



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be [contacted](#) for guidance.

PART 1 – APPLICANT INFORMATION

1. Applicant Agency Sponsor Type. Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

Local government (e.g., county, city, village, town, etc.).

Regional transportation authority or transit agency.

Natural resource or public land agency.

School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

Recognized Tribal Government.

Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided. (Word limit 5)

2. Agency name of the applicant. (Word limit 5).

3. Agency contact person’s name and title. (Word limit 5).

4. Agency contact person’s telephone number and email address. (Word limit 5).

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT’s primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities “to undertake and satisfactorily complete the work” for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

LAP Full Certification

Provide:

Approval Date: _____ and Expiration Date: _____
Responsible Charge Name: _____

LAP Project Specific Certification

Provide:

Approval Date: _____ Project FM(s) Number: _____
Responsible Charge Name: _____

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring Agency Name: _____ Contact Name: _____

Address: _____ Phone: _____

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: _____ Phone: _____

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).
 Yes No

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).
 Yes No

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).
 Yes No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).

2. **Indicate the county(ies) of the project location.** (Word limit 5).

3. Roadway Classification

Yes No State roadway (on-system)

Yes No Federal roadway

Yes No Local roadway (off-system)

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].** (Word limit 10).

5. **Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

6. **Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

7. **Indicate the total project length, in miles and linear feet.** (Word limit 10).

8. **Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the trailway identification number, beginning and ending mile points. (Word limit 5).

Yes No

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).

Yes No

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the “Infrastructure” or “NI” selections.

A. Infrastructure. If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)

B. Non-infrastructure (NI). If so, select “yes”, then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal). As applicable, complete infrastructure eligible text fields.

Pedestrian and / or Bicycle facilities (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

Recreational Trails Program [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided. (Word limit 5).

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TAP funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If “yes”, list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.

Number of school assemblies receiving pedestrian / bicycle safety instruction / education.

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).

Number of after school programs receiving pedestrian / bicycle safety instruction / education.

Number of bicycle rodeos.

Number of pedestrian safety skills events.

Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. Select one box that describes the geographic population size of the project area.

- Non-Urban Area with a population of 5,000 or less
- Urban Area with a population greater than 5,000 but no more than 50,000
- Urban Area with a population greater than 50,000 but no more than 200,000
- Urban Area with a population greater than 200,000

2. Is the project within the boundary of an MPO*? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the MPO in the space provided. (Word limit 5).

Yes No

3. Is the project within the boundary of a Transportation Management Area (TMA)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided. (Word limit 5).

Yes No

4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.? If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided. (Word limit 5)

Yes No

5. Indicate the United States Congressional District number(s) of the project location. (Word limit 5).

6. Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census? These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).

Yes No

7. Are there transit stops / shelters / support facilities within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number. (Word limit 5).

Yes No

8. Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?

Yes No

Part 6 - Area Conditions continued...

9. Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?

Yes No

10. Would the project implement a bicycle or pedestrian action plan(s)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and specify the name of the plan and date of adoption. (Word limit 5).

Yes No

** Metropolitan / Transportation Planning Organization / Agency (MPO)*

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement? If “yes”, explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project? If “yes”, provide meeting information, including the date and type of advisory board meeting, and the input received. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

3. Was there an advertised public meeting to discuss the project? If “yes”, provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project? If “yes”, briefly explain. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

Yes No

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

- 1. Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**

Yes No
- 2. Does the project involve state-owned conservation lands?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).

Yes No
- 3. Does a railway facility exist within 1,000 feet of the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility. (Word limit 5).

Yes No
- 4. Does the project physically cross a railway facility?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing’s railway identification number, and beginning and ending mile points. (Word limit 5).

Yes No
- 5. Would the project provide lighting at locations with nighttime crashes?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided. (Word limit 5).

Yes No
- 6. Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided. (Word limit 5).

Yes No

7. Is an Environmental Assessment for the project complete? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe any specific issues in the space provided. (Word limit 10).

Yes No

8. Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

9. Are there any archaeological sites or Native American sites located within or adjacent to the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list State Site Number (aka Site File Number) for the sites. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

10. Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the facilities in the space provided. (Word limit 5).

Yes No

11. Are there any navigable waterways adjacent to or within the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the navigable waterways. (Word limit 5).

Yes No

12. Are there any wetlands within or adjacent to the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

Yes No

13. Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

14. Are there any potential contamination / hazardous waste areas within or adjacent to the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

15. Are there any noise-sensitive areas near the project area? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown” (Word limit 5).

Yes No Unknown

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. Are signed and sealed design plans available for this project?

Yes No

2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status. (Word limit 100).

No design plans 30% design plans 60% design plans 90% design plans

Other:

3. Briefly describe the design status in the space provided. If design is at 100 percent, indicate the date of the plans. (Word limit 100).

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

Yes No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land. (Word limit 150).**

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.

- 1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
- 2) As applicable, letter from local agency budget office committing local funds to the project.

***** Note: Applications for NI Projects to skip to page 15.*****

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary						
		Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs (\$)				Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	Federal Funds		Non-Federal / Local Funds		
TA Program (\$)	Other Federal (\$)			Non-TA/ Local Funds (\$)	Other (\$)			
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)								
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction								
CEI								
Other costs (describe)								
Total Infrastructure Project Cost Estimate								\$629,625

*** Note: applications for infrastructure projects do not need to fill out this page***

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

FDOT Transportation Alternatives Program:

<https://www.fdot.gov/planning/systems/systems-management/tap>

FDOT Local Agency Program Manual:

<http://www.fdot.gov/programmanagement/LP/Default.shtm>

FDOT Office of Environmental Management PD&E Manual:

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

FDOT Basis of Estimates Manual:

<https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual>

Florida Safe Routes to School Guidelines:

<https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Beulah Avenue Sidewalk Project

LOCATION: City of Callaway

PROJECT LIMITS: (from south or west limit) John B. Gore Park

(to north or east limit) Cherry Street

By checking the box you agree to do the following:

- ✓ Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.
- ✓ Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.
- ✓ Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).
- ✓ Pursue or retain LAP certification and enter into a LAP agreement with FDOT.
- ✓ Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.

