent to the canal is owned by the US Bureau of Reclamation (USBR) and operated by the Quincy Valley Irrigation District (QVID).

As the city applies for permits through USBR to use and develop the trail along the canal, QVID may require certain access rights along the trail for maintenance and will also require safety measures.

The city should be willing to have an open dialogue about the needs of QVID to continue safely operating the canal while also advocating for rapid completion of the trail. The public feedback (Appendix B) supports the city's claim that it is in the best public interest to develop a recreational shared use trail along West Canal.

Additionally, the dirt path next to the canal is already being used by people walking, jogging, and biking even though the land is technically off limits. Strava data in Figure 9 shows that this alignment is already in constant use and is one of the more popular routes in Quincy, despite being private property.



Existing dirt path along West Canal in Quincy. This is already a popular route for walkers, joggers, and cyclists. A paved shared use trail is proposed along the canal, as illustrated in the rendering below.



Figure 9: The Strava Heat Map shows that running and biking activities are already popular along West Canal. This map shows the most highly trafficked routes in red. This supports both the city's and the public's desire to develop a shared use trail along the canal. (Source: Strava Heat Map, www.strava.com/heatmap)

In developing a trail along the canal, Quincy can come to an agreement with USBR and QVID to ensure that an official shared use trail along the canal is developed, operated, and maintained in a way that is both beneficial to the residents of Quincy and to the function of the canal. By developing this trail, official safety measures can be put in place to protect those who would use the trail anyway, and attract a new population of walkers, joggers, and cyclists, bringing a new appreciation to the canal.



Rendering of the West Canal Trail in southwest Quincy.

10.5 Choosing a Crossing Type

Intersections pose unique challenges to a non-motorized transportation network. Without proper treatment, an otherwise safe network can suffer from intersection crossings that do not properly accommodate cyclists and pedestrians.

Different types of crossings will be appropriate in different places, but generally the longer the distance to cross and the higher traffic volume on the road, the greater degree of crossing infrastructure needed. Figure 10 provides some general criteria for determining crossing types. Quincy does not measure pedestrian volumes at street crossings, but periodic analysis crossing patterns and volumes may help to identify which crossings have higher demand, and which have more safety issues.

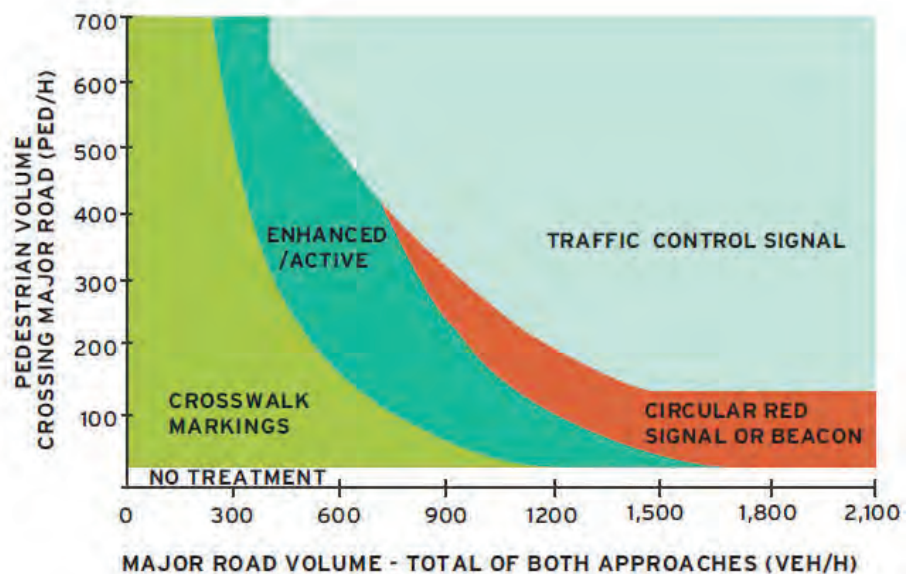


Figure 10 Example Guidelines for Pedestrian Crossing Treatments from the Small Town and Rural Multimodal Networks Guide

10.5.1 Crossing Types

1. Crosswalk Markings (Street Paint & Signs)

Painted crosswalks provide designated places for pedestrians to cross safely. They indicate pedestrian right-of-way through painted pavement and signage and are appropriate for low-volume intersections and residential streets.

2. Raised Crosswalks

These are painted crosswalks that double as speed bumps since they require vehicular traffic to slow down as they drive over the raised crosswalk. This also brings greater awareness to pedestrians attempting to cross at these locations and may be appropriate on low-speed streets with high pedestrian volumes, such as in Downtown Quincy.

3. Rectangular Rapid-Flashing Beacon (RRFB)

The RRFB is an enhanced/active crossing type that allows pedestrians to press a button that activates flashing beacons to let cars know to stop. These are particularly effective as mid-block crossings or at multi-lane crossings with speeds of less than 40 mph and may be appropriate at many locations along arterials and narrower portions of SR 28 and SR 281 in Quincy.

4. High-Intensity Activated Crosswalk (HAWK)

HAWKs provide a high level of protection for pedestrians. These signals require vehicular traffic to stop long enough for a pedestrian to cross the street. These crossings are ideal for streets with high traffic volumes and multiple lanes in each direction. However, WSDOT is moving away from using HAWKs on state routes due to signaling issues and inconsistent driver behavior.

5. Grade-separated

Grade-separated crossings separate cars from cyclists and pedestrians. Examples are bridges and tunnels. These are appropriate for locations where it is unreasonable or impossible to slow down vehicle traffic, or where vehicle volumes are very high. They are also options for overcoming barriers such as railroads or rivers/canals, and can be ideal options for paths that aim to provide continuous travel without the need to make stops.

6. Traffic Control Signal

Pedestrian crossings at traffic signals are already usually provided. However, bicycle and pedestrian safety should be enhanced by adding bulb outs, crosswalks painted in vibrant colors, and signal timing that prohibits cars from turning while pedestrians and cyclists cross.

7. Railroad

Railroad crossings should be clearly marked, and special consideration for pedestrian signals should be provided where the railroad is crossed by sidewalks or trails.



10.6 Recommended Crossings

The non-motorized map in Figure 8 identifies major and unique crossings. While these are not the only crossings that will need to be addressed in Quincy, they are the ones with the highest priority and should be addressed first.

Major crossings are located at busy intersections and have a higher volume of cyclists and pedestrians. Typically, major crossings should be treated with RRFBs, traffic signals, raised crosswalks, or grade-separated crossings. Painted crossings do not provide enough protection or visibility for cyclists and pedestrians at these busier intersections, especially along the state routes. Major crossings should consider bulbouts and pedestrian refuge islands for better visibility, safety, and smaller crossing distances where appropriate. Major crossings should always consider both pedestrian and bicycle-oriented intersection treatments⁴. Each project segment in Appendix A lists the major crossings that are connected to that route segment.

Unique crossings are crossings on the non-motorized network that offer unique challenges and opportunities. There are three identified in this plan: the intersection of SR 28 and SR 281, the railroad crossing at 6th Ave NE/SE, and the intersection of the Canal Trail and SR 281. These are discussed further in Section 10.6.2.

The non-motorized network consists of many more crossings and intersections than those included in the major and unique crossings. All crossings along non-motorized routes should provide a high level of safety. Anywhere a non-motorized route crosses a road, highway, canal, or railroad, the crossing should be analyzed and enhanced where necessary.

10.6.1 State Route Crossings

The majority of Quincy's major and unique crossings are located along SR 28 and SR 281. WSDOT provided the following guidance for pedestrian crossing treatments on state routes.

- The region is moving away from using HAWK crossings on state routes due to difficulty coordinating with adjacent signals and inconsistent driver behavior when approaching activated HAWKs.
- RRFBs across 5-lane state routes sections require a median pedestrian refuge island, but islands cannot be used at intersections due to turning needs. An alternative along 5-lane state route sections is to add an RRFB with a pedestrian refuge island at a mid-block location.
- Corner bulbouts may not be appropriate at certain turns with higher truck traffic, such as at the intersection of SR 28 and SR 281.
- Leading pedestrian intervals are appropriate only if there is a documented history of drivers not yielding to pedestrians.
- Bike boxes and green-colored pavement for new bicycle facilities are discouraged until the need for increased safety performance is demonstrated.
- WSDOT is generally supportive of reallocation of parking spaces on state routes toward active transportation uses.

With these criteria in mind, recommendations are made in Table 5 for each major and unique crossing along SR 28 and SR 281.

⁴ Intersection Treatments, NACTO Urban Bikeway Design Guide

Table 5: State Route Crossing Recommendations

Crossing Location	Existing Context	Recommended Improvements
SR 28 & 7 th Ave SW	Marks the transition from 3 to 5 lane highway, no existing crossing infrastructure across SR 28.	Reconfigure 5-lane transition slightly further east of 7 th Ave SW, allowing for an RRFB crossing that will not require a pedestrian refuge island.
SR 28, between 2 nd & 3 rd Ave SW	Painted crossings across 5 lanes at both 2 nd and 3 rd Ave SW. These unprotected crossings are very wide and uncomfortable for pedestrians.	Add a new mid-block crossing between 2 nd Ave SW and 3 rd Ave SW. The crossing should be an RRFB with bulbouts and a pedestrian refuge island.
SR 28 & SR 281	Intersection of two 5-lane highways and a 3-lane downtown arterial. Fully signalized intersection with crosswalks.	Continually monitor safety and efficacy of crossings at this intersection. Add bulbouts to the northeast and northwest corners of the intersection where there are fewer truck turns, and to discourage heavy freight traffic in the downtown core. <i>See Appendix A, Segment P-17 for further details.</i>
SR 28 & 2 nd Ave SE	Painted crossing across 5 lanes.	Explore potential traffic revision on the north side of SR 28, limiting or blocking vehicle access to 2 nd Ave SE, making it possible to add an RRFB crossing with a pedestrian refuge island leading to Memorial Park. More study of this intersection is needed to provide a safe crossing.
SR 28 & 4 th Ave SE	RRFB across a 5 lane highway.	Add corner bulbouts at the crosswalk to shorten pedestrian crossing distance.
SR 28 & 6 th Ave SE	Marks the transition from 5 to 3 lane highway with existing painted crosswalk.	Add an RRFB to the eastern 3-lane side of the intersection, and shorten pedestrian crossing distance by adding bulbouts to proposed shared use trail along SR 28 (P-16). Consider a traffic signal if traffic levels eventually justify one.
SR 28 & West Canal	Marks the transition from a 3 to 2 lane highway at city limits with no existing crossing infrastructure.	As phase 2 of the Canal Trail (R-1) is developed, ensure a safe crossing here with an RRFB and pedestrian refuge island on the crossing alignment between Columbia Way and West Canal.
SR 281 & H St SE/SW	5 lane highway with no crossing infrastructure.	Add a painted and signed crosswalk.
SR 281 & J St SE/SW	5 lane highway with a painted crosswalk between J St SE and J St SW.	Potential reconfiguration of J St SE may allow for a mid-block RRFB with pedestrian refuge island between J St SW and I St SW.
SR 281 & West Canal	2 lane highway with no crossing infrastructure.	Short term: Add an RRFB with pedestrian refuge island to connect the Canal Trail (P-9) and ensure crossing is well lit. Long term: As Canal Trail becomes more popular and trail traffic interferes with vehicle traffic on SR 281, consider a grade-separated bridge over SR 281 to connect the Canal Trail, also marking a gateway landmark for the entrance to Quincy. <i>See Appendix A, Segment P-8 for further details.</i>

10.7 Downtown Quincy (Segment P-12)

Downtown Quincy is a very walkable area and exhibits some of the best pedestrian infrastructure in town. Central Avenue is lined with wide sidewalks, street trees, landscaping, lighting, and public art. Intersections are paved with different materials, bringing more attention to pedestrians crossing the street. Downtown's walkable streets support a vibrant business environment, demonstrating that good pedestrian facilities help the local economy.

The proposed non-motorized network routes a new shared use trail along the east side of Central Avenue in addition to the existing wide sidewalks and safe crossings. This segment has a narrower right-of-way and the existing travel lanes are already very narrow. However, this segment has low vehicle speed limits and the streetscape encourages drivers to be aware of pedestrians, so minimal buffers between vehicle traffic and non-motorized facilities are needed. This segment could incorporate a shared use trail by taking space from existing landscaping and parking lanes. There are only about 12 on-street parking spaces on the east side of Central Avenue between SR 28 and B Street SE, and there is plenty of angled parking on the west side of Central Avenue, as well as on the adjacent side streets. Converting space used for 12 parking spaces to a shared use trail will make the downtown business district more accessible to more people, while sacrificing a small number of parking spaces that could easily be relocated to adjacent side streets.

The design and development of this segment should be coordinated with the Quincy Downtown Plan, and there should be further investigation on the impacts of and public willingness to add a shared use trail on Central Avenue. The downtown plan should also consider other non-motorized facilities in and near downtown to determine how best to continue to provide a safe and walkable downtown.



Downtown Quincy is very walkable with wide sidewalks, safe crossings, and comforting streetscapes including trees, lighting, banners, and art.

Section 11. Action Plan C: Funding Strategies

There are various funding strategies and grant opportunities to pursue to complete projects in this plan. The City of Quincy should monitor these opportunities regularly to ensure grant deadlines are met and program funding is identified well in advance of the proposed project development. The funding strategies listed here are just some of the options available, so looking for funding opportunities outside of this list will be beneficial to the development of the non-motorized network.

11.1 Taxes

11.1.1 Property Taxes

- County governments collect a separate property tax levy for the County Road Fund. The County Road Fund is limited to no more than \$2.25 per \$1,000 of assessed value to be used for “proper county road purposes.” These purposes include establishing, laying out, constructing, altering, repairing, improving, and maintaining county roads, bridges, and wharves for vehicle ferriage.

11.1.2 Motor vehicle fuel taxes (MVFT)

- The 37.5 cents/gallon gas tax revenues collected by the state are shared among cities, counties, and WSDOT. This includes a dedication of a portion of the MVFT to grant programs managed by the County Road Administration Board (CRAB) and the Transportation Improvement Board (TIB). MVFT funds the following grant programs:
 - Non-motorized vehicle tax. A portion of County’s motor vehicle fuel taxes are reserved for path and trail projects. This reserve is a percentage of motor vehicle fuel tax that can only be spent on non-motorized projects.
 - Transportation Improvement Board (TIB). 3.044 cents/gallon of MVFT funds the TIB program. TIB provides funding for cities and towns with a population less than 5,000 through three grant programs: small city arterial program, small city preservation program, and small city sidewalk program. Additionally, TIB provides funding to cities with a population of 5,000 or more and counties with urban unincorporated areas through three grant programs: urban arterial program, urban sidewalk program, and arterial preservation program.

11.1.3 Sales and Use Tax for Public Facilities in Rural Counties

- Monies collected in rural counties for the purpose of financing public facilities that serve economic development purposes in the rural county. These projects may include transportation improvements. Funded projects must be listed in the county or city economic development plan, comprehensive plan, or capital facilities plan.

11.1.4 Quincy Sidewalk Improvements Fund

- The City of Quincy established the Sidewalk Improvements Fund to receive and accumulate the proceeds from the additional real estate excise tax for the financing of capital projects related to the City’s sidewalks, as specified in the capital facilities plan element of the City’s comprehensive plan, as authorized by RCW 82.46.035, as presently adopted and subject to any amendments thereto.

11.2 Transportation Benefit Districts (TBD)

- Cities and counties may establish TBDs to fund capital improvements and operations of transportation systems. Creation of the district requires a public hearing and a finding of public benefit for the formation. TBDs fund projects through voter-approved tax levies, bonds, sales taxes, motor vehicle fees, tolls, LIDs, and other fees.

11.2.1 Private development fees

- A local source is from fees that are collected from a development that must provide mitigation for intersection or road improvements to meet transportation concurrency requirements.

11.2.2 Recreation Trails Program

- This is a FHWA program that develops and maintains recreational trails and trail-related facilities. Funds for this program are from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use (snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks).

11.2.3 Federal Public Lands Access Program

- This program funds transportation improvements that provide access to, on, or adjacent to federal lands. This program is an updated version of the Forest Highway Program. Transportation improvements may include public roads, bridges, trails, or transit systems. The West Canal right-of-way is owned by USBR and is federal land, so this funding source may assist with trail development.

11.2.4 Community Economic Revitalization Board (CERB)

- CERB is a state board focused on economic development through job creation in partnership with local governments. The Board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to funding construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects. Rural communities may receive loans and grants for public infrastructure to enable future business development – all the jurisdictions in QUADCO qualify as a rural county or rural community.

11.3 Washington Department of Transportation (WSDOT) Funding

11.3.1 Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs

- *Surface Transportation Program* funds (STP) can be used for the widest range of transportation projects including street or sidewalk construction projects, planning projects, design, and right-of-way acquisition projects, etc.
- *Transportation Alternatives Program* funds (TAP) can only be used for bike and pedestrian facilities and programs, trails, some historic preservation projects related to transportation, some environmental mitigation activities, etc.
- Funding priorities and project selection process are established by the funding agency (Grant County). STP and TAP funds have different requirements as to which facilities are eligible based on functional classification and project type, with greater flexibility for TAP funds than STP. Putting any federal money onto a project – even a very small amount relative to the rest of the project funding – effectively

federalizes the entire project and all monies must be used in ways that meet federal reporting and accounting requirements and the project must comply with all federal standards for design, testing, and record keeping. A project designed with federal funds must go to construction within 10 years or else the earlier expenditure of funds must be repaid. Any federally-funded project other than a planning project must be managed by an agency certified by Highways and Local Programs for this purpose. Federally-funded projects have a minimum 20% local match requirement.

- For more information: <http://www.wsdot.wa.gov/localprograms/programmgmt/stp.htm>

11.3.2 Pedestrian and Bicycle Program – Washington State Department of Transportation (WSDOT), Local Programs

- The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. Since 2005, the program has awarded \$72 million for 159 projects from over \$337 million in requests.
- WSDOT issues a call for projects in the “even year” before the new biennium for selection by the legislature. For example, the application period closed in June 2020 for projects to be considered for funding in the 2021-2023 biennium. The next call for projects will be in 2022. All public agencies in Washington are eligible to apply.
- For more information: <http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm>

11.3.3 Safe Routes to School (SRTS)

- The WSDOT Safe Routes to School program provides technical assistance and funding to public agencies to improve conditions for and encourage children to walk and bike to school. Eligible projects include infrastructure improvements within two miles of a school and education/encouragement projects.
- No match requirement but priority is given to projects with cash or in-kind match.
- The grant cycle is every two years. The next application is due July 2022.
- For more information: <https://wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm>

11.3.4 Regional Mobility

- WSDOT provides a grant program for projects that promote multimodal transportation and improve high occupancy travel in order to reduce travel delay for people and goods. Projects can be capital construction, equipment acquisition, and operating. Most projects are transit-related in this program.