* Signature

Keith "Ed" Cook

Name (please type or print)

City Manager

Title

12/13/2025

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

Attachment A: CERTIFICATION OF IMPLEMENTING
AGENCY SUPPORT (RESOLUTION)

RESOLUTION NO. 25-26

A RESOLUTION BY THE CITY OF CALLAWAY, FLORIDA TO SUPPORT CONSTRUCTION OF SIDEWALK ON THE WEST SIDE OF BEULAH AVENUE FROM CHERRY STREET TO JOHN B. GORE PARK WITH TRANSPORTATION ALTERNATIVE PROGRAM FUNDING; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, walking helps meet the goals of Chapter 339.175 Florida Statutes - Metropolitan Planning Organization - to serve the mobility needs of people while minimizing transportation related fuel consumption and air pollution; and,

WHEREAS, Congress created the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 to address growing concerns about air quality, open space, and traffic congestion. The Transportation Alternatives (TA) Program strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system; and,

WHEREAS, the addition of pedestrian facilities helps meet the goals of Chapter 163.3177 Florida Statutes - Comprehensive Plans - promoting alternative modes of transportation; and,

WHEREAS, the Center of Disease Control (CDC) encourages people to walk for fitness, transportation and fun; and,

WHEREAS, this support is consistent with the Florida Statutes, Bay County Transportation Planning Organization (TPO), FDOT, MAP-21, and CDC policies supporting alternative means of transportation.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Callaway, Florida that they support the construction of a sidewalk on the West side of Beulah Drive from Cherry Street to John B. Gore Park.

PASSED, APPROVED AND DULY ADOPTED by the City Commission of the City of Callaway, Florida, meeting in regular session this 18th day of November, 2025.

CITY OF CALLAWAY, FLORIDA

By: Pam Henderson
Pam Henderson, Mayor

Attest: Ashley Robyck
Ashley Robyck, City Clerk

VOTE OF COMMISSION:

Ayers yes
Birdsell absent
Griggs yes
Henderson yes
Pelletier yes

APPROVED AS TO FORM FOR THE CITY OF CALLAWAY ONLY:
[Signature]
Kevin D. Obos, City Attorney

Attachment B: DETAILED SCOPE OF WORK

CITY OF CALLAWAY SCOPE OF WORK

BEULAH AVENUE SIDEWALK PROJECT

BACKGROUND AND SCOPE:

The purpose of this project is to address pedestrian safety issues, enhance mobility, and provide pedestrian connectivity within the City. Beulah Avenue is an existing 25 mph residential road with minimal lighting, a mix of open and closed drainage and no existing shoulder, curb and gutter or sidewalk. Pedestrians need safe access to local points of interest, school- children need safe access to school bus-stops and citizens in wheel-chairs need mobility.

The project proposes a 6' concrete sidewalk on the west side of Beulah Avenue from John B. Gore Park to Cherry Street. The proposed sidewalk provides pedestrian refuge, wheel-chair access, and connectivity to school bus routes, the pedestrian system and places of worship. This meets and exceeds the project purpose by also reducing emissions and improving the quality of life for residents. This will provide a safe walking path for people of all ages and abilities to travel within the city.

The services sought are the survey, design, and permitting of the sidewalk per Florida Department of Transportation (FDOT) Design Standards along the west side of Beulah Avenue from John B. Gore Park to Cherry Street, approximately 1/2 mile. The work primarily consists of a new ADA compliant pedestrian walkway system including concrete sidewalks, crosswalks, pavement markings, and other appurtenances. All proposed improvements on Beulah Avenue shall be located within the existing right-of-way.

The City of Callaway will enter into a Local Agency Program (LAP) Agreement with the FDOT for this sidewalk project.

A. Surveying and Geotechnical

1. Prepare route survey for the sidewalk construction limits as identified in the LAP Agreement along the west side of Beulah Avenue from John B. Gore Park to Cherry Street. Locate all above ground features and improvements, identify utilities, and locate r/w and jurisdiction limits.

B. Engineering Design and Permitting

Below are steps that will be taken during the design process:

1. Perform design and prepare plans for sidewalk construction along the west side of Beulah Avenue from John B. Gore Park to Cherry Street as identified in the LAP Agreement. All work shall be prepared with English units in accordance with the latest editions of standards and requirements utilized by the FDOT which include, but are not limited to,

publications such as:

- a. The Florida Green Book
 - b. The Florida Department of Transportation Design Manual (FDM).
 - c. The FDOT Standard Plans for Road and Bridge Construction.
 - d. The Manual on Uniform Traffic Control Devices (MUTCD).
 - e. The Americans with Disabilities Act(ADA).
2. Provide stormwater/drainage as necessary to accommodate sidewalk in accordance with the FDOT Drainage Manual.
 3. Prepare Traffic Control Plan as necessary to accommodate construction of sidewalk.
 4. Prepare design documentation.
 5. Perform a Field Review with plans in hand after 60% Review comments are received by City and FDOT.
 6. Develop accurate quantities and the supporting documentation in computation booklets.
 7. Prepare contract documents, technical specifications and plans.
 8. Coordinate sidewalk location with FDOT within its right of way.
 9. Identify all existing utilities in the plans. Coordinate with all utility companies during the design process. Distribute all plans, conflict matrixes and changes to affected utility owners. Make sure this information is properly coordinated and documented. Certify that all necessary arrangements for utility work on this project have been made and will not conflict with the physical construction schedule.
 10. Field Reviews: The Consultant shall make as many trips to the project site as required to obtain necessary data for all elements of the project.
 11. Technical Meetings: The Consultant shall attend all technical meetings necessary to execute the Scope of Services of this contract. The Consultant shall prepare, and submit to the City's Project Manager for review, the meeting minutes for all meetings attended by them.
 12. Quality Assurance Quality Control (QAQC): It is the Consultant's responsibility to independently and continually QC their plans and other deliverables. The Consultant shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications and other services furnished by the Consultant and their subconsultant(s) under this contract.
 13. Permitting: Prepare the Northwest Florida Water Management District (NFWFMD) Stormwater Noticed General Permit Application, if necessary.
 14. Consultant shall provide a detailed project activity/event schedule with actual dates and Consultant scheduled activities required.
 15. Provide monthly status reports and update meetings through the design and permitting process.

16. Attend progress meetings with the City as necessary.
17. Develop probable cost of construction estimate after 90% design is complete.
18. Upload documents into the Department's Grant Application Process (GAP) as necessary and respond to comments the Department's Electronic Review Comments (ERC) System
19. Provide any necessary materials for public announcements or public participation meetings required by the FDOT.