11.4 Transportation Improvement Board (TIP) Funding

11.4.1 Complete Streets Funding – Transportation Improvement Board

- The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.
- This program awards grants every two years, starting in 2017. Agencies with an adopted complete streets ordinance should confirm their eligibility.
- For more information: <http://www.tib.wa.gov/grants/grants.cfm#other>

11.4.2 Small City Sidewalk Program – Transportation Improvement Board

- The Sidewalk Program was established by the Legislature in 1995 to provide funding for pedestrian projects. The program is available to both small city and urban agencies. Urban and small city projects compete separately.
- To be eligible for the program:
 - The intent of the project must be transportation and not recreation.
 - The project must be on or related to a TIB Small City Arterial.
 - Small City Sidewalk Program projects improve safety, access, connectivity, and address system continuity. Completed projects must be consistent with the Americans with Disabilities Act (ADA).
- For more information: <http://www.tib.wa.gov/grants/grants.cfm#other>

11.5 Washington State Department of Commerce Funding

11.5.1 Building Communities Fund – Department of Commerce

- This funding source provides grants for nonresidential community and social service capital projects. Eligible applicants must be registered as a nonprofit organization in the state of Washington with a legally constituted board of directors. The goal is to improve the economic, social, and educational climate in economically distressed communities. The program can defray up to 25% of eligible capital costs; there is no minimum or maximum grant award. Awards are of state funds.
- Commerce issues a call for projects in the “even year” before the new biennium. For example, the application period closed in August 2020 for projects to be considered for funding in the 2021-2023 biennium. The next funding opportunity will open in Fall 2022.
- For more information: <http://www.commerce.wa.gov/building-infrastructure/capital-facilities/building-communities-fund/>

11.5.2 Community Development Block Grants – Department of Commerce

- One of the Community Development Block Grants (CDBG) is most pertinent to Quincy’s non-motorized plan efforts:
 - General Purpose Grants can be used for the planning or construction of public infrastructure such as streets and sidewalks, community facilities that serve lower income populations, affordable housing, and economic development projects. Application materials are available in March and due in June.
- CDBG funds can be used as local match for other federal or state grant programs used to fund CDBG-eligible activities.
- For more information: <http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/>

11.6 Washington State Recreation and Conservation Office (RCO)

11.6.1 Land and Water Conservation Fund

- The Land and Water Conservation Fund provides funding to preserve and develop outdoor recreation resources, including parks, trails, and wildlife lands.
- Applications are due annually in the spring.

- For more information: <https://rco.wa.gov/grant/land-and-water-conservation-fund/>

11.7 Volunteers and Donations

- While the local community may have limited funding resources to tap for capital improvement projects, a number of the projects developed in this plan would be appropriate for smaller-scale contributions from businesses and civic boosters, as well as provide opportunities for community involvement either for-hire or as volunteers on the design and/or installation.
- Local artists can be used in the design and fabrication of signage and wayfinding features.
- Local contractors or vendors may be appropriate for some of the smaller projects, trail furnishings, art and signage installation, landscaping and painting.
- There are a number of opportunities to partner with private property owners to enhance the streetscape or view corridors where there is no clear demarcation between the public right of way and private property.

11.8 Future funding/ program options

11.8.1 Washington Main Street Program

The Main Street Approach has been used in many communities as a framework for downtown vitality. As Quincy gains momentum in the downtown revitalization efforts, it may provide structure, education, and funding to keep the momentum moving. The Washington Main Street has two different avenues to participate:

- Main Street Communities have met a number of organizational development criteria and are already using the Main Street Approach as a model for their downtown revitalization initiatives.
- Affiliates are organizations or municipalities that are interested in the Main Street Approach and see benefit to being connected to the WSMSP network.
- For more information: <https://dahp.wa.gov/local-preservation/main-street-program>

11.9 Recommended Funding by Facility Type

Table 6: Recommended Funding by Facility Type

Facility Type	Recommended Funding
Shared Use Trails	<i>Funding opportunities for shared use trails come from complete streets opportunities, WDOT funding and increase opportunities for regional mobility.</i> • 11.3.1 Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs • 11.3.4 Regional Mobility • 11.4.1 Complete Streets Funding – Transportation Improvement Board
Bike Lanes	<i>Bike lanes are funded mainly through larger program scopes and are a subset of why funding could be awarded to a project. WSDOT and Commerce have opportunities that integrate diverse modes of travel.</i> • 11.3.1 Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs • 11.3.2 Pedestrian and Bicycle Program – Washington State Department of Transportation (WSDOT), Local Programs • 11.5.2 Community Development Block Grants – Department of Commerce

Facility Type	Recommended Funding
Sidewalks	<i>Sidewalks can be funded through a variety of programs. The more connections that are made such as schools, parks, low income residential districts, the more funding is available.</i> • 11.1.4 Sidewalk Improvements Fund • 11.3.2 Pedestrian and Bicycle Program – Washington State Department of Transportation (WSDOT), Local Programs • 11.4.2 Small City Sidewalk Program – Transportation Improvement Board • 11.5.2 Community Development Block Grants – Department of Commerce
State Routes	• 11.1.3 Sales and Use Tax for Public Facilities in Rural Counties • 11.2.4 Community Economic Revitalization Board (CERB) • 11.3.1 Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs • 11.3.2 Pedestrian and Bicycle Program – Washington State Department of Transportation (WSDOT), Local Programs
Routes to Schools	<i>Connections to schools, neighborhoods, essential services and parks have a variety of funding options through WSDOT, Commerce, TIP and others.</i> • 11.3.3 Safe Routes to School (SRTS) • 11.4.2 Small City Sidewalk Program – Transportation Improvement Board • 11.5.1 Building Communities Fund – Department of Commerce • 11.5.2 Community Development Block Grants – Department of Commerce
Rural road facilities	<i>Rural facilities are some of the hardest to fund due to limited sources. There are some options from WSDOT, but the majority of funds needs to come locally or regionally.</i> • 11.1.3 Sales and Use Tax for Public Facilities in Rural Counties • 11.3.1 Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs • 11.3.4 Regional Mobility
Railroad Overpass Bridge	<i>The railroad overpasses can be seen as an economic development initiatives as well as key safety connections.</i> • 11.3.1 Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs • 11.5.1 Building Communities Fund – Department of Commerce • 11.5.2 Community Development Block Grants – Department of Commerce
Canal Trail	<i>Enhancing the mobility, efficiency and protecting the canal trail through grants is a good option for the city. There are options in preservation, conservation and access.</i> • 11.2.2 Recreation Trails Program • 11.2.3 Federal Public Lands Access Program • 11.3.1 Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs • 11.6.1 Land and Water Conservation Fund
Downtown Streets	<i>There are a variety of sources for downtown revitalization and a few that specifically address transportation with an eye towards economic revitalization.</i> • 11.1.4 Sidewalk Improvements Fund • 11.2.4 Community Economic Revitalization Board (CERB) • 11.5.1 Building Communities Fund – Department of Commerce • 11.8.1 Washington Main Street Program

Section 12. Appendices

- Appendix A: Implementation Projects
 - o Part 1: Primary Segment One-Pagers
 - o Part 2: Information Summary Tables (Primary, Secondary, and Recreational Routes)
- Appendix B: Public Outreach Overview
- Appendix C: Level of Service Standards Guidance

APPENDIX A:

Implementation Projects

Part 1: Primary Segment One-Pagers

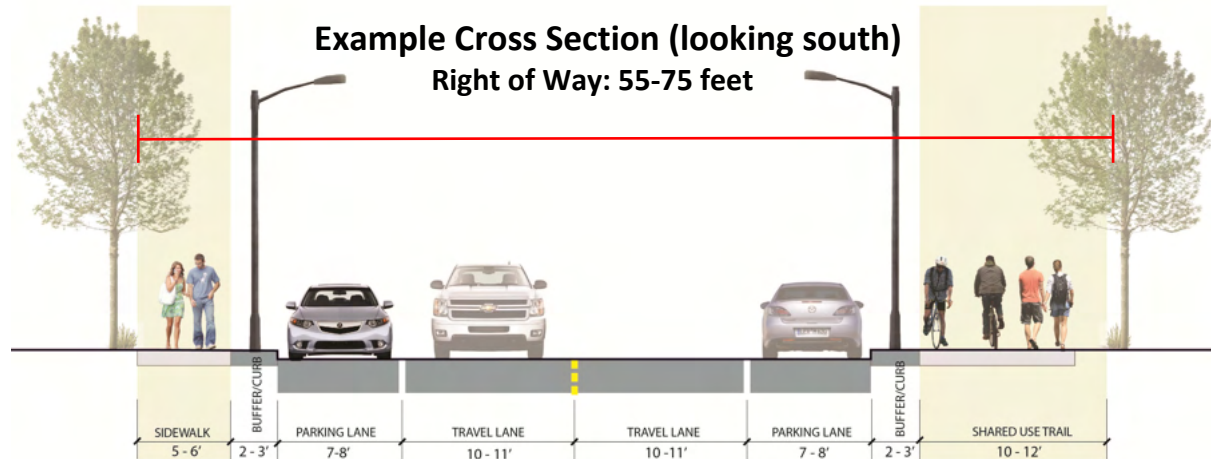
Part 2: Information Summary Tables (Primary, Secondary,
and Recreational Routes)

Part 1: Primary Segment One-Pagers

The following pages provide information on each primary segment in the proposed non-motorized network. The intention of these one-pagers is to provide a "cheat-sheet" for the city to reference when considering implementation of primary non-motorized routes.

Segment P-1: 6th Ave NE (A St NE to Jackrabbit St)

Priority: Primary | Length: 3,394ft (0.64 mi) | Type: Shared Use Trail



Purpose:

This segment is a primary shared use path connection between the railroad overpass pedestrian bridge and Jackrabbit Street. It connects to northern neighborhoods and will provide connectivity to the new development east of 6th Ave NE.

Description:

The route will consist of a 10-12 foot shared use trail on the west side of the street and a 5-6 foot sidewalk on the east side. The street has enough right-of-way to accommodate northbound and southbound traffic as well as a parking lane on both sides of the street in addition to the proposed non-motorized facilities.

Connections:

- Primary Segments P-3, P-6, & P-14
- Secondary Segment S-14
- Future park on southwest corner of E St NE and 6th Ave NE

Challenges:

The land east of 6th Ave NE between A St NE and Rd 10.5 NW is outside city limits. Coordination with the county will be necessary.

Major Crossings:

The railroad overpass pedestrian bridge connects to the south end of this segment, requiring a smooth transition between the overpass and the proposed shared use path. Other crossing treatments may be necessary at Jackrabbit Street and to connect the future park with segment S-14 along Road 10.5 NW.

Public Support:

Meets public outreach objectives 1, 4, and 5.

Funding Opportunities (See Plan Section 11):

- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.3.4 - Regional Mobility
- 11.4.1 - Complete Streets Funding – Transportation Improvement Board



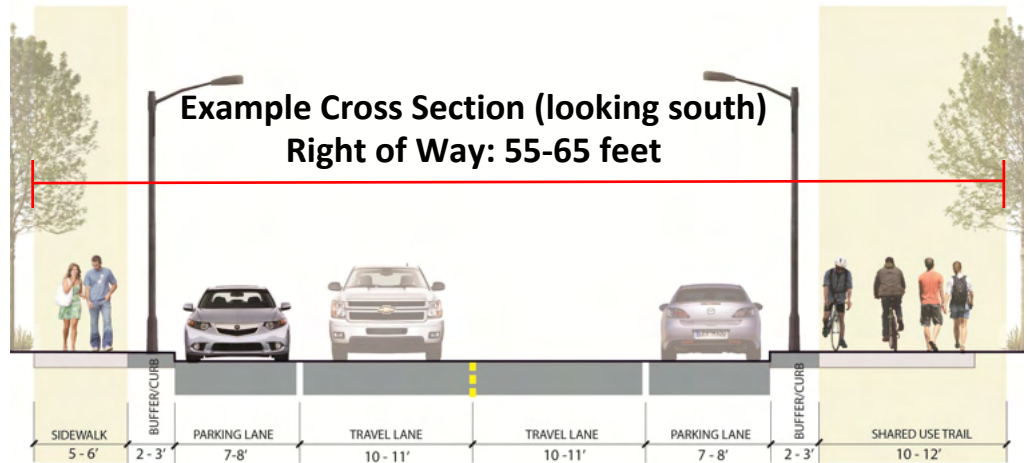
Featured Route Segment



Nearby Route Segments

Segment P-2: 6th Ave NE, from Canal Trail to Division St E

Priority: Primary | Length: 2,798 ft (0.53 mi) | Type: Shared Use Trail



Purpose:

This segment is a primary shared use path connection between the railroad overpass pedestrian bridge and the Canal Trail. It connects to southeastern neighborhoods, schools, and other primary and secondary routes.

Description:

The route will consist of a 10-12 foot shared use trail on the west side of the street and a 5-6 foot sidewalk on the east side. The street has enough right-of-way to accommodate northbound and southbound traffic as well as a parking lane on both sides of the street in addition to the proposed non-motorized facilities.

Connections:

- Primary Segments P-7, P-9, & P-16
- Secondary Segments S-9 & S-11
- Ancient Lakes Elementary
- Quincy Jr. High School

Challenges:

- Coordination with school property will be necessary between Division St E and C St SE to accommodate space for the path and school connections.

Major Crossings:

- SR-28. Suggestion: Add an RRFB to the eastern 3-lane side of the intersection, and shorten pedestrian crossing distance by adding bulbouts to proposed shared use trail along SR 28 (P-16). Consider a traffic signal if traffic levels eventually justify one.

Funding Opportunities (See Plan Section 11):

- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.3.3 - Safe Routes to School (SRTS)
- 11.3.4 - Regional Mobility
- 11.4.1 - Complete Streets Funding – Transportation Improvement Board
- 11.5.1 - Building Communities Fund – Department of Commerce
- 11.5.2 - Community Development Block Grants – Department of Commerce



Featured Route Segment



Nearby Route Segments



FEATURED PROJECT

Segment P-3: 6th Avenue East Railroad Overpass Pedestrian Bridge

Priority: Primary | Length: 400 ft (0.08 mi) | Type: Shared Use Trail

Purpose:

This bridge will provide new access between the north and south sides of town for cyclists and pedestrians.

Description:

There are no other railroad crossings immediately adjacent to 6th Avenue East. As Quincy expands east of 6th Avenue East, more direct access to destinations such as the Canal Trail, schools, and parks from the newer neighborhoods will be needed. Trail projects have already begun along 6th Avenue NE, making this a natural extension of existing infrastructure. The bridge footprint will likely require extra land on both sides of the railroad, so the City should begin talking with property owners to discuss potential property acquisition for bridge landing sites, such as on the northwest corner of A St NE & 6th Ave NE and the southwest corner of Division St E & 6th Ave NE.

Challenges/Risks:

- High Cost: The cost of a pedestrian bridge is higher than an at-grade crossing, but the bridge's degree of safety and convenience make this a worthwhile project.
- Coordination with the railroad: The City will need to work with the railroad and get clearance and approval.

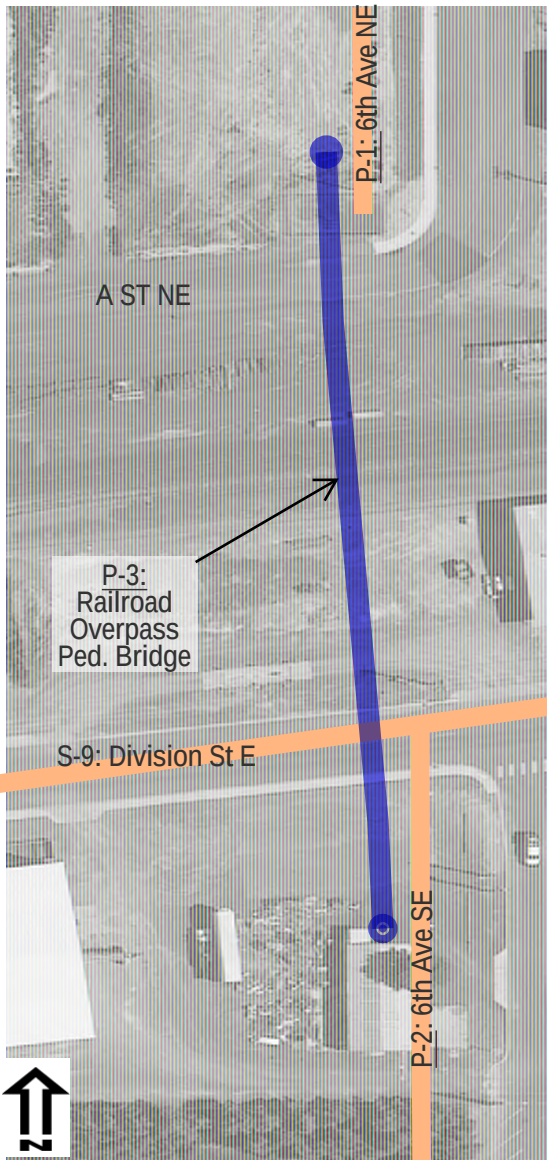
Connections:

- Primary Segments P-1 & P-2
- Secondary Segment S-

Funding Opportunities (See Plan Section 11):

- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.5.1 - Building Communities Fund – Department of Commerce
- 11.5.2 - Community Development Block Grants – Department of Commerce

Examples



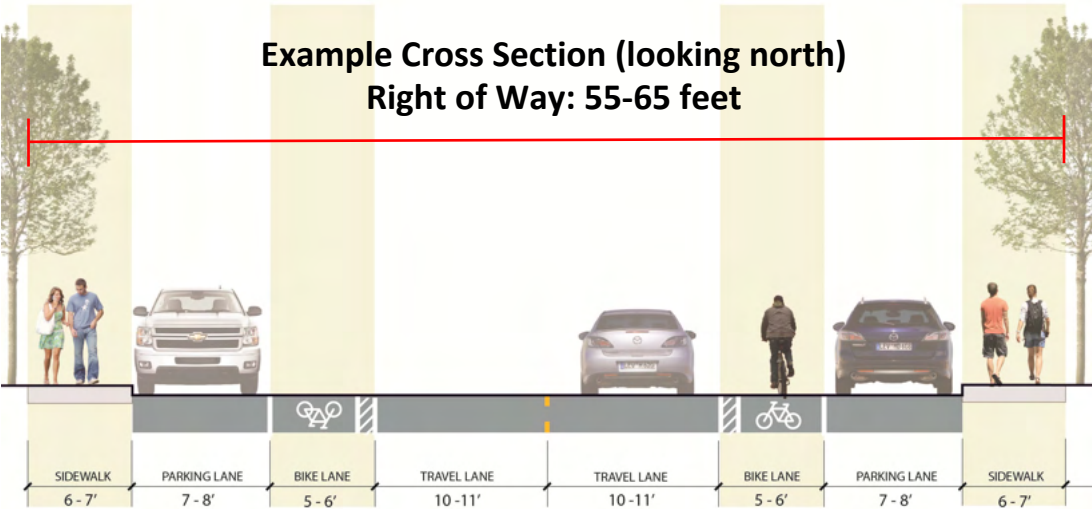
Featured Route Segment



Nearby Route Segments

Segment P-4: 7th Avenue SW, from Canal Trail to SR 28

Priority: Primary | Length: 4,776 ft (0.90 mi) | Type: Bike Lane/Sidewalk



Purpose:
This segment is a primary north-south connection for the southwestern neighborhoods. New residential development is expected to the west of 7th Ave SW, making 7th Ave SW a convenient route for both existing and new development.

Description:
This segment will provide 5-6 foot bike lanes and 6-7 foot sidewalks on both sides of the street. The street has enough right-of-way to accommodate northbound and southbound traffic as well as a parking lane on both sides of the street in addition to the proposed non-motorized facilities. The parking lane should be used to buffer the sidewalk and should also be used to buffer the bike lane from vehicle traffic if project budget and development allows.

- Connections:**
- Primary Segments P-9, P-15, & P-16
 - Secondary Segments S-11 & S-13
 - Lauzier Park Trail

- Challenges:**
- Land acquisition and development between R St SW and Canal Trail

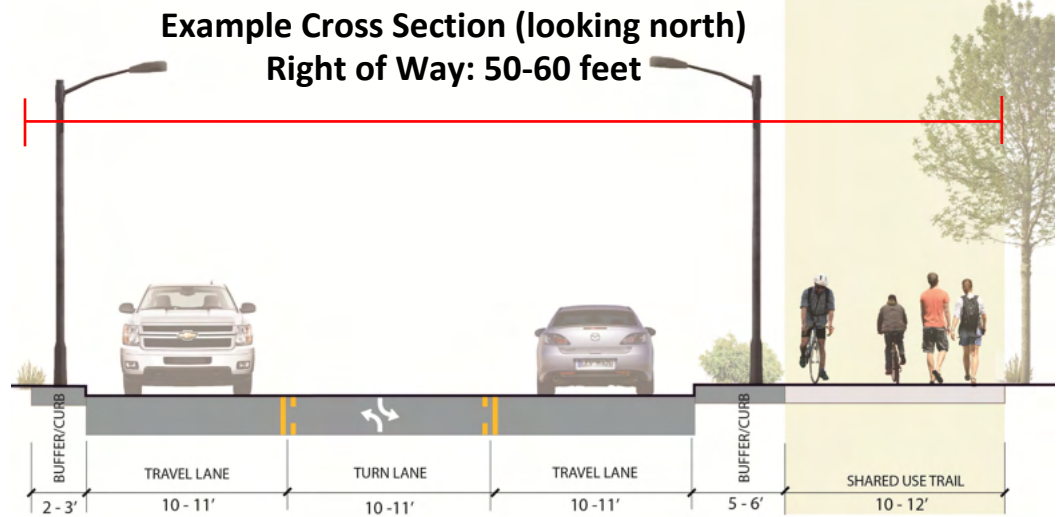
Major Crossings:

- SR-28. Suggestion: Reconfigure 5-lane transition slightly further east of 7th Ave SW, allowing for an RRFB crossing that will not require a pedestrian refuge island. This crossing will need to navigate the alignment issue between 7th Ave SW on the north side of SR-28 and that on the south side of it.

- Funding Opportunities (See Plan Section 11):**
- 11.1.4 - Sidewalk Improvements Fund
 - 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
 - 11.3.4 - Regional Mobility
 - 11.4.1 - Complete Streets Funding – Transportation Improvement Board

Segment P-5: 13th Avenue SW, from Canal Trail to SR-28

Priority: Primary | Length: 4,975 ft (0.94 mi) | Type: Shared Use Trail



Purpose:

13th Ave SW serves as a vital link in the non-motorized network on the west side of Quincy. A shared use trail will provide safe and convenient access between the western end of the canal trail and SR-28, while also connecting to major destinations including schools, parks, and commercial activity areas.

Description:

This segment will provide a 10-12 foot shared use path on the east side of the street. The street has enough right-of-way to accommodate northbound and southbound traffic as well as a center turn lane or a parking lane in addition to the proposed non-motorized facilities. The shared use path should be protected by a 5-6 foot buffer which also allows for landscaping and lighting.

No non-motorized facilities are recommended on the west side of the street at this time, but future development or annexation of land to the west of 13th Ave SW will need to provide non-motorized facilities on the west side of the street.

Connections:

- Primary Segments P-9 & P-16
- Monument Elementary School & Quincy Valley School
- Lauzier Park & Lauzier Park Trail

Funding Opportunities (See Plan Section 11):

11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs

11.3.3 - Safe Routes to School (SRTS)

11.3.4 - Regional Mobility

11.4.1 - Complete Streets Funding – Transportation Improvement Board

11.5.1 - Building Communities Fund – Department of Commerce

11.5.2 - Community Development Block Grants – Department of Commerce



Featured Route Segment



Nearby Route Segments

Segment P-6: B Street NE, from Central Ave to 6th Ave NE

Priority: Primary | Length: 1,169 ft (0.22 mi) | Type: Shared Use Trail



 **Featured Route Segment**  **Nearby Route Segments**

Purpose:

B St NE provides valuable east-west connections for the northeastern neighborhoods, providing safe and convenient access between multiple other primary and secondary routes, and nearby connections to parks and schools.

Description:

Existing plans for street improvements along this segment are in the works and included in the city's 6-Year TIP. Listed projects in the TIP include road widening, installing curbs, gutters, signage, sidewalks, and parking near O'Connell Park.

This plan recommends adding a 10-12 foot shared use trail to the north side of the street and a 5-6 foot sidewalk on the south side. The street has enough right-of-way to accommodate northbound and southbound traffic as well as street parking in addition to the proposed non-motorized facilities. Parking lanes on both the south and north sides of the street would provide sufficient buffers for non-motorized facilities.

Connections:

- Primary Segments P-1 & P-11
- Secondary Segment S-3
- O'Connell Park

Major Crossings:

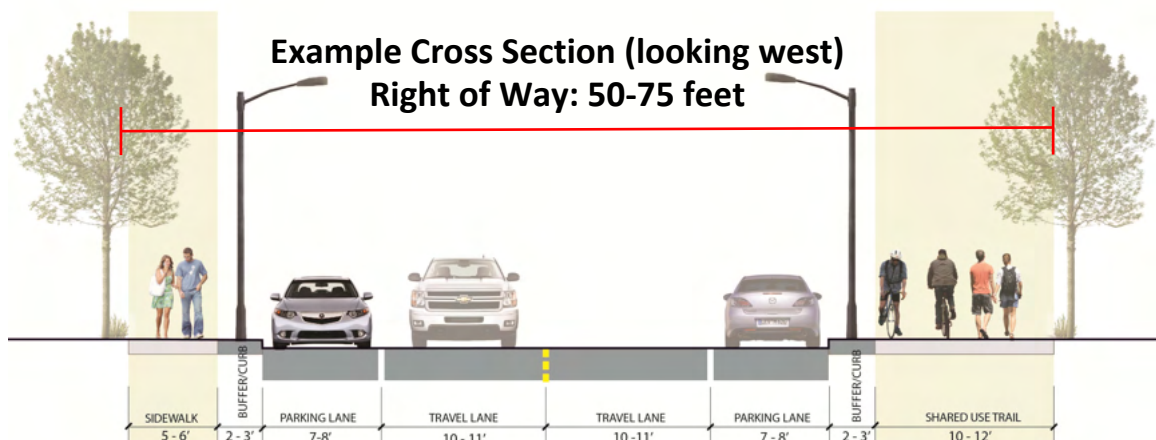
- 3rd Ave NE. Suggestion: RRFB across 3rd Ave NE on the north side.

Public Support:

Meets public outreach objectives 1, 3, 4, and 5.

Funding Opportunities (See Plan Section 11):

- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.3.4 - Regional Mobility
- 11.4.1 - Complete Streets Funding – Transportation Improvement Board



Segment P-7: C Street SE, from Central Ave to 6th Ave SE

Priority: Primary | Length: 2,646 ft (0.50 mi) | Type: Bike Lane/Sidewalk



Featured Route Segment **Nearby Route Segments**

Purpose:

The segment on C St SE between Central Avenue and 6th Ave SE provides a vital connection between Ancient Lakes Elementary School, Quincy Junior High School, southeastern neighborhoods, and the downtown.

Description:

C Street SE has relatively low traffic volumes and speeds, and has a mix of residential and commercial uses along this segment. This segment will provide 5-6 foot bike lanes and 6-7 foot sidewalks on both sides of the street. The street has enough right-of-way to accommodate eastbound and westbound traffic as well as a parking lane on both sides of the street in addition to the proposed non-motorized facilities. The parking lane should be used to buffer the sidewalk and should also be used to buffer the bike lane from vehicle traffic if project budget and development allows.

Challenges:

This segment is a low-barrier change. New and improved sidewalks may be required to ensure continuous sidewalks on both sides of the street, and striping to designate parking and bike lanes will also be necessary.

Major Crossings:

There are no major crossings on this segment due to the low speed and volume of C St SE. Intersections on this segment consist of four-way stops and painted crosswalks, but these intersections should be monitored for any future needs for enhanced crossings.

Funding Opportunities (See Plan Section 11):

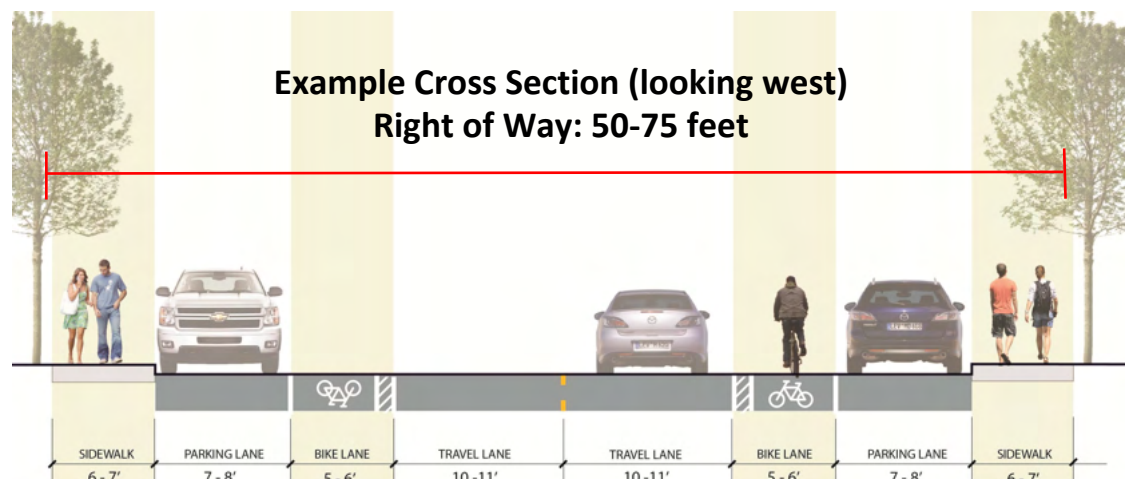
- 11.1.4 - Sidewalk Improvements Fund
- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.3.3 - Safe Routes to School (SRTS)
- 11.4.2 - Small City Sidewalk Program – Transportation Improvement Board
- 11.5.1 - Building Communities Fund – Department of Commerce
- 11.5.2 - Community Development Block Grants – Department of Commerce

Connections:

- Primary Segments P-2 & P-12
- Secondary Segments S-3 & S-4
- Ancient Lakes Elementary
- Downtown

Public Support:

Meets public outreach objectives 1, 3, 4, and 5.



Segment P-8: Canal Trail Crossing at SR-281

Priority: Primary | Length: <200 ft (0.02 mi) | Type: Shared Use Trail

Purpose:

The Canal Trail must cross SR-281 to provide continuous cross-city connections. The purpose of this crossing is to connect the east and west halves of the Canal Trail and provide connection between the Canal Trail and the non-motorized facility on SR 281.

Description:

In the short term, as the Canal Trail is developed and people start to use it as a cross-city route, an RRFB with a pedestrian refuge island is appropriate to provide safe crossings for trail users.

As the Canal Trail becomes more popular, however, and more trail users cross this intersection, a grade-separated bridge may become necessary to reduce traffic impacts on SR 281 from frequent trail use. A pedestrian bridge at this location would also define a gateway into the city, creating new potential for welcome signage and a defining landmark for the City of Quincy.

Challenges/Risks:

- Coordination with WSDOT, USBR, and QVID to accommodate a safe crossing
- Developing a trail overpass bridge will be high cost, but may be necessary sooner if the canal trail is frequently crossed here.

Connections:

- Primary Segments P-9 & P-10

Public Support:

Meets public outreach objectives 1, 3, 4, and 5.

Funding Opportunities (See Plan Section 11):

- 11.2.2 - Recreation Trails Program
- 11.2.3 - Federal Public Lands Access Program
- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.6.1 - Land and Water Conservation Fund

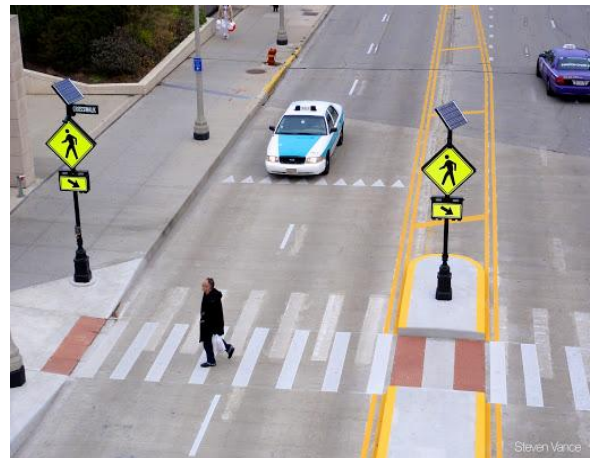
Featured Route Segment



Nearby Route Segments



Examples



RRFB with refuge island example

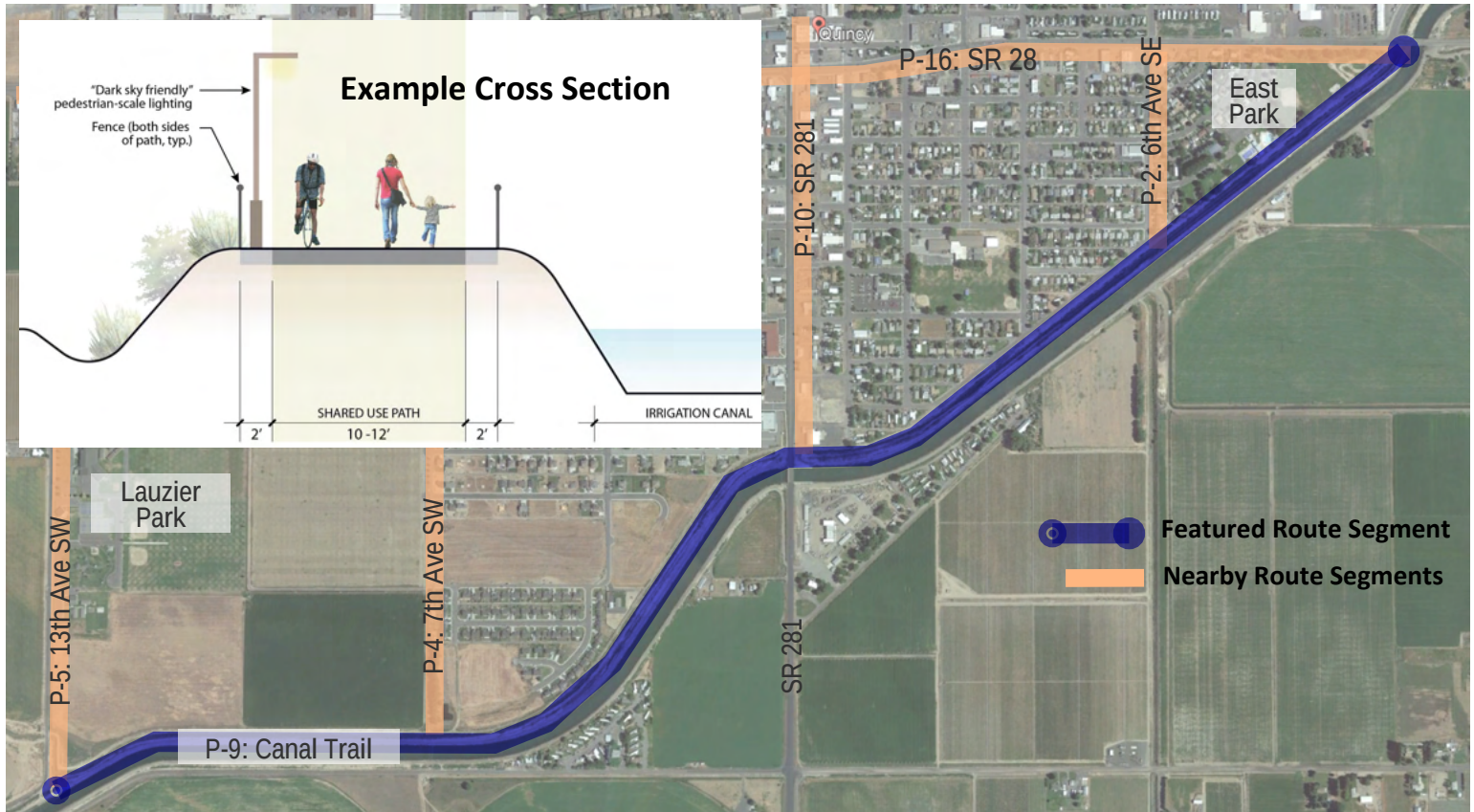


Pedestrian Bridge/City Gateway example



Segment P-9: Canal Trail, from 13th Ave SW to SR 28

Priority: Primary | Length: 12,114 ft (2.29 mi) | Type: Shared Use Trail



Purpose:

The Canal Trail will be the highlight and main feature of Quincy's non-motorized trail network. This trail will be a scenic and a functional route stretching across the entire length of the city, connecting the east and west sides.

Description:

The proposal for the Canal Trail includes a 10-12 foot shared use trail along the upper bank on the north side of West Canal. The shared use trail will include pedestrian-scale lighting for added safety in the evening and trees for shade in the hot summer months. The trail will also incorporate fencing where appropriate to ensure safety of the trail users and protection of the canal. Canal Trail design and development should also consider rest areas with features like a canal overlook, benches, and informational signage. Further discussion can be found in section 10.4 of the plan.

Challenges/Risks:

- The land along the canal is owned by the US Bureau of Reclamation (USBR), and West Canal is operated by Quincy Valley Irrigation District (QVID). Quincy will need to work closely with USBR and QVID to design a trail that will allow public access but also ensure safe operation of the canal. (See Plan Section 9.3, Action 3)
- Crossing at SR-281 will be vital to ensuring a seamless canal trail (see Segment P-8)

Connections:

- Primary Segments P-4, P-5, P-8, P-10, P-15, & P-16
- Secondary Segments S-4, S-6, and S-11
- Recreation Segments R-1, R-5, & R-8
- East Park

Public Support:

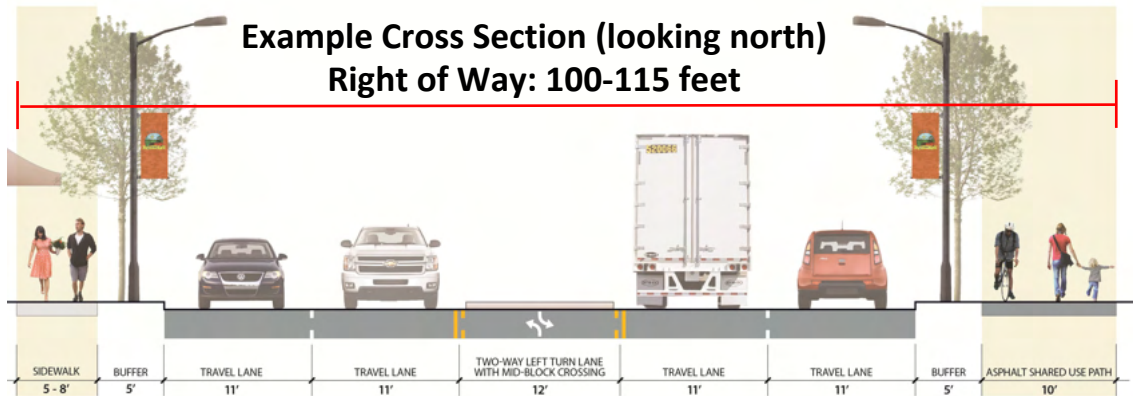
Meets public outreach objectives 1, 2, 3, 4, 5, 6, and 8.

Funding Opportunities (See Plan Section 11):

- 11.2.2 - Recreation Trails Program
- 11.2.3 - Federal Public Lands Access Program
- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.6.1 - Land and Water Conservation Fund

Segment P-10: SR 281, from Canal Trail to SR-28

Priority: Primary | Length: 2,840 ft (0.54 mi) | Type: Shared Use Trail



Purpose:

This segment provides safe non-motorized facilities along a direct path through the center of the city. The segment connects the Canal Trail to downtown along SR 281.