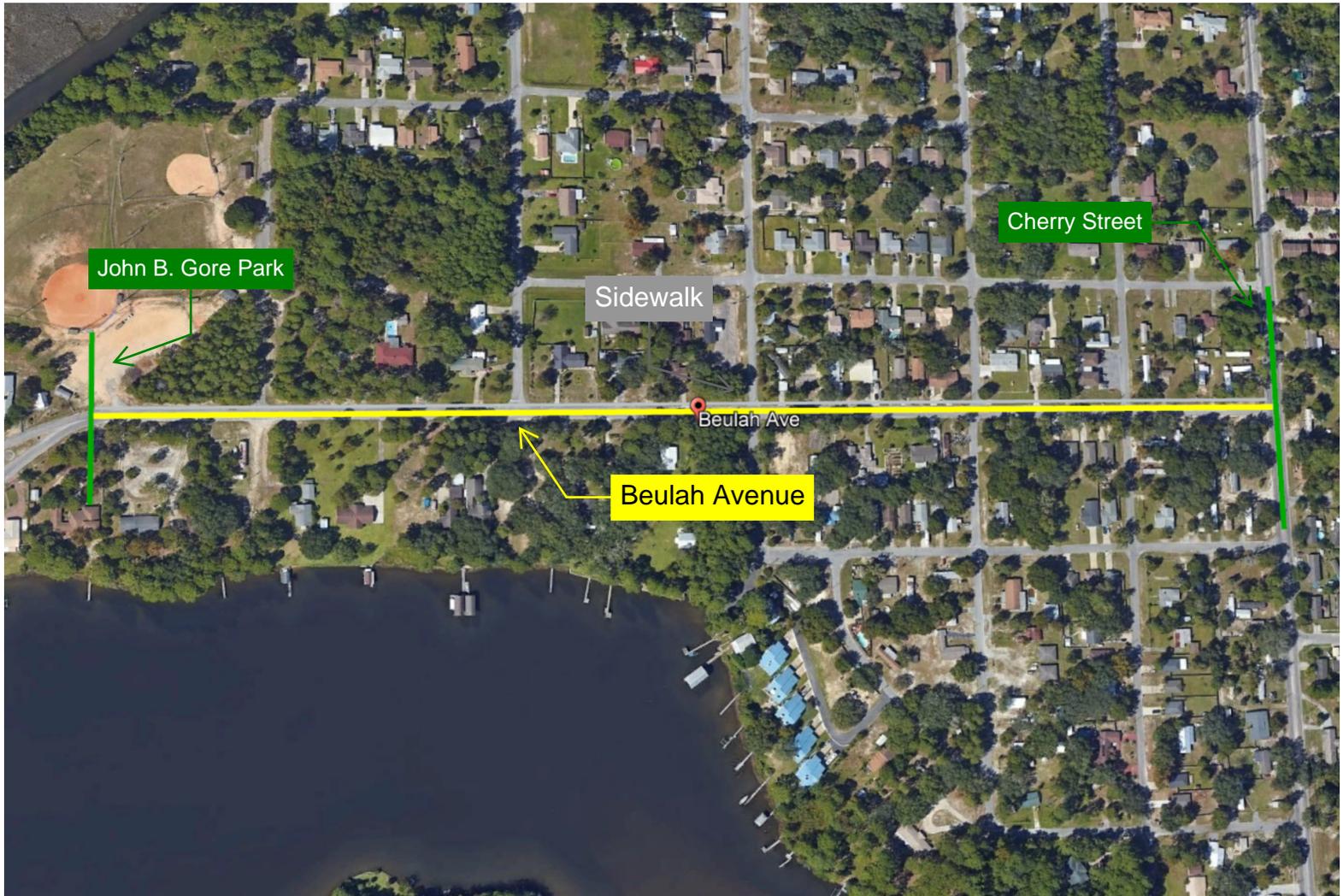
C. Construction & CE&I

Upon completion of engineering design and permitting the project will be advertised in accordance to the City and LAP requirements. The finished product will result in FDOT approved plans, and specifications, bid documents and construction/completion of the project in accordance with the Local Agency Program Requirements.

Attachment C: LOCATION MAP

City of Callaway TAP Grant Application

Beulah Avenue Sidewalk Project
John B. Gore Park to Cherry Street



Location Map

Attachment D: DETAILED COST ESTIMATE

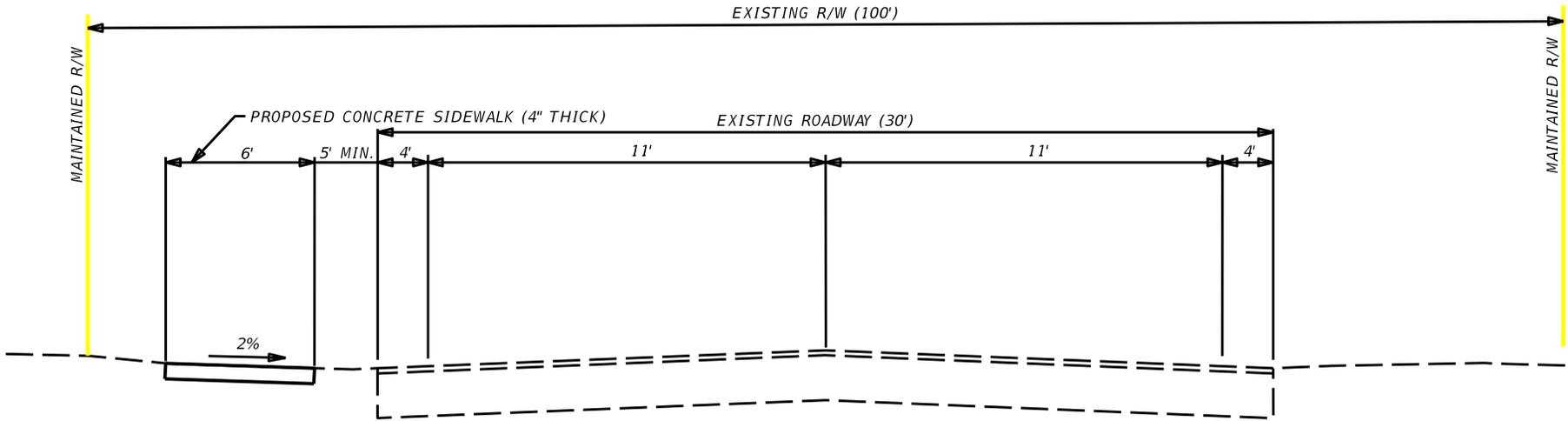
CITY OF CALLAWAY TAP GRANT APPLICATION

BEULAH AVENUE SIDEWALK
JOHN B. GORE PARK TO CHERRY STREET

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	EXTENDED AMOUNT
0101 1	MOBILIZATION	1	LS	\$30,000.00	\$30,000.00
0102 1	TRAFFIC CONTROL	1	LS	\$30,000.00	\$30,000.00
0110 11	CLEARING AND GRUBBING	1	LS	\$20,000.00	\$20,000.00
0120 1	REGULAR EXCAVATION	581	CY	\$30.00	\$17,430.00
0120 6	EMBANKMENT	681	CY	\$16.00	\$10,896.00
0425 1531	TYPE C INLET	2	EA	\$10,000.00	\$20,000.00
430173118	PIPE CULVERT, OPT MATERIAL (18 IN)	100	LF	\$200.00	\$20,000.00
0520 1 11	CONCRETE CURB & GUTTER, VARIABLE HEIGHT TYPE F	150	LF	\$120.00	\$18,000.00
0522 1	CONCRETE SIDEWALK (4 IN)	1,516	SY	\$100.00	\$151,600.00
0523 2	CONCRETE SIDEWALK (6 IN)	358	SY	\$120.00	\$42,960.00
0527 2	DETECTABLE WARNING	120	SF	\$50.00	\$6,000.00
0570 1 2	PERFORMANCE TURF, SOD	1,360	SY	\$5.00	\$6,800.00
12	SIGNAGE AND STRIPING	1	LS	\$10,000.00	\$10,000.00
CONSTRUCTION TOTAL:					\$383,700.00
ENGINEERING DESIGN INCLUDING SURVEYING AND GEOTECHNICAL (APPROX 25% OF CONSTRUCTION COST)					\$95,925.00
CONSTRUCTION ENGINEERING AND INSPECTION (120 DAYS CONSTRUCTION TIME):					\$150,000.00
TOTAL PROJECT ESTIMATE					\$629,625.00

COST ESTIMATE

Attachment E: TYPICAL SECTION



BEULAH AVENUE TYPICAL SECTION
NOT TO SCALE

REVISIONS		REVISIONS		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TYPICAL SECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					BAY			

29 of 250

Attachment F: LETTERS OF SUPPORT



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Lucbirde Peterson

Address: 6123 Wallace Rd.

I, Lucbirde Peterson, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Lucbirde Peterson

Signature

11/26/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: PAUL D. BOHAC

Address: 7010 MIKE LANE, CALLAWAY

I, PAUL D. BOHAC, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

BEULAH AVENUE ENDS AT GORE PARK, A SIGNIFICANT RECREATIONAL AREA FOR YOUNG AND OLD ALIKE. A SIDEWALK ALONG BEULAH WILL DO MUCH TO IMPROVE PUBLIC SAFETY FOR THOSE WHO WALK, BICYCLE, PUSH STROLLERS OR WHEELCHAIRS TO GORE PARK.

Paul D. Bohac
Signature

11/24/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Kathryn Hennings

Address: 431 Tanya Pass
Callaway FL 32404

I, Kathryn Hennings support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Kathryn Hennings
Signature

11-24-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: DONALD A. HENNING

Address: 431 TAWNA PASS
CALLAWAY, FL 32404

I, DONALD HENNING support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Donald Henning

Signature

11-24-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Tiffanie Crabtree
Address: 531 J.H Crews Circle
Callaway, FL 32404

I, Tiffanie, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Tiffanie Crabtree
Signature

11/21/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Brian Crabtree
Address: 531 J. H. Crews Circle
Callaway FL 32404

I, Brian Crabtree, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
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- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Brian Crabtree
Signature

11/21/2025
Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: Allison Dykes

Address: 313 Beulah Ave, Callaway, FL 32404

I, Allison Dykes, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
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- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Beulah Ave is consistently busy with pedestrian traffic due to the Gore Park and the Men's Club Boat Ramp at the end of the street.
There are no speed bumps on Beulah therefore cars speed creating more safety risks for pedestrians.

Allison Dykes
Digitally signed by Allison Dykes
DN: cn=Allison Dykes, email=adynes@callawayfl.com, o=City of Callaway, ou=City of Callaway, c=US

11/24/2025

Signature

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: JOHN P. HAGAN

Address: 219 COLLINFURST SQ
CALLAWAY, FL 32404

I, JOHN P. HAGAN, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

John P. Hagan
Signature

11/20/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Ken Ayers
Address: 6831 Forsythe Dr
Callaway, FL 32404

I, Ken Ayers, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Thank you in advance for your support
of our community. Our community mainly consists of
military, military retirees & persons of limited resources.

Ken Ayers
Signature Major, USAF Ret.

Nov 19, 2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Emily Franklin
Address: 1414 Louisiana Ave
Lynn Haven, FL 32444

I, Emily Franklin support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Emily Franklin
Signature

11/19/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Diana Shields

Address: 341 N Bass Drive

I, Diana, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
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- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Diana N. Shields

Signature

11/18/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Melissa Butze

Address: 7181 Ellie B Dr
PC FL 32404

I, Melissa Butze, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Melissa Butze

Signature

11/19/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Bill Foye
Address: 324 S. Beulah Ave.
Callaway, FL 32804

I, Bill, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Bill Foye
Signature

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Katrina Wood

Address: 10406 Letohatchee St
Anniston City, AL 32404

I, Katrina Wood, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Katrina Wood
Signature

11-19-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Jay Mitchell

Address: 2309 Bell Cir
Lynn Haven, FL

I, Jay Mitchell, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
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- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Jay Mitchell
Signature

Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: Ashley Robyck

Address: 291 Beulah Ave Callaway FL 32404

I, Ashley Robyck, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
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- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Ashley Robyck

Signature

11-19-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Sandra Griggs

Address: 7111 Winona St, Callaway FL 32404

I, Sandra Griggs, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Sandra Griggs
Signature

12/29/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: David Griggs
Address: 7111 Winona St, Callaway, FL 32404