Description:

The route will consist of a 10-12 foot shared use trail on the east side of the street and a 5-6 foot sidewalk on the west side. The street has enough right-of-way to accommodate northbound and southbound traffic, a center turn lane, and 5 foot buffers in addition to the proposed non-motorized facilities. The shared use trail and the sidewalk are both buffered by 5 feet because there are higher volumes and the speed limit is 35 mph, creating the need for significant space between motorized and non-motorized traffic. This buffer can be used for lighting, street furniture, and street trees.

Connections:

- Primary Segments P-8, P-9, P-12, P-16, & P-17
- Secondary Segment S-11
- Downtown

Challenges:

- Accommodating non-motorized traffic along a busy state route will require close coordination with WSDOT to design and develop safe and appropriate facilities.

Major Crossings:

- J Street. Suggestion: Potential reconfiguration of J St SE may allow for a mid-block RRFB with pedestrian refuge island between J St SW and I St SW.
- H Street. Suggestion: Painted crosswalk with crosswalk signs. This was a major crossing identified in the public outreach.

Funding Opportunities (See Plan Section 11):

- 11.1.3 - Sales and Use Tax for Public Facilities in Rural Counties
- 11.2.4 - Community Economic Revitalization Board (CERB)
- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.3.2 - Pedestrian and Bicycle Program, WSDOT Local Programs
- 11.3.4 - Regional Mobility
- 11.4.1 - Complete Streets Funding – Transportation Improvement Board



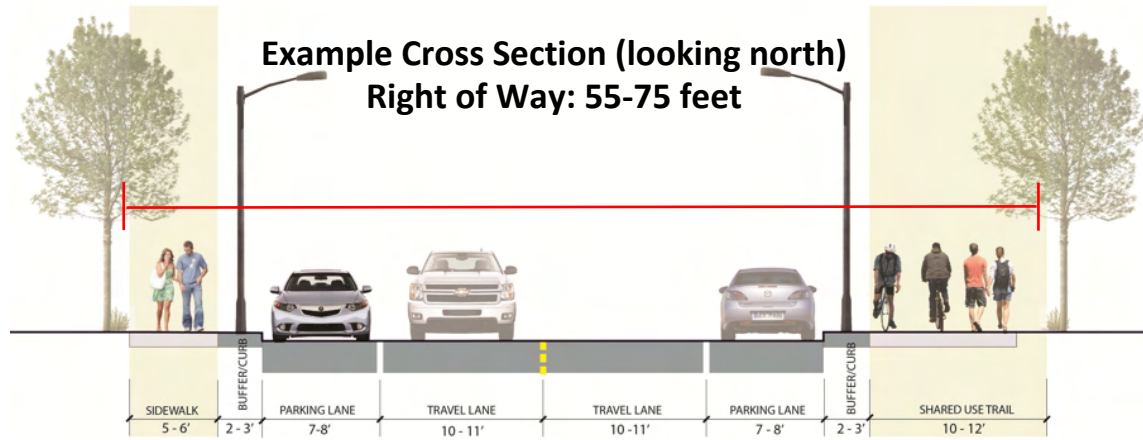
Featured Route Segment



Nearby Route Segments

Segment P-11: Central Ave, Division to Jackrabbit

Priority: Primary | Length: 4,050 ft (0.77 mi) | Type: Shared Use Trail



Purpose:

This segment provides a direct north-south connection along a prominent route from Downtown Quincy to Quincy High School. It will serve as a main route for the northern neighborhoods to access schools, parks, and the downtown area.

Description:

The route will consist of a 10-12 foot shared use trail on the east side of the street and a 5-6 foot sidewalk on the west side. The street has enough right-of-way to accommodate northbound and southbound traffic and parking lanes on both sides of the street in addition to the proposed non-motorized facilities. Parking lanes provide enough of a buffer to keep pedestrians and cyclists safe, and a 2-3 foot curb area provides space for pedestrian scale lighting and landscaping.

Connections:

- Primary Segments P-6, P-12, P-13, & P-14
- Secondary Segment S-9
- Recreational Segment R-4
- North Park

Challenges:

- Crossing the railroad. A shared use trail and sidewalk will need to cross the railroad at-grade along this segment, and appropriate safety measures should be included.

Major Crossings:

- D St NW. Suggestion: RRFB across Central Ave with corner bulb-outs to provide extra safety measures for children crossing to Mountain View Elementary School.
- H St NE. Suggestion: Painted crosswalk with crosswalk signs. This was a major crossing identified in the public outreach, and a crossing here would be beneficial to any new development in the northwest part of the city.

Funding Opportunities (See Plan Section 11):

- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.3.4 - Regional Mobility
- 11.4.1 - Complete Streets Funding – Transportation Improvement Board



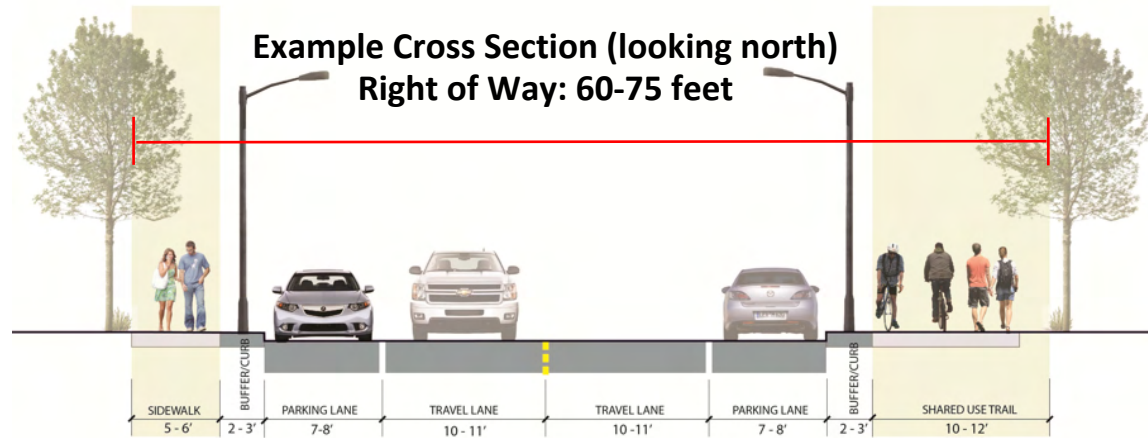
Featured Route Segment



Nearby Route Segments

Segment P-12: Central Ave, from SR-28 to Division

Priority: Primary | Length: 1,370 ft (0.26 mi) | Type: Shared Use Trail



Purpose:

This segment provides a direct non-motorized route through Downtown Quincy. Downtown is already pedestrian-friendly with wider sidewalks and safe crossings. A trail through the middle of downtown will help define the area as a

Description:

The route will consist of a 10-12 foot shared use trail on the east side of the street and a 8-12 foot sidewalk on the west side. The street has enough right-of-way to accommodate northbound and southbound traffic and the existing angled parking on the west side of the street in addition to the proposed non-motorized facilities. Minimal buffers are needed because motorized traffic is slower along this segment, and general downtown activity creates more awareness of cyclists and pedestrians. Plan Section 10.1 provides strategies for working with right-of-way restrictions.

Designs for this segment should be coordinated and consistent with the Quincy Downtown Plan, and specific designs may depend on restrictions such as parking and existing street trees. See Plan Section 10.7 for further discussion.

Connections:

- Primary Segments P-7, P-10, P-11, P-16, & P-17
- Secondary Segment S-9

Challenges:

- Limited right-of-way may impact the design and type of this segment.
- The City will need to work with businesses to identify needs and opportunities.

Major Crossings:

SR 28 & SR 281. Suggestion: As the southern and main entrance into downtown, the north side of this intersection should discourage fast vehicle speeds and be comfortable for pedestrians entering and leaving downtown.

Funding Opportunities (See Plan Section 11):

- 11.1.4 - Sidewalk Improvements Fund
- 11.2.4 - Community Economic Revitalization Board (CERB)
- 11.3.1 - Surface Transportation Block Grant Program – County/State Local Programs
- 11.4.1 - Complete Streets Funding – Transportation Improvement Board
- 11.5.1 - Building Communities Fund – Department of Commerce
- 11.8.1 - Washington Main Street Program

Segment P-13: Mt View Trail, from Mt View Elementary to 6th Ave NE

Priority: Primary | Length: 980 ft (0.19 mi) | Type: Shared Use Trail



Purpose:

This segment provides safe non-motorized facilities leading directly to Mountain View Elementary School. Mt View Elementary is somewhat isolated from the residential neighborhoods across Central Avenue, so providing a safe route to the school is important.

Description:

The route will consist of a 10-12 foot shared use trail on the north side of the street and a 5-6 foot sidewalk on the south side. The street has enough right-of-way to accommodate eastbound and westbound traffic and parking/loading lanes on both sides of the street in addition to the proposed non-motorized facilities. While this trail is specifically for accessing the school, it may also be an important connection to future destinations, so the trail should extend all the way to the western edge of the school property.

Major Crossings:

- Central Ave. Suggestion: RRFB across Central Ave with corner bulb-outs to provide extra safety measures for children crossing to Mountain View Elementary School.

Funding Opportunities (See Plan Section 11):

11.3.1 - Surface

Transportation Block Grant Program – Grant County / WSDOT Local Programs

11.3.3 - Safe Routes to School (SRTS)

11.3.4 - Regional Mobility

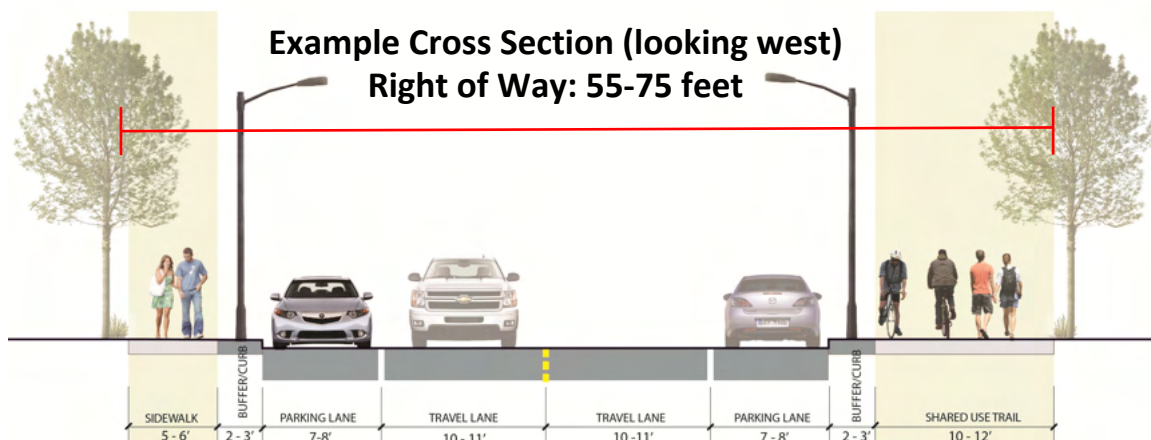
11.4.1 - Complete Streets Funding – Transportation Improvement Board

11.5.1 - Building Communities Fund – Department of Commerce

11.5.2 - Community Development Block Grants – Department of Commerce

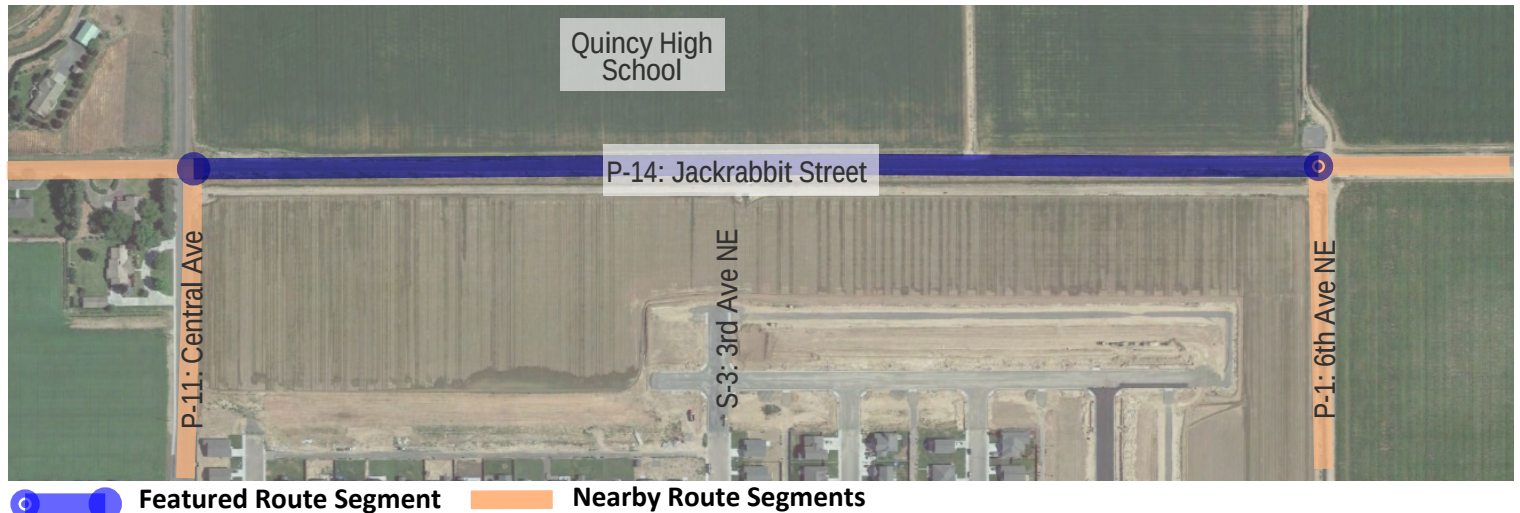
Connections:

- Primary Segment P-11
- Secondary Segment S-7
- Mountain View Elementary School



Segment P-14: Jackrabbit Street, from Central Ave to 6th Ave NE

Priority: Primary | Length: 2,638 ft (0.50 mi) | Type: Shared Use Trail



Purpose:

This segment connects the two primary north-south routes on the north side of town and provides a direct connection to Quincy High School, a major citywide destination.

Description:

The route will consist of a 10-12 foot shared use trail on the south side of the street and a 6-8 foot sidewalk on the west side. The street has enough right-of-way to accommodate eastbound and westbound traffic, parking/loading lanes on both sides of the street, and a center turn lane, in addition to the proposed non-motorized facilities. Parking and bus loading lanes provide enough of a buffer to keep pedestrians and cyclists safe, and a 2-4 foot curb area provides space for pedestrian scale lighting and landscaping.

Recent improvements on this segment include a street design that includes a drop-off/parking lane on the north side, sidewalks, a center turn lane, and new signalized crosswalks. Adding a shared use trail to the south side of the street will provide a seamless connection to other nearby routes, and provide for safer access to and from the high school.

Major Crossings:

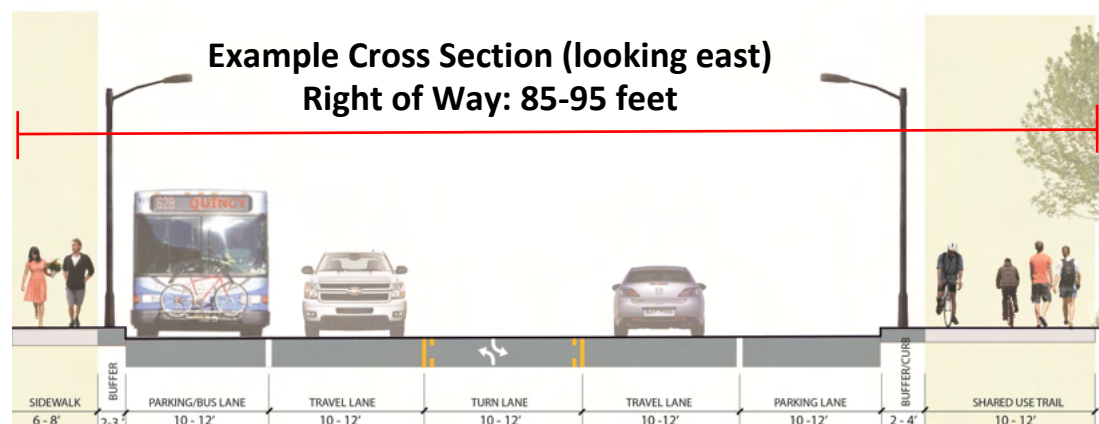
- 3rd Ave NE. Suggestion: RRFB across Jackrabbit with corner bulb-outs and a pedestrian island to provide extra safety measures for students crossing to Quincy High School.
- Other crossings should be monitored for sufficient safety and access where crossings allow direct trail access.

Connections:

- Primary Segments P-1 & P-11
- Secondary Segment S-12
- Recreational Segment R-4
- Quincy High School

Funding Opportunities (See Plan Section 11):

- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.3.3 - Safe Routes to School (SRTS)
- 11.3.4 - Regional Mobility
- 11.4.1 - Complete Streets Funding – Transportation Improvement Board
- 11.5.1 - Building Communities Fund – Department of Commerce
- 11.5.2 - Community Development Block Grants – Department of Commerce



Segment P-15: N Street SW, from 7th Ave SW to Canal Trail

Priority: Primary | Length: 3,073 ft (0.58 mi) | Type: Bike Lane/Sidewalk



 **Featured Route Segment**  **Nearby Route Segments**

Purpose:

This segment provides a vital extension of the Lauzier Park Trail into the adjacent neighborhoods and connects with the Canal Trail near SR-281.

Description:

N Street SW has relatively low traffic volumes and speeds and is surrounded by a residential neighborhood. This segment will provide 5-6 foot bike lanes and 6-7 foot sidewalks on both sides of the street. The street has enough right-of-way to accommodate eastbound and westbound traffic as well as a parking lane on both sides of the street in addition to the proposed non-motorized facilities. The parking lane should be used to buffer the sidewalk and should also be used to buffer the bike lane from vehicle traffic if project budget and development allows. The segment turns south on 1st Ave SW for one block to connect with the Canal Trail near the SR-281 crossing.

Major Crossings:

There are no major crossings on this segment due to the low speed and volume of C St SE. Intersections on this segment only consist of painted crosswalks, but these intersections should be monitored for any future needs for enhanced crossings.

Connections:

- Primary Segments P-4, P-8, & P-9
- Lauzier Park Trail

Public Support:

Meets public outreach objectives 1, 3, 4, 5, and 6.