I, David Griggs, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

David Griggs
Signature

12/22/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Melissa Whitehurst

Address: 6421 Lake Dr
Panama City, FL 32404

I, Melissa Whitehurst, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
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- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Melissa Whitehurst

Signature

12/25/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Ara Reinhold

Address: 1128 S. Gay Ave. Lot 2
Panama City, FL 32404

I, Ara Reinhold support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Ara Reinhold

Signature

12/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Thelma McDowell
Address: 6408 Wildwood Ct.
Panama City, FL 32404

I, Thelma McDowell, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Thelma McDowell

Signature

12/25/2025

Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: Alyssa Whitehurst

Address: 6408 Wildwood Court, Callaway FL 32404

I, Alyssa Whitehurst, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Signature

12/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Nickolas Whitehurst

Address: _____
6421 Lake Drive Panama City FL 32204

I, Nickolas, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Nickolas Whitehurst
Signature

12, 25, 25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Nancy D. Reinhold

Address: 1128 South Gay Ave Lot L Panacea City FL 3240

I, Nancy, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Nancy D. Reinhold
Signature

12/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Emily Fidler

Address: 725 Miles Dr.
Panama City, FL 32404

I, Emily Fidler, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Emily Fidler

Signature

12/5/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Kate Fidler
Address: 725 Miles Dr. Callaway, FL 32404

I, Kate, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Kate Fidler
Signature

Nov. 24, 2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: JOSHUA FIDLER

Address: 725 MILES DR.
CALLAWAY, FL 32404

I, J. FIDLER, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Signature

11-24-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Bobby Birdsell

Address: 6221 Imperial Dr
Callaway FL 32404

I, Bobby, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

We have a beautiful park on Beulah and citizens need safe
access to enjoy. Also, this road is within walking distance of the school
and several children walk it every day, they need safe walking!

Signature

24NOV25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Dana Birdsell
Address: 6221 Imperial Dr. Callaway, FL 32404

I, Dana Birdsell support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Dana Birdsell

Signature

11-24-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Emily Birdsell

Address: 6221 Imperial Drive Panama City, Florida 32404

I, Emily, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Emily B

Signature

11/24/2025

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Tori Reinhold

Address: 1128 South Gray Ave Lot L

I, Tori Reinhold, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

TR

Signature

11/24/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Denise Beach

Address: 141 H.L. Suddeth Drive
Callaway, FL 32404

I, Denise Beach, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Denise Beach

Signature

12/09/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Pam Henderson
Address: 133 AL Sudduth Dr
Callaway FL 32404

I, Pam Henderson support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This sidewalk is needed as so many
people walk on this roadway.

Pam Henderson

Signature

12/9/2025

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: J.C. Holzschuh

Address: 19672 C.R. 2297
Panama City, FL.

I, J.C. Holzschuh support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

J.C. Holzschuh
Signature

12/09/25
Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: TERESA C. Townsend

Address: 6412 BABBY LN, P.C.

I, Teresa C. Townsend, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Teresa C. Townsend

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Anna Maria Ulrich Poppell

Address: 402 Dogwood Way
32404 Panama City, FL

I, Anna Maria Ulrich Poppell support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Anna Maria Ulrich Poppell
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Elizabeth Lames

Address: 139 N Anita Dr
Panama City FL 32404

I, Elizabeth Lames, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This is the main road to Gore Park and boat ramp, so
it will improve safety.

Elizabeth Lames

Signature

11-25-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: DALLAS MARTZ

Address: 6210 LAKE DRIVE
CALLAWAY FL. 32404

I, DALLAS, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Dallas R Martz
Signature

11/25/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: JOSEPH R TOWNSEND

Address: 6412 BABBY LN
CALLAWAY

I, Joe Townsend, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

BEING WRITING / LOOKING FORWARD TO IT

Joseph R. Townsend
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: DePora Rogers
Address: 2101 W. Hwy 390 Apt 1004
Ryan Haven, FL 32444

DePora Rogers support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

To keep people safe

DePora Rogers
Signature

11-25-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: CHRISTINE SMITH

Address: 3008 KINGWOOD DR.
PANAMA CITY FL 32405

I, CHRISTINE, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Christine B Smith
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Susan Holzschuh

Address: 9642 C.R. 2297
Panama City, (Albentom) Fl.

I, Susan, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

S. Holzschuh
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: MAMIE REYNOLDS
Address: 130 BEULAH AVE Apt 3
CALLAWAY, FL 32404

I, MAMIE REYNOLDS support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Mamie Reynolds
Signature

11/25/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Sara Lowe

Address: 411 Beulah Ave - P.C.F. 32404

I, Sara Lowe, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

Enhances safety (reduces pedestrian-related collisions)

Community Benefit (Supports County and City transportation plans and promotes sense of community)

Public Benefit (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)

Improves Safe Ways to School (improves walkability for students)

Promotes better health (promotes physical activity and reduces contributions to air pollution)

Economic Benefit (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)

Environmental Benefit (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Sara C. Lowe

Signature

11-25-23

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Thelma Branning
Address: 258 Bright Ave. P.C. 32404

I, Thelma Branning, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Thelma Branning
Signature

11-25-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: ADOLIA L. MARTZ

Address: 6200 LAKE DRIVE
CALLAWAY FL. 32904

I, Do, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Adelia L. Martz

Signature

11/25/2025

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Sheryl Morden

Address: 4502 Brookforest Dr.
Panama City FL 32404

I, Sheryl, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Sheryl Morden

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: KATHY Soto

Address: 1106 S. Katherine Av.
Panama City, FL.

I, KATHY, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Kathy Soto
Signature

11/24/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Ina Crawford
Address: 130 Byrd Drive

I, Ina Crawford, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:
it's about time!

Ina Crawford
Signature

25 November 2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: HELENA L. BRIGGS

Address: 6406 MINNOCLE AV
FLA 32409

I, Helena L. Briggs support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Helena L. Briggs
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Andrew D. Wiggins

Address: 108 Rob Court
Callaway Fla 32404

I, Andrew Wiggins, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:
Get us done!

Andrew D. Wiggins

Signature

25 Nov 25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: LEA DUTTON

Address: 116 N COVE BLVD
PC

I, Lea, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Lea Dutton
Signature

7/20 25 2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: WAYNE CARTER

Address: 4558 CEDAR ST. PARKER FL. 32404

I, Wayne Carter, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Wayne Carter
Signature

11-25-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Jimmy Talley
Address: 7215 Cherry Street
Panama City FL 32404

I, Jimmy Talley, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:


Signature

11-25-2025
Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: Terry Stablein

Address: 109 Big Oak Lane

I, Terry Stablein, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Are you ever going to repave from Cherry from Highway 98 to Star Ave.
It is budgeted; but hasn't been started.

Terry L. Stablein

Signature

11-25-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Dean V Banks

Address: 217 Annie R. Dr.

P. O. Box 32404

I, Dean V Banks, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

For safety the children and disabled secure travel has been
needed for years.

DB
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Debbie Griggs
Address: 8261 James St.

I, Debbie Griggs support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Debbie Griggs
Signature

11-25-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Joan Elliott

Address: 932 Rainelli Ct, P.O. FL 32404

I, Joan Elliott, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Joan J Elliott
Signature

25 NOV 25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Lorna BANKS
Address: 8214 James St, Panama City, FL 32404

I, Lorna BANKS, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Lorna Banks
Signature

25 Nov 25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Frank Daniels

Address: 9307 Hwy 2301,
Youngstown Florida 32466

I, Frank Daniels, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Frank Daniels

Signature

11-25-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Marilyn Wallace

Address: 5808 Hwy RD
P.O. FL 32404

I, Marilyn, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Marilyn Wallace

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Kenneth Wallace

Address: 5808 Ivy RD

Panama City, FL 32404

I, ^{Kenneth}~~R. Marity~~, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Kenneth Wallace

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Nila Latta

Address: 237 So. Jean Dr.
City 32404

I, _____, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Nila Latta
Signature

11/29/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Toby Crabtree
Address: 531 J H Crews Circle, Panama City FL
32404

I, Toby, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Toby Crabtree
Signature

12-2-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Allycia Watson

Address: 109 Christie Lane, Callaway, FL 32404

I, Allycia, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

Enhances safety (reduces pedestrian-related collisions)

Community Benefit (Supports County and City transportation plans and promotes sense of community)

Public Benefit (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)

Improves Safe Ways to School (improves walkability for students)

Promotes better health (promotes physical activity and reduces contributions to air pollution)

Economic Benefit (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)

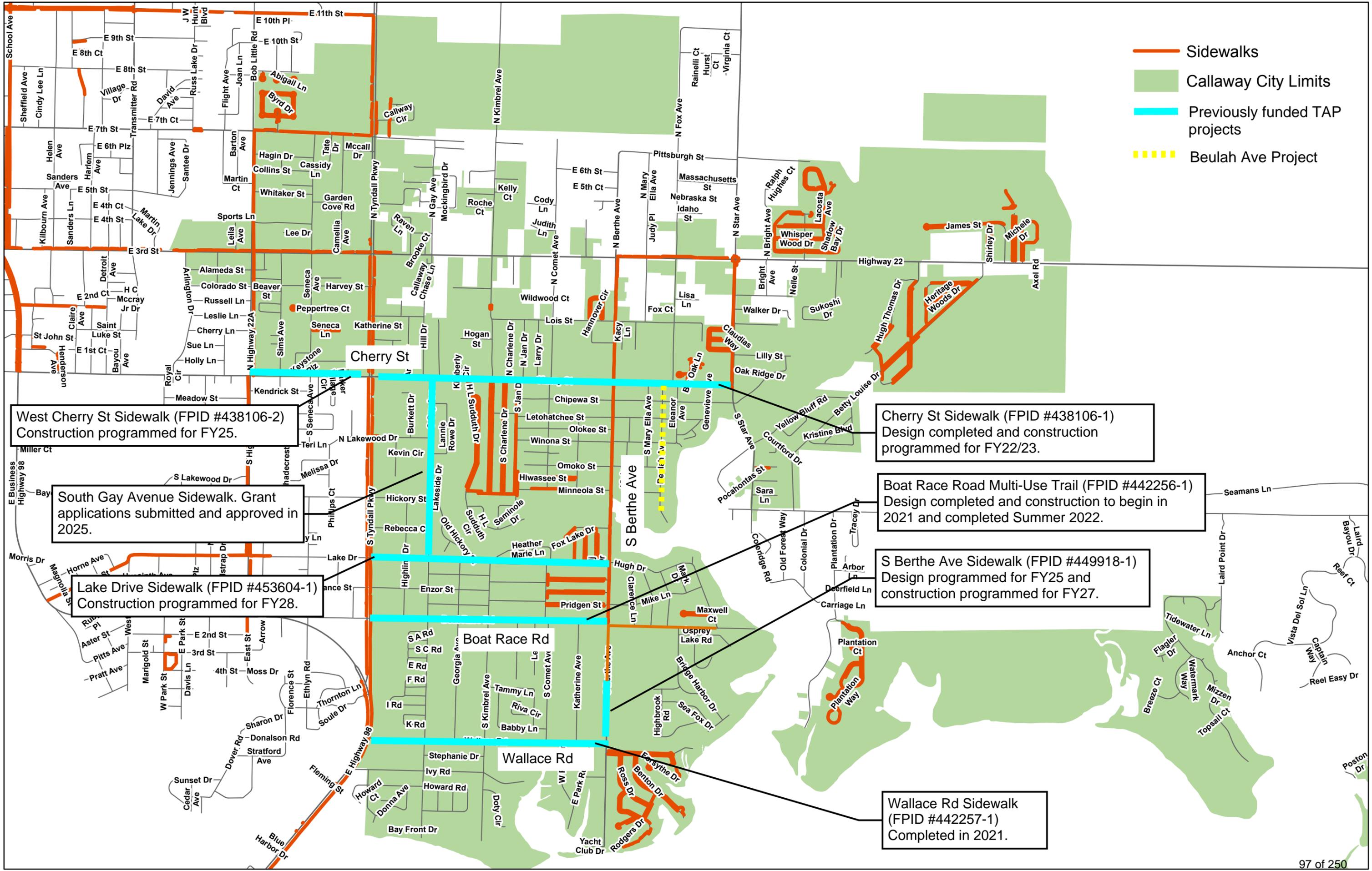
Environmental Benefit (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Signature

12/15/25
Date

Attachment G: CITY OF CALLAWAY EXISTING AND
PROPOSED SIDEWALKS MAP



- Sidewalks
- Callaway City Limits
- Previously funded TAP projects
- Beulah Ave Project

West Cherry St Sidewalk (FPID #438106-2)
Construction programmed for FY25.