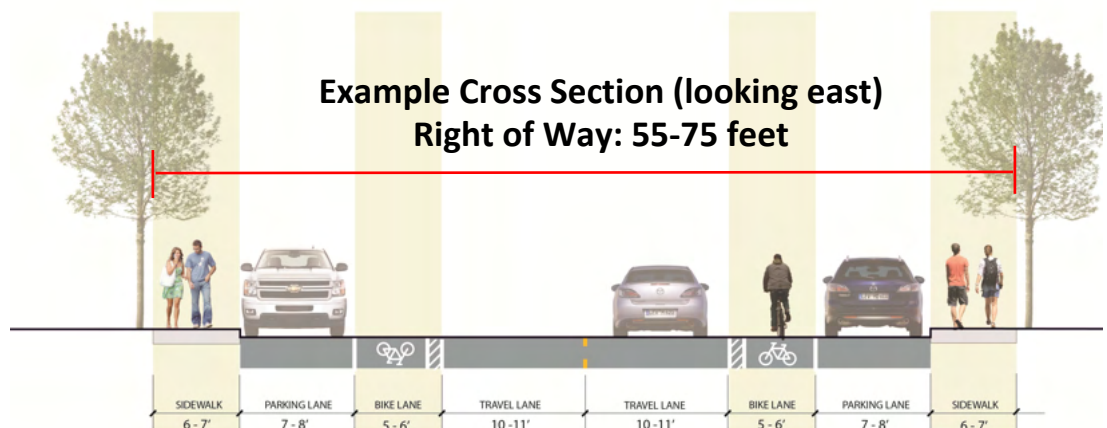
Funding Opportunities (See Plan Section 11):

11.1.4 - Sidewalk Improvements Fund

11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs

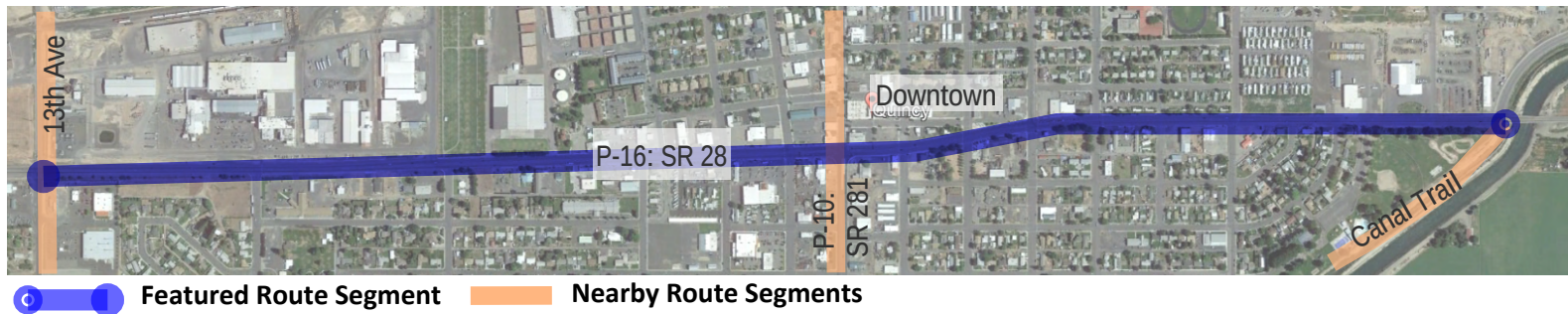
11.4.2 - Small City Sidewalk Program – Transportation Improvement Board

11.5.2 - Community Development Block Grants – Department of Commerce



Segment P-16: SR 28, from 13th Ave SW to East End of Canal Trail

Priority: Primary | Length: 9,949 ft (1.88 mi) | Type: Shared Use Trail



Purpose:

This segment provides a central east-west route across the entire city, connecting multiple other trail routes, parks, commercial areas, and Downtown Quincy. Improvements here will also help make SR 28 a safer and more desirable place for cyclists and pedestrians.

Description:

The route will consist of a 10-12 foot shared use trail on the south side of the street and a 5-6 foot sidewalk on the north side. The street has enough right-of-way to accommodate northbound and southbound traffic, a center turn lane, and 5 foot buffers in addition to the proposed non-motorized facilities. The shared use trail and the sidewalk are both buffered by 5 feet because of higher traffic volumes and the speed limit is 35 mph, creating the need for significant space between motorized and non-motorized traffic. This buffer can be used for lighting, street furniture, and trees.

Challenges:

- Accommodating non-motorized infrastructure along a busy state route with heavy truck traffic will require close coordination with WSDOT to design and develop safe non-motorized facilities along this state route.

Major Crossings:

The length, central location, and high number of connections to other trails means there are many major crossings along this segment. All major crossings across SR-28 should follow provide safe and comfortable infrastructure for pedestrians while also following the WSDOT guidance outlined in Section 10.6 of the plan. See Table 5 in the plan for a list of major crossings along SR 28 and recommended improvements.

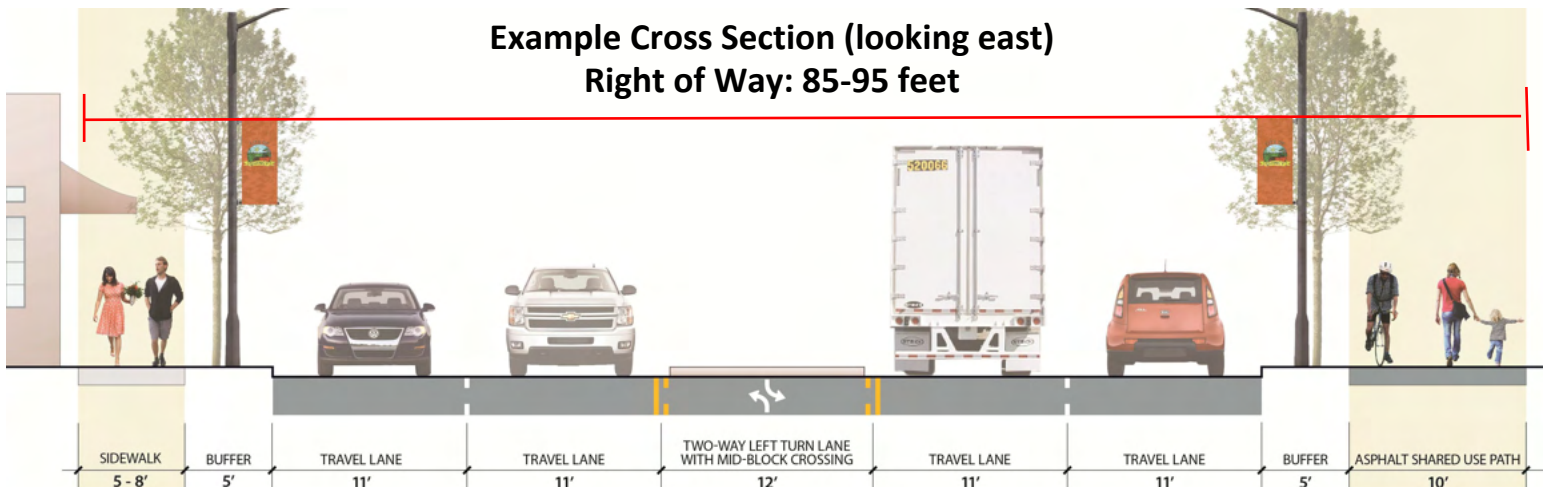
Funding Opportunities (See Plan Section 11):

- 11.1.3 - Sales and Use Tax for Public Facilities in Rural Counties
- 11.2.4 - Community Economic Revitalization Board (CERB)
- 11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs
- 11.3.2 - Pedestrian and Bicycle Program, WSDOT Local Programs
- 11.3.4 - Regional Mobility
- 11.4.1 - Complete Streets Funding – Transp. Improvement Board

Connections:

- Primary Segments P-2, P-4, P-5, P-9, P-10, P-12, & P-17
- Secondary Segments S-2, S-4, S-5, S-8, & S-10
- Recreational Segments R-1, R-8, & R-9
- Downtown
- East Park
- Quincy Valley Museum Park

Example Cross Section (looking east) Right of Way: 85-95 feet



Segment P-17: Crossings at the SR 28 and SR 281 Intersection

Priority: Primary | **Length:** <200 ft (0.02 mi) | **Type:** Shared Use Trail

Purpose:

The intersection of SR 28 and SR 281 is a unique location in the non-motorized trail network, and because it is in the center of Quincy where two major routes connect, this segment aims to provide safe crossings in all four directions at this intersection.

Description:

The existing traffic light provides pedestrian signals in all four directions. Due to heavy truck traffic through this intersection, pedestrian crossings are long, and corners allow vehicles and trucks to turn quickly, putting pedestrians at risk of not being seen.

Bulb-outs are recommended on the northeast and northwest corners of the intersection to help increase pedestrian safety at the gateway into downtown, and reduce truck traffic through the downtown core.

Crosswalks should be re-painted and better maintained due to the central and vital location of this intersection in the non-motorized network. Crossings should also seamlessly connect to the proposed shared use trails along SR 28 and SR 281, and the intersection should be monitored in case future needs justify additional intersection treatments such as leading pedestrian intervals.

Challenges/Risks:

- Accommodating pedestrian and bike infrastructure on a heavy freight corridor and finding a balance between heavy freight needs and non-motorized needs. This will require additional time and coordination among multiple agencies to design and maintain a fitting intersection.

Connections:

- Primary Segments P-10, P-11, & P-16
- Downtown

Funding Opportunities (See Plan Section 11):

11.1.3 - Sales and Use Tax for Public Facilities in Rural Counties

11.2.4 - Community Economic Revitalization Board (CERB)

11.3.1 - Surface Transportation Block Grant Program – Grant County / WSDOT Local Programs

11.3.2 - Pedestrian and Bicycle Program, WSDOT Local Programs

11.3.4 - Regional Mobility

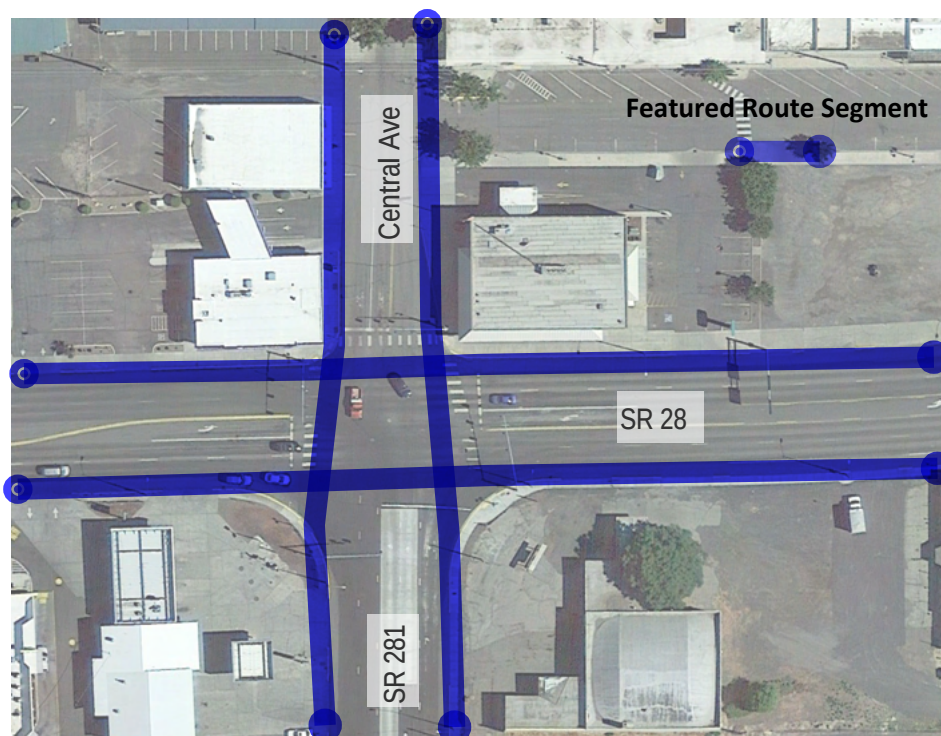
11.4.1 - Complete Streets Funding – Transportation Improvement Board



Example: Well maintained and clearly marked pedestrian crossing



Example: Shared use trail at intersection



Part 2: Information Summary Tables (Primary, Secondary, and Recreational Routes)

Table 1: Primary Segments

Table 2: Secondary Segments

Table 3: Recreational Segments

Project Table 1: Primary Segments

#	Street Segment	From	To	Length (ft.)	Length (mi.)	Type	Purpose	Major Crossings	6 Year TIP	Challenges	Public Feedback	Funding Sources*
P-1	6th Ave NE	A Street NE	Jackrabbit Street	3394	0.64	Shared Use Trail	Primary path between railroad overpass and Jackrabbit with connections to northern neighborhoods. Provides important connections to areas anticipated to grow in the near future.	None	N/A	Part of segment may be outside city limits, will require working with Grant County.	Identified need for connection to future development east of 6th.	11.3.1 11.3.4 11.4.1
P-2	6th Ave SE	West Canal	Division Street East	2798	0.53	Shared Use Trail	Primary path between railroad overpass and Canal Trail with connections to schools and southern neighborhoods.	6 th Ave SE & SR 28 (RRFB across SR 28 and corner bulb-outs on the west side of 6th Ave SE)	SR 28 Pedestrian Signal with flashing beacons, 2021-2022			11.3.1 11.3.3 11.3.4 11.4.1 11.5.1 11.5.2
P-3	6th Ave NE Railroad Bridge	Division St	A St NE	400	0.08	Shared Use Trail	The bridge connects the north and south sides of Quincy and provides a new grade-separated access point over the railroad for cyclists and pedestrians.	Railroad (Grade separated crossing over railroad)	N/A	This segment will require coordination with the railroad and may come with a high price tag.		11.3.1 11.5.1 11.5.2
P-4	7th Ave SW	West Canal	SR 28	4776	0.90	Shared Use Trail	Provides north-south connections for southwestern neighborhoods and connects to areas anticipated to grow in the near future.	7th Ave SW & SR 28 (RRFB across SR 28 and corner bulb-outs)	N/A	Land acquisition and development between R St SW and Canal Trail		11.1.4 11.3.1 11.3.4 11.4.1
P-5	SW 13th Ave	West Canal	SR 28	4975	0.94	Shared Use Trail	Segment connects west end of Canal Trail to Lauzier Park, schools, and SR 28.	None	13th Ave SW reconstruction/wideni ng with sidewalks, streetlights, school signage, 2021-2022	Connections with P-9 and P-16 will require coordination with challenges relating to those segments.		11.3.1 11.3.3 11.3.4 11.4.1 11.5.1 11.5.2
P-6	B Street NE	Central Ave	6 th Ave NE	1169	0.22	Shared Use Trail	Provides valuable east-west connections for the northeastern neighborhoods, with access between other routes, and nearby connections to parks and schools	B St NE & 3rd Ave NE (RRFB across 3rd Ave NE)	N/A			11.3.1 11.3.4 11.4.1
P-7	C St SE	Central Avenue	6th Avenue SE	2646	0.50	Bike Lane & Sidewalk	Provides a vital connection between Ancient Lakes Elementary School, Quincy Junior High School, southeastern neighborhoods, and the downtown.	None	N/A			11.1.4 11.3.1 11.3.3 11.4.2 11.5.1 11.5.2
P-8	Canal Trail Crossing	West side of SR 281 at West Canal	East side of SR 281 at West Canal	< 200	0.02	Shared Use Trail	Connect the east and west halves of the Canal Trail and provide connection between the Canal Trail and the non-motorized facility on SR 281.	SR 281 & Canal Trail (Short term: RRFB across SR 281 Long term: Pedestrian bridge over SR 281)	N/A	Coordination w/ WSDOT, USBR, QVID		11.2.2 11.2.3 11.3.1 11.6.1
P-9	Canal Trail	SW 13th Ave	SR 28	12114	2.29	Shared Use Trail	Provide a scenic and a functional route stretching across the entire length of the city, connecting the east and west sides.	- SR 281 & Canal Trail (RRFB/Pedestrian Bridge across SR 281) - SR 28 & Canal Trail (RRFB across SR 28)	Marginal Way trails between 6th Ave SE and 1st Ave SE, 2021	Coordination with USBR and QVID	Highly desired and already used as a running and biking trail	11.2.2 11.2.3 11.3.1 11.6.1

#	Street Segment	From	To	Length (ft.)	Length (mi.)	Type	Purpose	Major Crossings	6 Year TIP	Challenges	Public Feedback	Funding Sources*
P-10	SR 281	Canal Trail	SR 28	2840	0.54	Shared Use Trail	The segment connects the Canal Trail to downtown directly along SR 281.	- J St SW & SR 281 (RRFB across SR 281) - H St SW (painted crosswalk across SR 281)	N/A	Busy state route and truck traffic will require close coordination with WSDOT and other agencies.		11.1.3 11.2.4 11.3.1 11.3.2 11.3.4 11.4.1
P-11	Central Ave	Division Street	Jackrabbit Street	4050	0.77	Shared Use Trail	Provides a main north-south route with direct connections to downtown, parks, and schools.	- D St NW (RRFB across Central Ave) - H St NE (Painted crosswalk across Central w/ signage)	N/A	Crossing the railroad		11.3.1 11.3.4 11.4.1
P-12	Central Ave	SR 28	Division Street	1370	0.26	Shared Use Trail	Provides a main route through downtown with improved infrastructure.	None	N/A	Limited right-of-way		11.1.4 11.2.4 11.3.1 11.4.1 11.5.1 11.8.1
P-13	D Street NW	Mt View Elementary School	Central Ave	980	0.19	Shared Use Trail	Provides safe facilities directly to Mountain View Elementary School.	Central Ave & D St NW (RRFB across Central Ave)	N/A			11.3.1 11.3.3 11.3.4 11.4.1 11.5.1 11.5.2
P-14	Jackrabbit Street	Central Ave	6th Ave NE	2638	0.50	Shared Use Trail	Connects two primary north-south routes on the north end of town and directly connects to Quincy High School	3 rd Ave NE & Jackrabbit (RRFB across Jackrabbit)	Road reconstruction and widening including curb and gutter, 2020-2022			11.3.1 11.3.3 11.3.4 11.4.1 11.5.1 11.5.2
P-15	N St SW	7th Ave SW	Canal trail	3073	0.58	Bike Lane & Sidewalk	Extends Lauzier Park Trail alignment to connect with the Canal Trail near SR 281	None	N/A			11.1.4 11.3.1 11.4.2 11.5.2
P-16	SR 28	SW 13th Ave	Canal Trail	9949	1.88	Shared Use Trail	Provides a direct east-west route across the entire city and provides interconnectivity between primary, secondary, and recreational routes.	Multiple RRFB crossings across SR 28: 7th Ave SW - Mid-block of 2nd & 3rd SW 2nd Ave SE 4th Ave SE 6th Ave SE - Canal Trail SR 281 (See P-17)	N/A	Busy state route and truck traffic will require close coordination with WSDOT and other agencies.		11.1.3 11.2.4 11.3.1 11.3.2 11.3.4 11.4.1
P-17	SR 28 & SR 281 Intersection	N/A	N/A	N/A	N/A	Shared Use Trail (Appropriate Intersection Treatments)	This segment aims to provide safe crossings in all four directions to provide connections between shared use paths on all four sides.	N/A	N/A	Busy state route and truck traffic will require close coordination with WSDOT and other agencies.		11.1.3 11.2.4 11.3.1 11.3.2 11.3.4 11.4.1