Cherry St Sidewalk (FPID #438106-1)
Design completed and construction programmed for FY22/23.

South Gay Avenue Sidewalk. Grant applications submitted and approved in 2025.

Boat Race Road Multi-Use Trail (FPID #442256-1)
Design completed and construction to begin in 2021 and completed Summer 2022.

Lake Drive Sidewalk (FPID #453604-1)
Construction programmed for FY28.

S Berthe Ave Sidewalk (FPID #449918-1)
Design programmed for FY25 and construction programmed for FY27.

Boat Race Rd

Wallace Rd

Wallace Rd Sidewalk (FPID #442257-1)
Completed in 2021.

Attachment H: CITY OF CALLAWAY ADA
TRANSITION PLAN

Americans with Disabilities Act Transition Plan



**6601 East Highway 22
Callaway, Florida 32404**

**City of Callaway
Florida**

12/15/2025

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Part I: Annual ADA Transition Plan Update

The City of Callaway developed the City’s ADA Transition Plan in 2018. The ADA Capital Improvement Plan of the ADA Transition Plan included specified goals for the construction of accessibility improvements, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. Since 2018, the capital improvement projects identified in the ADA Transition Plan have been funded and are either complete, in design phase or under construction.

The following page includes a map and summary of the intersections along major corridors throughout the City that have been evaluated and considered for improvements. Since the ADA Transition Plan was adopted by the City in 2018, the proposed improvements at the intersections have either been completed or are fully funded for design and construction and are currently in the design or construction phase.

This space is intentionally left blank.



Completed Projects	Funded Projects
1.1 HWY 22A/Bob Little Road & HWY 22/Wewa Hwy 2.1 HWY 98/Tyndall Parkway & Seventh Street 2.2 HWY 98/Tyndall Parkway & HWY 22/Wewa Hwy 2.4 HWY 98/Tyndall Parkway & Hickory Street 2.6 HWY 98/Tyndall Parkway & Pitts Bayou Road 3.1 Kimbrel Avenue & HWY 22/Wewa Hwy 4.1 Comet Avenue & HWY 22/Wewa Hwy 5.1 Berthe Avenue & HWY 22/Wewa Hwy 6.1 Start Avenue & HWY 22/Wewa Hwy 2.5 HWY 98/Tyndall Parkway & Boat Race Road	1.2 HWY 22A/Bob Little Road & Cherry Street 1.3 HWY 98/Tyndall Parkway & Cherry Street 3.2 Kimbrel Avenue & Cherry Street 4.2 Comet Avenue & Cherry Street 5.2 Berthe Avenue & Cherry Street 6.2 Star Avenue & Cherry Street 6.3 Star Avenue & Yellow Bluff Road*

*Project is currently unfunded, but has been applied for TAP grant funding.

Capital Improvement Projects Description

The following pages describes the ADA capital improvement projects identified within the ADA Capital Improvement Plan, categorized by completed and funded projects. For completed projects, a description of the implemented improvements is provided. For the funded projects, the intersection has been included in a TAP grant funded project and the proposed improvements and current status are provided.

Completed Projects

1.1 Bob Little Road/Hwy 22A and SR 22/Wewa Hwy

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on the west side of Bob Little Road/Hwy 22A, north of the intersection
- Sidewalk on the east side of Bob Little Road/Hwy 22A, north and south of the intersection
- Sidewalk on the north side of SR 22/Wewa Hwy, west and east of the intersection



Existing (2018)



Existing (2021)

2.1 US 98/Tyndall Pkwy & Seventh Street

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on the west and east side of US 98/Tyndall Parkway, south of the intersection



Existing (2018)



Existing (2021)

2.2 US 98/Tyndall Pkwy & SR 22/Wewa Highway

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Detectable warnings on all pedestrian ramps of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on both sides of US 98/Tyndall Pkwy, north and south of the intersection



Existing (2018)



Existing (2021)

2.4 US 98 / Tyndall Pkwy & Hickory Street

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk reconstruction on the east side of US 98/Tyndall Pkwy north of the intersection



Existing (2018)



Existing (2021)

2.6 US 98 / Tyndall Pkwy & Pitts Bayou Road

Existing conditions include:

- ADA compliant pedestrian ramps and high visibility crosswalk markings to cross west-east
- Sidewalk along both sides of US 98/Tyndall Pkwy, south and north of the intersection



3.1 Kimbrel Avenue & SR 22/Wewa Highway

Existing Conditions include:

- Sidewalk at the NE and NW corners of the intersection
- Sidewalk exists along the north side of SR 22/ Wewa Highway, west and east of the intersection



4.1 Comet Avenue & SR22 / Wewa Hwy

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on the NW and NE corner of the intersection
- Crosswalk markings on north leg of the intersection
- Sidewalk along the north side of SR22 / Wewa Hwy, west and east of the intersection



Existing (2018)



Existing (2021)

5.1 Berthe Avenue & SR22 / Wewa Highway

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on the NW and NE corner of the intersection
- Detectable warnings on existing pedestrian ramps
- High visibility crosswalk markings on the north, east, and south leg of the intersection
- Sidewalk along the north side of SR22 / Wewa Hwy, west of the intersection



Existing (2018)



Existing (2021)

6.1 Star Avenue & SR 22/Wewa Highway

Existing conditions include:

- ADA compliant pedestrian ramps at all four corners of the intersection

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Sidewalk along the west side of Star Avenue, south of the intersection



Existing (2018)



Existing (2021)

2.5 US 98 / Tyndall Pkwy & Boat Race Road

Proposed improvements include:

- 8' Multi-Use path along the south side of Boat Race Road

Project Name: Boat Race Road Multi-Use Trail

FPID #442256-1

Current Project Status: Construction completed in Summer 2022.

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings at all legs of the intersection



Existing (2018)



Existing (2025)

Funded Projects

1.2 Bob Little Road/Hwy 22A & Cherry Street

Proposed improvements include:

- New pedestrian ramps at the intersection
- High visibility crosswalks at the intersection
- Drainage inlets at the intersection
- 6' sidewalk along the north side of Cherry Street

Project Name: West Cherry Street Sidewalk
FPID #438106-2

Status: The design and construction of the project was approved in 2021 for TAP grant funding. Construction is programmed for FY25.