*See Plan Section 11 on Funding Strategies

Project Table 2: Secondary Segments

#	Street Segment	From	To	Length (ft.)	Length (mi.)	Type	Purpose	Major Crossings	6 Year TIP	Challenges	Public Feedback	Funding Sources*
S-1	SR 281	Q St SE	West Canal	1138	0.22	Shared Use Trail	Connect to existing and future development south of the canal and provide options for regional connections to the south (Gorge Amphitheatre, George, Golf Course, etc.)	West Canal and SR 281	N/A	WSDOT coordination to route a trail over the canal bridge.		11.1.3 11.2.4 11.3.1 11.3.4 11.4.1
S-2	10th Ave SW	Lauzier Park Trail	SR 28	2355	0.45	Bike Lane & Sidewalk	Connects the public market to Lauzier Park	None	Extend 10th Ave SW to R St SW, 2020-2021		Desired walking route	11.1.4 11.3.1 11.4.2 11.5.2
S-3	3rd Ave NE/SE	C Street SE	Jackrabbit Street	4736	0.90	Bike Lane & Sidewalk	Provides an alternative direct connection between the center of town and the high school along a low-barrier route.	B St NE & 3rd Ave NE (RRFB across 3rd Ave NE)	3rd Ave NE Railroad Crossing Sidewalk, 2021-2023	Railroad crossing	Frequently traveled road to high school	11.1.4 11.3.1 11.3.3 11.4.2 11.5.1 11.5.2
S-4	4th Ave SE	Canal Trail	C St SE	2801	0.53	Bike Lane & Sidewalk	Provides inter-connectivity between schools, parks, and other major routes.	SR 28 & 4th Ave SE (Enhance existing RRFB)	Sidewalk and Roadway Improvements			11.1.4 11.3.1 11.4.2 11.5.2
S-5	Columbia Way	SR 28	Road 10.5 NW	3027	0.57	Bike Lane & Sidewalk	Provides important connections to areas anticipated to grow in the near future.	None	Columbia Way Overlay from SR 28 to Division St	Pedestrian infrastructure at railroad crossing. Part of segment may be outside city limits, will require working with Grant County.		11.1.4 11.3.1 11.4.2 11.5.2
S-6	Columbia Way	Road 10.5 NW	Jackrabbit Street	2657	0.50	Shared Use Trail	Provides important connections to areas anticipated to grow in the near future.	None	N/A	Part of segment may be outside city limits, will require working with Grant County.		11.3.1 11.3.4 11.4.1
S-7	D St NW	Road R NW	Mt View Elementary School	4411	0.84	Bike Lane & Sidewalk	Provides important connections to work centers and alternative routes between northern neighborhoods and southwestern neighborhoods.	None	N/A	Consider significant buffers due to heavy freight traffic.	Requested better bike/ped infrastructure	11.1.4 11.3.1 11.4.2 11.5.2
S-8	Road R NW/SW 13th Ave	SR 28	D St NW	2976	0.56	Bike Lane & Sidewalk	Provides important connections to work centers and alternative routes between northern neighborhoods and southwestern neighborhoods.	None	13th Ave NW Roadway Improvements - widening, curb & gutter, 2020-2021	Consider significant buffers due to heavy freight traffic.	Requested better bike/ped infrastructure	11.1.4 11.3.1 11.4.2 11.5.2
S-9	Division Street	7th Ave SW	Columbia Way	8124	1.54	Bike Lane & Sidewalk	Provides an alternative direct connection to the center of town.	None	2nd Ave SW to 7th Ave SW overlay, 2022-2023	Consider significant buffers due to heavy freight traffic.	Cited as a favorite already used as a bike route by residents.	11.1.4 11.3.1 11.4.2 11.5.2
S-10	7th Ave SW	SR 28	Division Street West	1175	0.22	Bike Lane & Sidewalk	Provides an alternative connection between major routes in the center of town.	7th Ave SW & SR 28 (RRFB across SR 28 and corner bulb-outs)	N/A	Consider significant buffers due to heavy freight traffic.	Cited as a favorite already used as a bike route by residents.	11.1.4 11.3.1 11.4.2 11.5.2
S-11	J St SW/SE	7th Ave SW	6th Ave SE	5400	1.02	Bike Lane & Sidewalk	Provides an alternative connection between schools, parks, and major routes in the center of town.	J St SE & SR 281 (mid-block RRFB with pedestrian refuge island between J St SW and I St SW)	N/A			11.1.4 11.3.1 11.3.3 11.4.2 11.5.1

#	Street Segment	From	To	Length (ft.)	Length (mi.)	Type	Purpose	Major Crossings	6 Year TIP	Challenges	Public Feedback	Funding Sources*
S-12	Jackrabbit Street	6th Ave NE	Columbia Way	2622	0.50	Shared Use Trail	Provides important connections to areas anticipated to grow in the near future.	None	N/A			11.3.1 11.3.4 11.4.1
S-13	R St SW	Lauzier Park	7th Ave SW	2577	0.49	Shared Use Trail	Connection to Lauzier Park through new neighborhoods	None	Extend R St SW from 7th Ave SW to 13th Ave SW, 2020-2021			11.3.1 11.3.4 11.4.1
S-14	Road 10.5 NW	6th Ave NE	Columbia Way	2695	0.51	Shared Use Trail	Provides important connections to areas anticipated to grow in the near future.	None	N/A	Part of segment may be outside city limits, will require working with Grant County.		11.3.1 11.3.4 11.4.1

*See Plan Section 11 on Funding Strategies

Project Table 3: Recreational Segments

#	Street Segment	From	To	Length (ft.)	Length (mi.)	Type	Purpose	Major Crossings	6 Year TIP	Challenges	Funding Sources*
R-1	Canal Trail (Phase 2)	SR 28	Road O NW	7260	1.37	Shared Use Trail	Extension of Canal Trail for additional recreation opportunities.	SR 28 & Canal Trail (RRFB across SR 28)	N/A	Will require additional work with USBR & QVID. Pedestrian infrastructure at railroad crossing. Part of segment may be outside city limits, will require working with Grant County.	11.2.2 11.2.3 11.3.1 11.6.1
R-2	Road R NW	D St NW	North Canal Trail	1137	0.22	Bike Lane & Sidewalk	Provides inter-connectivity between secondary and recreational routes.	None	N/A		11.1.4 11.3.1 11.4.2 11.5.2
R-3	Jackrabbit Street	Columbia Way	Road O NW	5289	1.00	Paved Shoulder	Provides additional recreation on a low-barrier route that could connect with regional non-motorized facilities.	None	N/A	Part of segment may be outside city limits, will require working with Grant County.	11.1.3 11.3.1 11.3.4
R-4	North Canal Trail	Road S NW	Central Ave	12767	2.42	Shared Use Trail	Provides additional recreation that could connect with regional non-motorized facilities.	None	N/A	This is a long-term goal. It will require coordination with industrial development, property owners, and USBR/QVID.	11.2.2 11.2.3 11.3.1 11.6.1
R-5	Road 9 NW	Road S NW	SW 13th Ave	5498	1.04	Paved Shoulder	Provides additional recreation on a low-barrier route that could connect with regional non-motorized facilities.	None	N/A	Part of segment may be outside city limits, will require working with Grant County.	11.1.3 11.3.1 11.3.4
R-6	Road O NW	SR 28	Jackrabbit Street (M St NE)	5298	1.00	Paved Shoulder	Provides additional recreation that could connect with regional non-motorized facilities.	None	N/A	Crossing West Canal and the railroad will be challenging and require coordination with the railroad, USBR, QVID. Part of segment may be outside city limits, will require working with Grant County.	11.1.3 11.3.1 11.3.4
R-7	Road S NW	Road 9 NW	North Canal Trail	6719	1.27	Paved Shoulder	Provides additional recreation on a low-barrier route that could connect with regional non-motorized facilities.	None	N/A	Part of segment may be outside city limits, will require working with Grant County.	11.1.3 11.3.1 11.3.4
R-8	SR 28	West Canal	Road O NW	6051	1.15	Paved Shoulder	Provides additional recreation that could connect with regional non-motorized facilities.	None	N/A	Most of this segment is outside city limits and will require working with Grant County and other regional efforts. It will also require coordination with WSDOT.	11.1.3 11.2.4 11.3.1 11.3.2 11.3.4
R-9	SR 28	Road S NW	SW 13th Ave	5368	1.02	Shared Use Trail	Provides additional recreation and a vital inter-connection between outer- and inner-city routes and could connect with regional non-motorized facilities.	None	N/A	Part of this segment is outside city limits and will require working with Grant County and other regional efforts. It will also require coordination with WSDOT.	11.1.3 11.2.4 11.3.1 11.3.2 11.3.4

*See Plan Section 11 on Funding Strategies

APPENDIX B:

Public Outreach and Feedback Results

Part 1: Needs Assessment Survey Summary

Part 2: Maptionnaire Results Report

Part 1: Needs Assessment Survey Summary

Quincy Non-Motorized Transportation Plan: Needs Assessment Survey Summary

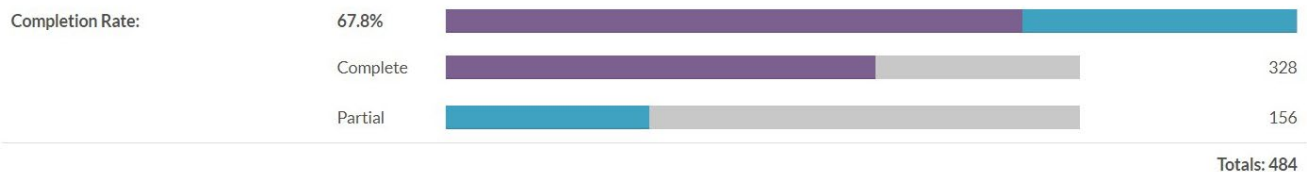
Survey Details

To gather public feedback on the non-motorized transportation plan, an online survey created in Survey Gizmo was sent out to the public and was available for three weeks from July 29 through August 19, 2020. The survey was posted on Facebook, and boosts were used to advertise the survey within a ten-mile radius of Quincy's center. The survey was also sent out to various groups in emails directly from the city. Additionally, links and QR codes were printed on flyers that were placed around town.

Participation

A total of 484 people took the first online survey, and about two-thirds of respondents answered every question.

Response Counts



Demographics

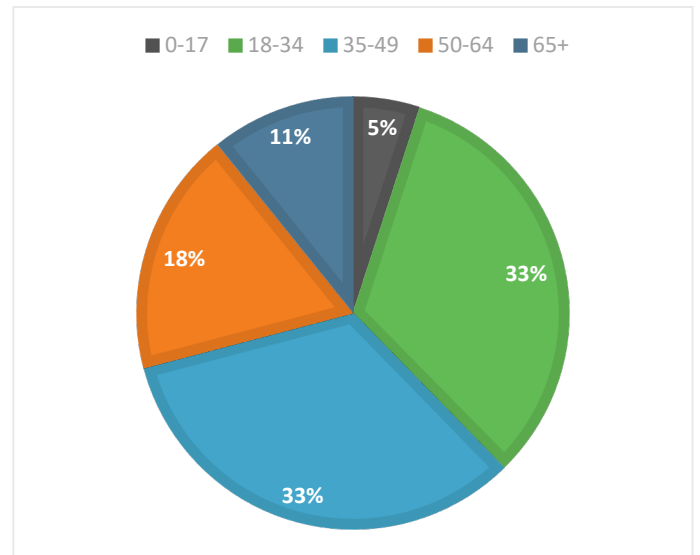
Geographic location of respondents

Respondents were asked which quadrant of town they lived in based on the dividing streets for NE, NW, SE, and SW, or outside the city's urban growth area. The population in each quadrant was estimated using data enrichment from ArcGIS Online. In total, 3.4% of the estimated population living within the city's boundaries took the survey. Based on their respective populations, the highest response rates came from the northwest and southwest parts of town, each engaging just over 4% of the population. The northeast part of town also had a solid showing of 3.8%. However, only 1.9% of residents in the southeast part of town took the survey. Future efforts should consider better efforts to reach the populations living in the southeast part of town. Almost one-quarter of respondents said they lived outside of Quincy.

Quadrant	Population	Population % of Total	Surveys	Survey % of Total	% population response
Northeast	2737	31.4%	105	26.9%	3.8%
Northwest	334	3.8%	14	3.6%	4.2%
Southeast	2412	27.6%	46	11.8%	1.9%
Southwest	3242	37.2%	133	34.1%	4.1%
Outside Quincy			92	23.6%	
Total	8725	100.00%	390	100.00%	3.4%

Ages of respondents

The survey also asked about the ages of respondents. Two-thirds of respondents were aged 18-49, and the smallest response rate was from respondents under the age of 18.

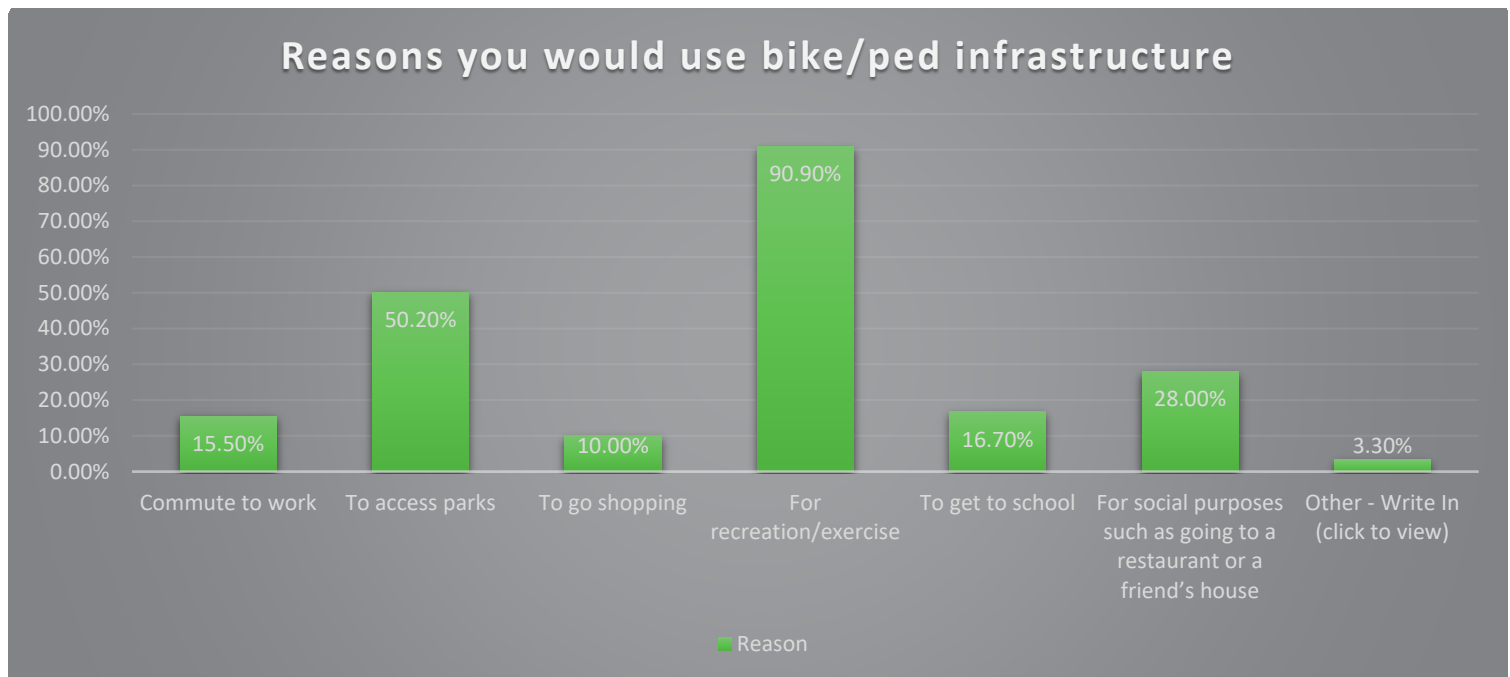


Analysis

Based on the survey results, Quincy residents want to see an improved system of pedestrian and bicycle infrastructure throughout their city. According to the survey, the most important features of this network would be connectivity to destinations, longer stretches of trails for recreation, and safety on these trails including good lighting, safe street crossings, and separation from vehicle traffic.

Reasons for using non-motorized facilities

Respondents said they would mainly use the improved network for recreation/exercise, to access city parks, and for social purposes, while getting to school, commuting to work, and going shopping were less frequently cited as reasons to use the network.



Types of facilities desired

When asked about what type of infrastructure they wanted to see in Quincy, survey respondents overwhelmingly supported more walking and biking trails with 97% of respondents selecting 'agree' or 'strongly agree'. Signalized crosswalks and protected sidewalks were also supported by a large majority of respondents. Support for protected bike lanes and on-street bike lanes was significant, but not by a lot, and support for bicycle boulevards was low. The responses to this question revealed that the most important aspects of a non-motorized network to Quincy residents are:

- **More trails:** the support for trails was overwhelming, not only in this question, but in comments throughout the survey.
- **Improved crossings:** the overwhelming support for signalized crosswalks, and comments throughout the survey, reveal that street crossings remain an issue in Quincy, and better crossings are desired by residents.

- **Separation from vehicle traffic:** The support for protected sidewalks, walk/bike trails, and the lack of support for bike lanes and bicycle boulevards, reveal that Quincy residents want the nonmotorized network to be physically separated from vehicle traffic. Having some physical barrier between cyclists/pedestrians and cars provides for a much safer and more enjoyable network to get around the city.

Type of Facility	Agree/Strongly Agree	No preference	Disagree/strongly disagree
On-street bike lanes	47.10%	32.10%	20.80%
Protected sidewalks	85.40%	12.70%	1.90%
Bicycle boulevard	23.80%	41.50%	34.70%
Protected bike lane	47.80%	31.20%	21.00%
Signalized crosswalk	86.00%	12.40%	1.60%
Walking/biking trails	96.90%	2.80%	0.30%

Main obstacles to biking/walking

When asked about the biggest obstacles to using bike and pedestrian infrastructure, respondents identified the following:

There were three common issues for both bikes and pedestrians – lack of connectivity, difficulty in crossing, and availability of facilities. While cyclists were more concerned about conflict with vehicle traffic, pedestrians were more concerned with the availability of shade along pedestrian routes. These issues are consistent with the main themes revealed from this survey that respondents want a nonmotorized network that is safe, accessible, convenient, and comfortable.

Issue	Cyclists	Pedestrians
Lack of connectivity to destinations	x	x
Difficulty in crossing	x	x
Availability of facilities	x	x
Conflict with vehicles		x
Availability of shade	x	

Main Issues for Cyclists	Potential Solutions
Lack of connectivity to destinations	Ensure network connection to main destination points
Difficulty in crossing	Install more safe crosswalks at strategic intersections
Availability of pedestrian facilities	Ensure a city-wide network
Conflict with vehicles	Provide physical separation between cyclists and vehicles

Main Issues for Pedestrians	Potential Solutions
Lack of connectivity to destinations	Ensure network connection to main destination points
Difficulty in crossing	Install more safe crosswalks at strategic intersections
Availability of pedestrian facilities	Ensure a city-wide network
Availability of shade	Addition of street trees, shelter, and landscaping

Part 1: Maptionnaire Results Report

Introduction

The Maptionnaire survey was conducted for the purpose of gathering public feedback on both the Quincy Master Parks Plan and the Quincy Nonmotorized Trail Plan. Public engagement for both of these plans was virtual due to the Covid-19 pandemic, thus what originally would have been an in-person event, the second public outreach event for both plans was converted into this Maptionnaire quiz.

The survey link was posted on social media and sent out via email. The survey was boosted twice on Facebook to reach a 10-mile radius from Quincy's center, and the City of Quincy distributed the survey link to multiple e-mail groups. The survey was live from October 1 through October 19, 2020. The survey was offered in both English and Spanish.

155 people responded to the survey. Fewer people responded to this survey than the first survey, but that was expected due to the more complex and involved nature of the Maptionnaire platform. The survey did, however, provide meaningful and impactful feedback.

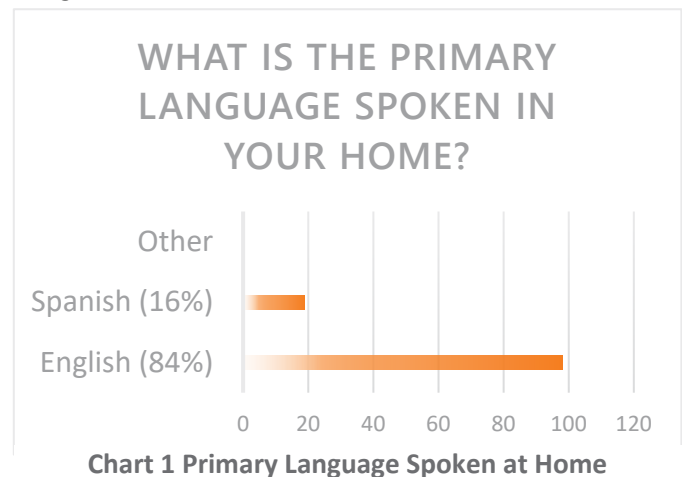
The results of this survey guided plan development by identifying specific needs and desires of the community. Respondents identified routes to be added or changed from the proposed network, and they also identified crossing points that need to be addressed and improved.

Demographics

Primary Language

Respondents were asked what the primary language spoken in their home is. According to census estimates¹, about 18% of households in Quincy are "limited English speaking" households, meaning all household members 14 years old and over have at least some difficulty with English².

About 16% of respondents to this survey select Spanish as the primary language spoken in their home. While this is not an exact measurement of a limited English-speaking household, it does indicate that this survey relatively represents the diversity of the population of Quincy.



¹ 2018: American Community Survey (ACS) 5-Year Estimates, "Household Language by Household Limited English Speaking Status"

² US Census FAQ on language data, <https://www.census.gov/topics/population/language-use/about/faqs.html>

Where Do You Live?

Respondents were asked which quadrant of town they lived in based on the city’s designation for dividing streets into NE, NW, SE, and SW, or outside the city’s urban growth area. The population in each quadrant was estimated using data enrichment from ArcGIS Online to compare how representative the survey was (for each part of town) of the entire city. Table 1 shows that the geographic distribution of survey respondents is fairly representative of the city, with a slight over-representation of the northeast and northwest quadrants, and a slight under-representation of the southeast and southwest quadrants, though all were within a generally similar range.

Additionally, 28 respondents (24%) said they lived outside the city, adding representation for those who live outside the city yet use the city’s services, parks, roads, and trails.

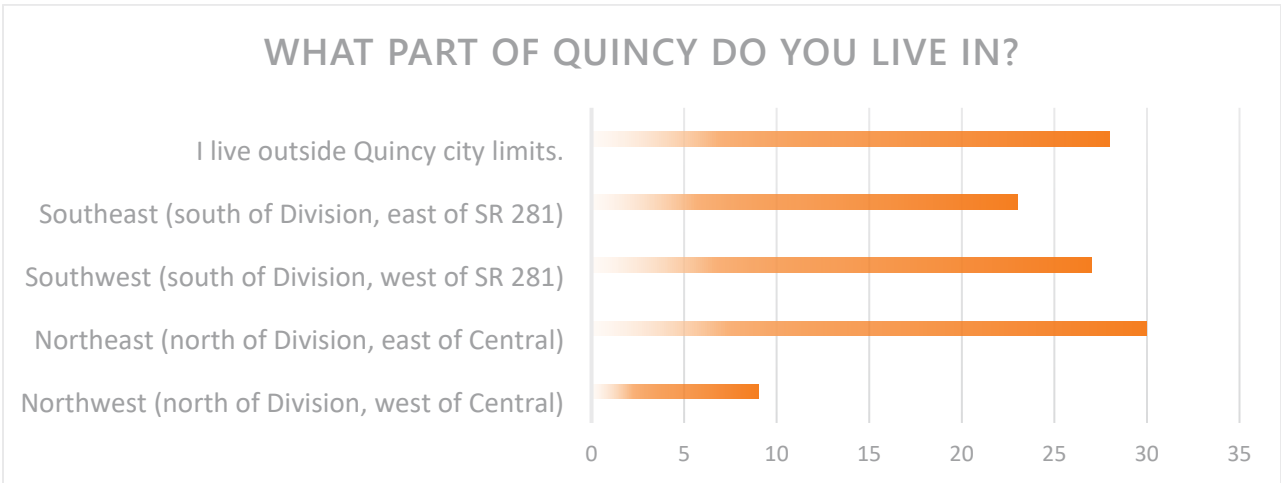


Chart 2 Geographic Location of Respondents

Table 1 Survey Respondent Geographic Location

Quadrant	Population % of Total	Surveys	Survey % of Total
Northeast	31%	30	34%
Northwest	4%	9	10%
Southeast	28%	23	26%
Southwest	37%	27	30%
Total	100%	89	100%

Results for the Nonmotorized Trail Plan

The first survey identified general community needs for bicycling and walking infrastructure. This second survey, in Maptionnaire, presented a proposed non-motorized network that reflected these needs identified in the first survey and asked respondents to react to the proposed route alignments, route types, crossings, and provide their ideas for the proposed network.

Routes

Proposed Network

Participants were shown the proposed routes overlayed on a map of the city. The survey indicated the following proposed route types, defined each one, and displayed a typical cross section.

Figure 1 Shared Use Trails

Used by both cyclists and pedestrians, these trails are separated from traffic, such as both examples here.

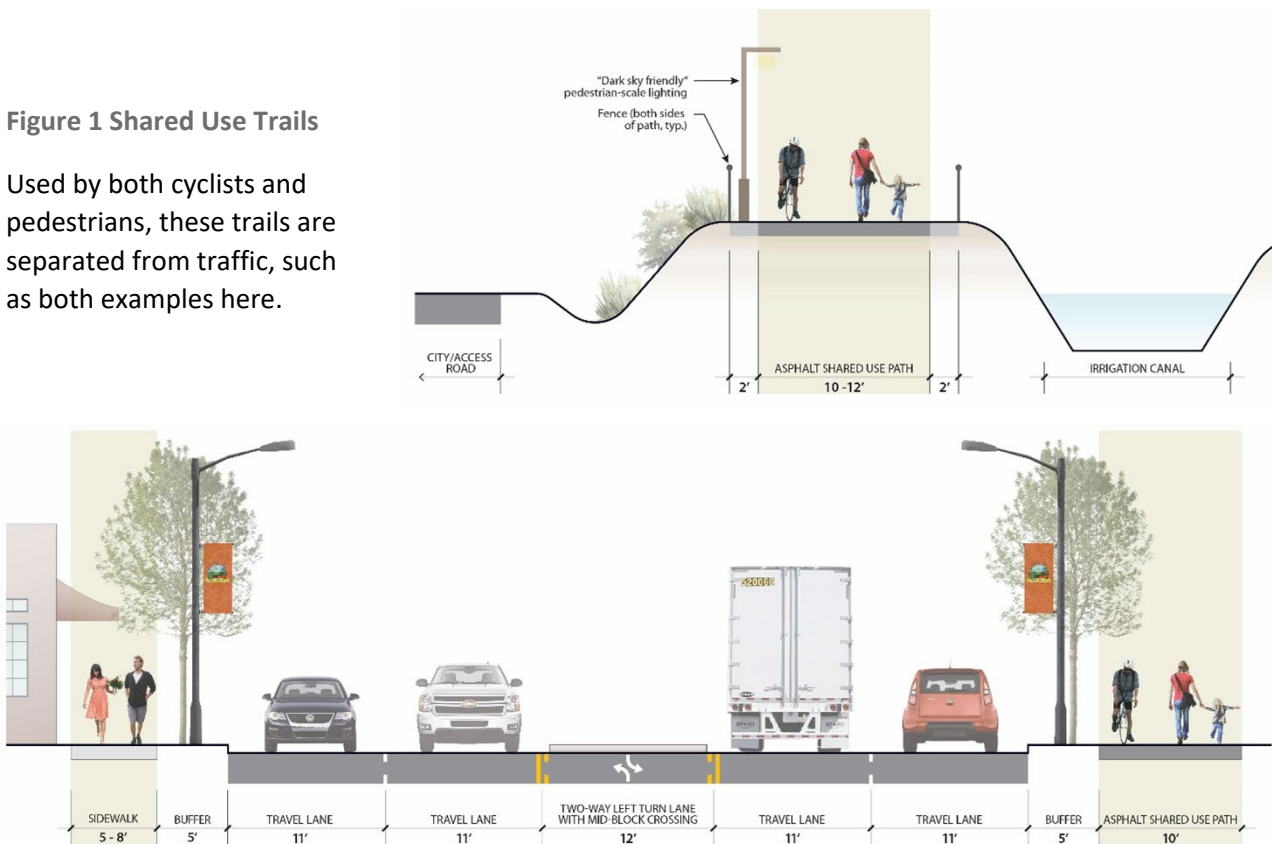


Figure 2 Bike Lanes

Bike lanes will go along streets with less traffic and include new or improved sidewalks. On residential streets with bike lanes, space for a turn lane is reallocated for parking lanes on both sides of the street.

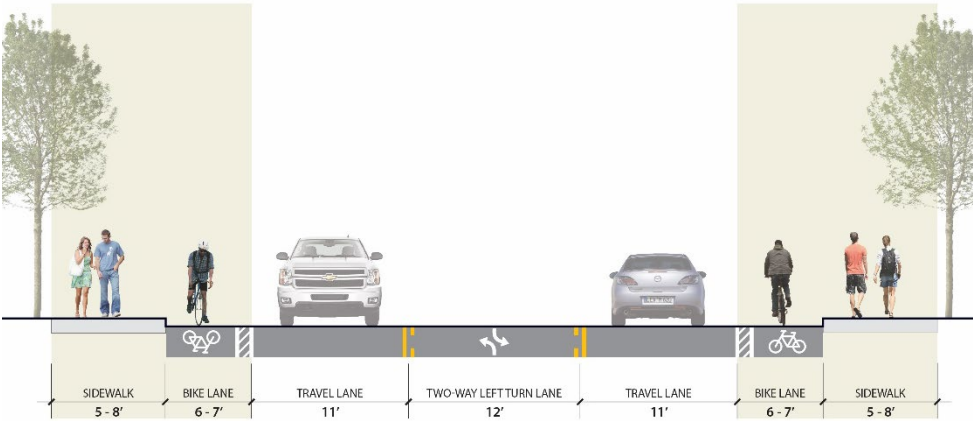


Figure 3 Paved Shoulders

Located on the outskirts of town, these routes ensure there is plenty of buffered space on the side of the road for cyclists and pedestrians.

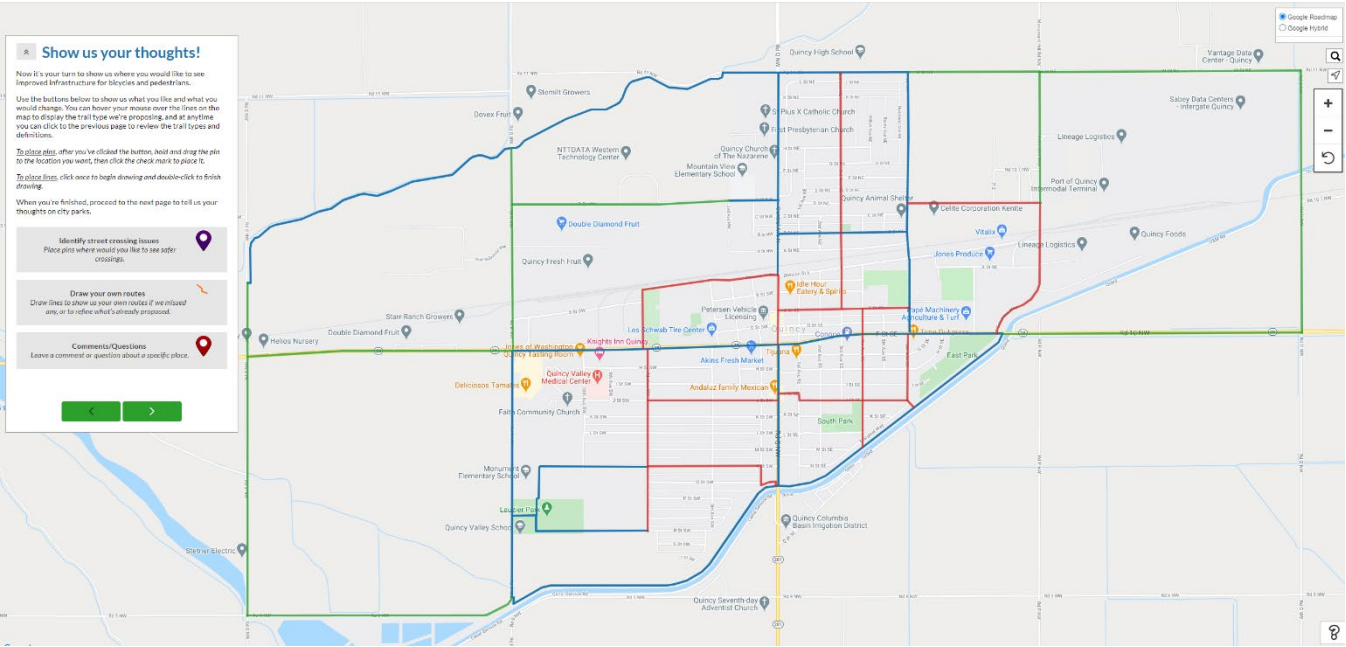
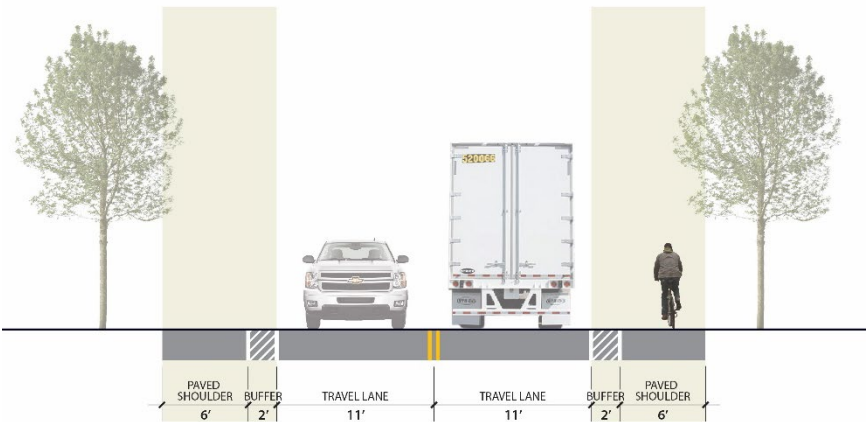


Figure 4 Proposed Nonmotorized Network

This was the proposed network. Blue routes were shared use trails, red routes were bike lanes, and green routes were paved shoulders.

30 people responded to the option to 'Draw your own routes'. As seen from Figure 5, some of these were likely from respondents who did not understand the question or were not very clear with their response. However, most responses were accompanied by comments, which helped clarify and indicate the suggestion the respondent wanted to make.

The route change suggestions were reviewed and sorted into those that were possible, those that were not possible, and those that confirmed the proposed routes.

Routes that were not possible were anything that was placed outside of the City of Quincy city limits. While the city should keep regional trail connections in mind, that level of planning is outside the scope of this plan, which deals strictly with bicycle and pedestrian routes within the city.

- A bike path/lane connecting Lauzier Park and South Park
- Sidewalks and safe routes for kids walking to school
- Division Street
- The Canal Trail
- State Route 28

- Extension of the Canal Trail from SR 28 to Road O NW
- Connecting south end of 7th Ave SW to the Canal Trail
- Addition of a bike lane on 10th Ave SW from SR 28 to Lauzier Park Trail
- Extension of bike lane on Division Street East from 6th Ave SE to Columbia Way
- Re-designate Jackrabbit Street from 6th Ave NE to Columbia Way, Columbia Way from Jackrabbit Street to Road 10.5 NW, and Road 10.5 NW from 6th Ave NE to Columbia Way, as shared use trails due to anticipated future development in this area.
- Greater connectivity of shared use paths and primary routes
- Designate D St NW as a bike lane instead of a recreational shoulder
- Extend a shared use trail south of the West Canal for access to neighborhoods south of the canal

These suggestions were incorporated into the next draft of the plan.

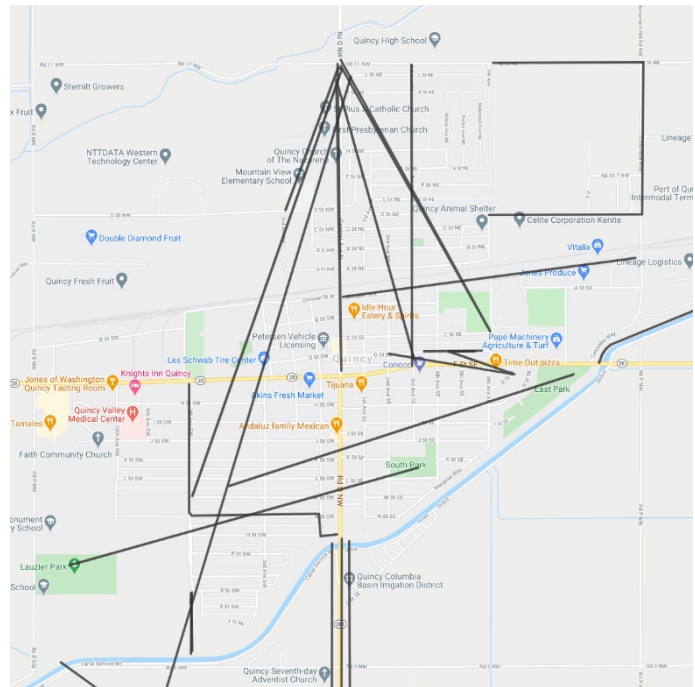


Figure 5 Maptionnaire Route Results

Crossings

Respondents were asked to identify street crossing issues and place pins where they would like to see safer street crossings. Figure 6 shows a heatmap of these points, revealing that Quincy residents mainly find crossing issues along the state highways through town. A majority of these points fell along SR 28, SR 281, Central Avenue, and 3rd Avenue Northeast.

A closer look at where the most comments were placed reveals that the intersections with the most issues are:

1. SR 28 and 6th Avenue SE
2. SR 28 and SR 281
3. SR 28 and 3rd Ave SW
4. SR 281 and West Canal
5. SR 28 and West Canal
6. SR 28 and 2nd Ave SW
7. SR 28 and 2nd Ave SE
8. SR 28 and 10th Ave SW
9. SR 28 and 7th Ave SW
10. SR 28 and 4th Ave SE
11. SR 281 and H St S
12. SR 281 and J St SE/SW
13. Central Ave and D St NW
14. Central Ave N and H St N
15. 3rd Ave NE and Jackrabbit Street
16. 3rd Ave NE and B Street NE

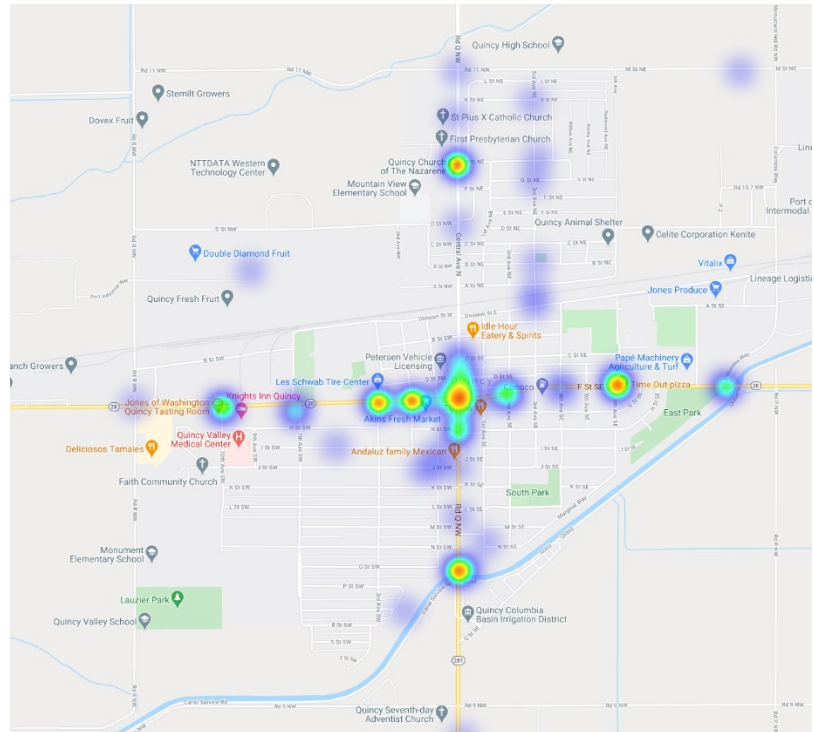


Figure 6 Maptionnaire Street Crossing Heatmap

All of these intersections fell along a designated non-motorized route. The proposed routes were re-analyzed to ensure they aligned with these crossings, and they helped identify which routes should take priority over others.

Other Bike/Ped Suggestions

Other comments from survey respondents regarding bicycle/pedestrian plans recommended:

- Creating a wayfinding system and maps
- Placing trees for shade and for visual appeal along routes
- Adding lighting for safety and visual appeal
- Creating educational programs to encourage safe use of trails
- Making sure routes do not take away parking availability in residential streets, and making sure parking is enforced so people don't park and block access to trails
- Introducing traffic calming measures to slow down cars and keep bikes/peds safe along designated routes
- Connecting to larger regional network to provide access to destinations such as Crescent Bar, The Gorge, George, and the golf course.

Some comments and routes identified were not addressed for various reasons. Some were not addressed because they fell outside of the city's jurisdiction, for example, multiple people indicated routes that led to Crescent Bar, the Gorge Amphitheatre, and the Colockum Ridge Golf Course. Two respondents opposed any bicycle infrastructure in town, but due to the overwhelming majority in support of bicycle and pedestrian improvements in Quincy, these comments were not taken into consideration.

Conclusion

The Maptionnaire survey helped finalize the proposed nonmotorized network by identifying public feedback on the initial proposal, shedding light on areas not yet considered, and proposing new routes, crossings, and other elements of the nonmotorized network.

Nonmotorized-Related Comments

Routes

- *"I want to see sidewalks for the kids that are walking to school!!!!!!"*
- *"One of my favorite rides includes the industrial road near the tracks because it's very wide and paved."*
- *"All trails should have a map with recommendations. Multiple languages would be nice to promote health in Quincy"*
- *"Trees and lights on these shared trails would be amazing. It would help improve the appeal along F St. and Central Ave, and the Canal"*
- *"Roundabouts can be challenging because drivers tend to focus on vehicles rather than pedestrians."*
- *"It appears there are some sad days in our future in Quincy. Pedestrian safety is dangerously low with daily reports within a 10 block radius from the hwy 28 and hwy 281 intersection. What about encouraging bicycle safety and increased use? Active citizens are healthy citizens. Instill confidence that it is safe to be active."*
- *"Do not like the idea of bike lanes on the road or on residential streets. Would love to see a path along the canal for bikes and pedestrians."*
- *"We need a better middle school crossing. If not a light, blinking lights that go across the highway, not just at the side of the road. (These should be at any highway crossing)"*
- *"This area is growing exponentially, to truly represent the outdoor recreation we are selling, we need trails safely linking our recreation areas, including the Gorge, Crescent bar, wine tasting, hiking/mtn biking etc. This is how we can grow and grow with a conscious to both our environment and our current community members."*
- *"Having shared paths, and bike lanes sounds fantastic! However, the city needs to put out a campaign on educating both cyclist and drivers on how to be safe and aware. I enjoy riding my bike but a downfall is that many times I have been cut off by drivers. Riding your bike requires being hyper aware of your surrounding, following the law, and riding where you are confident. Also, our community is not used to seeing too many bikes and pedestrians on the roads, and some drivers tend to be more irritated towards cyclist on roads. A campaign on "See Bicycles" needs to be pushed in our community, especially because we are small town and it's easier to set that expectation now while we are still small. A cyclist will never win when they're up against a car, and we need to do our best to prevent any accidents by educating both drivers, cyclist, and pedestrians."*
- *"...Ensuring there's lots of lighting would definitely encourage pedestrians to walk day or night through these walkways I know I would definitely use them every day as I already do with no particular path"*
- *"I just noticed that some of the bike trails seemed to just end without connecting or being continuous. Seems that we would want continuous trails for walking and biking. "*
- *"Just if these routes are put in... a way to keep cars from trying to squeeze in to driveways and blocking the routes. Its frustrating trying to keep my littles on their little bikes or walking with strollers and we have to go around them."*
- *"We need a side walk down the Mt. View rd to connect to the 13 Ave by the roundabout for people walking down that road to get to dollar store and BK etc."*
- *"Trails for biking"*
- *"Due to the increase in traffic F street is a great concern for both."*

- *"There should be a nice walking loop from the QV Market. 7th street needs to be improved for walking. Close the loop!"*
- *(3rd Ave NE) "Really busy street with High School and Middle school foot traffic. Also with high school drivers and parent drivers. I am curious how you are going to keep cars parking in driveways from blocking these paths..so many cars block sidewalks as it is."*
- *(Division Street East) "Middle school students walk and ride their bike down this road to school. Semi trucks also use this road."*
- *(Area between 6th Ave NE, Jackrabbit St, Columbia Way, and Road 10.5 NW) "This whole area is going to be developed with houses, it should have side walks and biking with it."*
- *"Along the golf course there are a substantial number of residents who could have safe biking access into town. It would also provide a longer trail for people wanting to bike longer, less interrupted trails. I would take this route all the time."*
- *"Trail from Quincy to George, including the Gorge Amphitheatre & White Trail Road, bolstering our presentation as a recreation centered community and to encourage fewer vehicles/less city congestion on busy tourist weekends."*
- *"Trail from Quincy to Crescent Bar, bolstering our presentation as a recreation centered community and to encourage fewer vehicles/less city congestion on busy tourist weekends."*
- *"Paved path for pedestrian/bike traffic on Ancient Lake Rd for better Crescent Bar access. Riding your bike to on hwy 28 is too risky with heavy traffic and road debris. People would enjoy this beautiful walk along this beautiful scenery, especially at sunset hour."*

Crossings

SR 28 and SR 281

- *"Cars don't look for you when they are going to an immediate right turning lane."*
- *"Almost seen several people get hit"*

Central Avenue between E St SE and D St SE

- *"The road is narrow but the sidewalk is wide. Is there enough room for bikes to safely ride on the same road with cars?"*

Central and D St NW

- *"This is a crossing Mountain View Elementary students use to cross the road. Since most of the students live on the East side of Central, it is used quite a bit from September through June"*

Central and H St NE

- *"There are just a lot of cars in the side walks and we can't see when cars are coming from the left side because the cars are in the way"*
- *"Cars block the view to cross so much and the road is wide. Very dangerous as vehicles speed through and congested area."*
- *"Due to street parking & traffic coming from outside of town it's hard to see pedestrians and incoming traffic at the intersection of central & H Ave NE. Especially when school is in session."*

SR 281 between M St SW and L St SW

- *"There is no crosswalk. There should be. There need to be more crosswalks on the highways to ensure pedestrian safety."*

SR 281 and north bank of West Canal

- *"Tractor trailers, spud trucks, and cars and truck come speeding into town well over the speed limit. Crossing Highway 281 to and from the canal could be dangerous."*
- *"Canal is very narrow and cars speed past you. Crossing can be dangerous as vehicles don't expect you."*

SR 28 and West Canal

- *"Tractor trailers, spud trucks, and cars and truck come speeding into town well over the speed limit. Crossing Highway 28 to and from the canal could be dangerous."*
- *"Need a crossing for shared use bike and pedestrians across SR 28"*
- *"Difficult to cross here on bikes or as a pedestrian, there is no cross walk. Eastbound traffic speeds up early to match the highway speed. Although the radar speed sign helps, it is still common to see Westbound traffic driving in town above the speed limit. Maybe a future spot for a pedestrian bridge, and a win-win scenario between traffic, and pedestrians. Similar to the bridge crossing highway 2, by Monitor, Wa."*

SR 28 and 6th Ave SE

- *"While there's a crosswalk already at this intersection, it's still difficult to cross here on bikes or as a pedestrian. Eastbound traffic speeds up way too early to enter the highway."*
- *"A lot of cars are coming and leaving in high velocity so we need to make a safer way fo crossing this street especially at night"*
- *"We need a better middle school crossing. If not a light, blinking lights that go across the highway, not just at the side of the road. (These should be at any highway crossing)"*
- *"For crossing the highway to QMS, much more traffic since QMS students mostly walk, not drive as previous QHS students."*
- *"During the school year, students crossing more often and can be unsafe."*

SR 28 and 4th Ave SE

- *"kids going to middle school cross here."*

SR 28 and 2nd Ave SE

- *"Angle makes it hard for drivers to notice you trying to cross"*
- *"It'd be nice if there was a pedestrian crossing here, or for bikes"*
- *"Can't really see when someone's crossing at night"*

SR 28 and 2nd Ave SW

- *"Another busy pedestrian crossing, with traffic often not stopping."*

SR 28 and 3rd Ave SW

- *"Sun blocks view of pedestrians in the afternoon evening making this a super dangerous crosswalk. The abnormal shape to the street doesn't help since cars are looking at multiple dangers."*

- *"Hard to see people waiting to cross."*
 - *"I often see people trying to cross, having to wait for traffic."*
-

SR 28 and 7th Ave SW

- *"Lighted pedestrian crossing like the one on SR 28 and 1st Ave. SW"*
 - *"Irregular plus sign shape makes it challenging to know where to cross exactly. In a bike, you're trying to cross 4 lanes including the turning lane. It's very wide and cars don't expect you."*
 - *"Light that goes on when someone is crossing the street"*
-

SR 28 and 10th Ave SW

- *"Lighted crosswalk"*
 - *"Can we get flushing lights at this crossing from Lamb Weston to the public market. I have seen a lot of people using that cross walk and cars will not stop or do not see them waiting to cross"*
-

SR 28 and 13th Ave SW

- *"Roundabouts can be challenging because drivers tend to focus on vehicles rather than pedestrians."*
-

1st Ave SW and N St SW

- *"Quincy Community Health Center is located here. There's lots of traffic going on. Also there's the highway towards the left of the center"*
-

3rd Ave NE and Railroad

- *"Railroad crossings are narrow and with dangerous gaps for bikes and strollers. Card rush you through or push bikes off since they don't treat you like a vehicle."*
 - *"train crossing dangers for students walking to QHS, QMS, or Ancient Lakes Elementary. I have seen many students cutting across the tracks, not even on 3rd avenue. It would be much safer to fence both sides of the tracks through town, and then create a safer overpass or other solution to crossing the tracks as our community north of the tracks continues to grow."*
-

3rd Ave NE and B St NE

- *"I want to see sidewalks for the kids that are walking to school!!!!!"*
-

3rd Ave NE and H St NE

- *"Really busy with cars and students walking before and after school."*
-

3rd Ave NE and K St NE

- *"There are fences at each of the houses and it is hard to see cars coming"*

Other Comments

Of the write-in comments, several themes were repeated. There was a lot of support and gratitude to the City of Quincy for providing an opportunity for citizens to make their voices heard. People acknowledged that better trails would greatly benefit the community, but only if they can be maintained properly. Overall, people want safer routes for children going to school, and the middle school was mentioned specifically several times. Many responses indicated a concern for pedestrian and child safety due to high traffic speeds, unsafe pedestrian crossings (poor design/visibility), and parked cars which limit visibility of the road. There is growing concern that even with bike infrastructure, an education program or city campaign would help raise awareness for biker safety on the roads. Many people voiced an interest in seeing more trees in parks and along streets, and lighting along trails was also encouraged on several occasions.

Comments Regarding the City and Public Outreach

- *"Please **continue doing these surveys to engage public comment and involvement.** Signages promoting health and trails are critical."*
- *"I really appreciate the city letting its residence **have a say in the parks infrastructure...**"*
- *"I am excited to see this as a focus of our city's improvement efforts. I hope that a focus will be placed on **improving our facilities and opportunities on the north side of town.**"*
- *"I am thrilled you are **taking action to add this recreation** to our community! **Thank you so much!**"*
- *"I am computer literate, but this survey is **not very user-friendly.**"*
- *"I applaud the cities move towards this, with only a simple supporting question. How does the city intend to **fund the projects and the maintenance?**"*
- *"More **activities for children**, such as music lessons, painting etc. (Más actividades para los niños, como lecciones de música, pintura etc)"*

Other Comments

- *"Its always nice to walk and **ride bikes along the water.** We live in the desert so that is tuff, but we have lots of canal roads we could take advantage of. I know that working with the QCBID is difficult but that should not drive us away. Some times a little hard work pays off. Lets **take care of the things we have. Better street maint.** to include taking care of the Islands on 3rd and 7th Ave SW. There is no home owners agreement or association. They sit in the city right away so they should be take care of before there is an accident."*
- *"People need rule for dog"*
- *"There are so many loose dogs in Quincy its dangerous to even walk. Even if the dogs are not dangerous, it's irrelevant because no dogs should ever be lose. I really wish Quincy would take this ongoing problem seriously"*

Appendix C

Non-motorized Level of Service Guide

Non-motorized Levels of Service

Level of Service (LOS) for non-motorized transportation is measured on different criteria than LOS for vehicle traffic. LOS for vehicle traffic is often measured based on traffic congestion, whereas LOS for non-motorized facilities is based on comfort, completeness, connectivity, and convenience. These criteria are more difficult to measure than congestion, and measuring LOS for non-motorized facilities can get very technical and complex very quickly.

This appendix aims to simplify the LOS for non-motorized facilities by providing clear, high-level criteria for bicycle and pedestrian infrastructure. A more in-depth analysis of non-motorized LOS may be necessary at some point, but this simplified version will provide a good starting point to help Quincy analyze the quality of its non-motorized network.



The Four C's Concept is a practical framework that goes beyond capacity to evaluate the non-motorized network taking into account the following attributes:

- **Comfort** pertains to how safe a person might feel walking and biking along a stretch of roadway. Beyond having an adequately wide facility in good condition, comfort also includes such elements as adequate lighting, buffers from moving traffic, and slower vehicle speeds.
- **Connectivity** relates to whether the facility easily connects travelers to destinations and other modes of travel. Pedestrian and bicycle facilities should provide seamless access to adjacent neighborhoods and transit routes if available.
- **Convenience** refers to facilities being where people need and want them most, serving pedestrian generators like schools, parks, and retail. Crosswalks should be frequent enough to provide sufficient opportunities to cross the street and facilities should be easy to navigate and unobstructed.
- **Completeness** gets to the degree of continuity of pedestrian and bicycle facilities. Gaps in sidewalks and bike lanes should be infrequent whether looking on the segment level or the network level.

Application to Quincy

An inventory of existing levels of service has not been carried out as part of this plan, but the following level of service guidance can help evaluate new and updated facilities as they are developed.

The proposed system for non-motorized level of service evaluation contains three categories: good, acceptable, and poor. These criteria mainly pertain to the “comfort” and “completeness” elements of non-motorized LOS. The “connectivity” and “convenience” factors have been addressed by proposing a non-motorized network that provides access to destinations, route alternatives, and interconnectivity that make getting around on foot or by bike simple and reasonable. Quincy’s goal should be to provide a “good” level of service on all routes in the non-motorized network.

Adoption of a non-motorized level of service can also help to identify where existing gaps in the network are and prioritize the projects that will help close those gaps. For example, in some cases, it may be better to have a continuous route of “acceptable” facilities than a route of “good” facilities with a big “poor” facility gap in the middle of it.

As these routes are developed, and as conditions change, the city should analyze these situations on a case-by-case basis, and use the recommended LOS guidelines to evaluate the existing conditions of bicycle and pedestrian infrastructure prior to making a decision on what types of facilities to provide.

The tables on the following pages provide level of service criteria for pedestrians and bicycles. Each table is also separated into level of service criteria for “highways, arterials, and downtown streets” and for “collectors and residential streets”. Criteria is different for different street types because streets with higher traffic volumes and higher speeds require greater separation between vehicle traffic and non-motorized traffic. Additionally, not all streets in Quincy serve the same function and therefore should not be held to the same standards. Some streets have commercial uses with heavy pedestrian traffic while others are more residential in nature with lighter pedestrian activity. While all streets should provide some level of access for both pedestrians and bicycles, the robustness of those facilities will vary depending on the intended purpose of the street. In other words, non-motorized routes along busier roads with faster speeds have a higher standard for a “good” LOS.

The city can use the following tables as a guide that can be amended and/or adopted, and then used as a template to evaluate non-motorized development as it is built out.

Pedestrian Level of Service "Comfort"

Road Type	Network Facility Type	GOOD Level of Service	ACCEPTABLE Level of Service	POOR Level of Service
Highways, Main Arterials, and Downtown Streets	Primary & Secondary Routes	Sidewalks > 6' or adjacent shared use trail Buffer (parking lane, swale, or planter strip) Enhanced crosswalks at all route intersections Street amenities (trees, benches, signs)	Sidewalks < 6' Crosswalks at all route intersections	No sidewalks Missing crosswalks at some or all route intersections
	Recreational Routes	Multiuse shoulder > 5' Buffer from street	Multiuse shoulder > 5'	Multiuse shoulder < 5' (or no shoulder)
Collectors and Residential Streets	Primary & Secondary Routes	Sidewalks > 6' Enhanced crosswalks at all route intersections	Sidewalks < 6' Crosswalks at all route intersections	No sidewalks Missing crosswalks at some or all route intersections
	Recreational Routes	Multiuse shoulder > 5' Buffer from street	Multiuse shoulder > 5'	Multiuse shoulder < 5' (or no shoulder)

Bicycle Level of Service "Comfort"

Road Type	Network Facility Type	GOOD Level of Service	ACCEPTABLE Level of Service	POOR Level of Service
Highways, Main Arterials, and Downtown Streets	Primary & Secondary Routes	Buffered bike lane > 5' or adjacent shared use trail Clear designation (striped, signed) Bicycle crossing considerations at all route intersections Clear of gravel/debris	Bike lane < 5' Clear designation (striped, signed) Bicycle crossing considerations at major route intersections Parallel designated route within 1 block of main corridor	Sharrow markings or no designated bicycle space
	Recreational Routes	Multiuse shoulder > 5' Buffer from street Clear designation (striped, signed) Clear of gravel/debris	Multiuse shoulder < 5' Clear designation (striped, signed)	Sharrow markings on shared roadway and no designated shoulder
Collectors and Residential Streets	Primary & Secondary Routes	Bike lane > 5' or adjacent shared use trail Clear designation (striped, signed) Bicycle crossing considerations at all route intersections Clear of gravel/debris	Bike lane < 5' Clear designation (striped, signed) Bicycle crossing considerations at major route intersections	Sharrow markings or no designated bicycle space
	Recreational Routes	Multiuse shoulder > 5' Clear designation (striped, signed) Clear of gravel/debris	Multiuse shoulder < 5' Clear designation (striped, signed)	Sharrow markings on shared roadway and no designated shoulder

Bicycle and Pedestrian Network “Completeness”

Road Type	Network Facility Type	GOOD Level of Service	ACCEPTABLE Level of Service	POOR Level of Service
Highways, Main Arterials, and Downtown Streets	Primary & Secondary Routes	80% of Primary Network is Good	60% of Primary Network is Acceptable	<60% of Primary Network is Poor
	Recreational Routes	75% of Secondary Network is Good	55% of Secondary Network is Acceptable	<55% of Secondary Network is Poor
Collectors and Residential Streets	Primary & Secondary Routes	75% of Primary Network is Good	55% of Primary Network is Acceptable	<55% of Primary Network is Poor
	Recreational Routes	70% of Secondary Network is Good	50% of Secondary Network is Acceptable	<50% of Secondary Network is Poor

Intersection LOS

LOS User	Road Type	GOOD Level of Service	ACCEPTABLE Level of Service	POOR Level of Service
Pedestrians & Bicyclists	Highways, Main Arterials, and Downtown Streets	RRFB Crossings Corner Bulbouts with Pedestrian Refuge Islands Phased Interval Timing Painted and signed facilities at traffic signals Expanded crossings to accommodate bicycle paths Bike lanes extended through intersection	Painted and signed crosswalks with flashing signals or orange flags. Bicycle crossing signs	Painted and signed crosswalks No connection to pedestrian/bicycle facilities
	Collectors and Residential Streets	Painted and signed crosswalks Corner bulbouts Bike lanes extended through intersection	Painted and signed crosswalks Bicycle crossing signs	No connection to pedestrian/bicycle facilities