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Sidewalk along the east side of Bob Little Road/Hwy 22A, north of the intersection



Existing (2018)



Existing (2021)

2.3 US 98 /Tyndall Pkwy & Cherry Street

Proposed improvements include:

- Pedestrian ramps at the eastern corners of the intersection
- High visibility crosswalk on the east leg of the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
FPID #438106-1

Current Project Status: Design is completed and construction is programmed for FY24.

Proposed improvements include:

- Pedestrian ramps at the NW and SW corners of the intersection
- High visibility crosswalk on the east leg of the intersection
- 6' sidewalk along the north side of Cherry Street

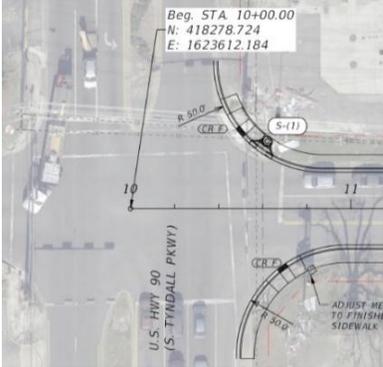
Project Name: West Cherry Street Sidewalk
Current Project Status: The design and construction of the project was approved in 2021 for TAP grant funding.



Existing (2018)



Existing (2021)



Proposed

3.2 Kimbrel Avenue & Cherry Street

Proposed improvements include:

- Pedestrian ramps at all four corners of the intersection
- New crosswalks on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
FPID #438106-1

Current Project Status: Design is completed and construction is in progress and is anticipated to be completed in FY27

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

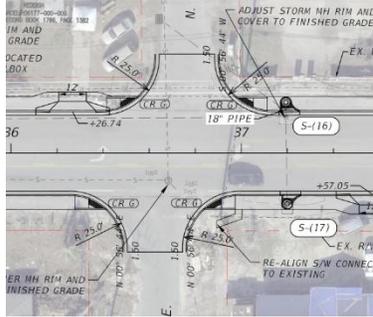
- Sidewalk along the west side of S Kimbrel Avenue, south of the intersection



Existing (2018)



Existing (2021)



Proposed

4.2 Comet Avenue & Cherry Street

Proposed improvements include:

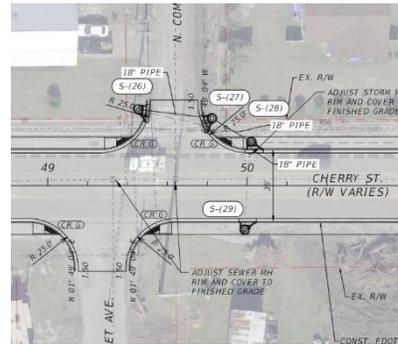
- ADA compliant pedestrian ramps on all four corners of the intersection
- New crosswalk markings on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
 FPID #438106-1

Current Project Status: Design is completed and construction is in progress and is anticipated to be completed in FY27.



Existing



Proposed

5.2 Berthe Avenue & Cherry Street

Proposed improvements include:

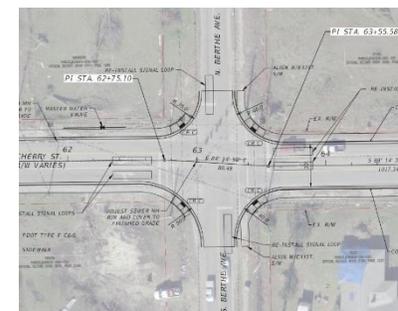
- Pedestrian ramps at all four corners of the intersection
- High visibility crosswalk markings at the intersection
- 6' sidewalk along both sides of Cherry Street
- Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
 FPID #438106-1

Current Project Status: Design is completed and construction is in progress and is anticipated to be completed in FY27.



Existing



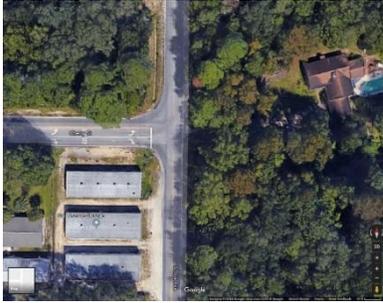
Proposed

6.2 Star Avenue & Cherry Street

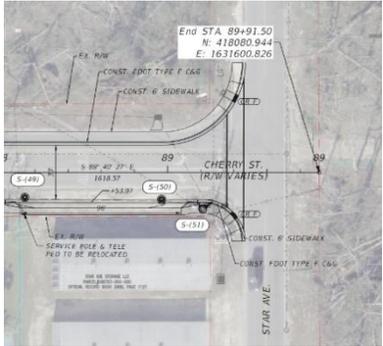
- Proposed improvements include:
- Pedestrian ramps on Cherry Street at the intersection
 - 6' sidewalk along both sides of Cherry Street
 - New crosswalk on Star Avenue at the intersection
 - Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
FPID #438106-1

Current Project Status: Design is completed and construction is in progress and is anticipated to be completed in FY27.



Existing



Proposed

Part II: ADA Transition Plan

Section 1: Executive Summary

Introduction

The main purpose of the Americans with Disabilities Act (ADA) Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Callaway. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards.

This ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing pedestrian facilities within the City right-of-way accessible and usable for persons with disabilities.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

This ADA Transition Plan covers the City of Callaway in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, walkways, sidewalks with curb ramps at intersections, pedestrian activity areas and unimproved open spaces.

Public Participation

The ADA Transition Plan and subsequent updates have been presented to the City Commission meetings and provided opportunities for the public to provide input. Callaway residents were able to submit formal comments about this ADA Transition Plan, either in written form or at the City Commission meeting. A copy of the ADA Transition Plan and updates are posted on the City’s website for public review and input. Additionally, the City’s capital improvement projects identified in the ADA Transition Plan will be presented at the City Commission meetings during the design phase, construction phase, and/or grant application and will provide opportunity for the public to provide input.

ADA Codes and Standards

State and federal ADA Codes and Standards will be used for all facilities within the public right-of-way. The standards are intended to apply to all construction undertaken within the public right of way after the final approval of the ADA Transition Plan.

Inventory Efforts

The inventory efforts to survey and document existing conditions of pedestrian facilities within the public rights-of-way will be completed to help identify the capital improvements projects in the City of Callaway’s ADA Transition Plan. These data have been used to develop improvements to pedestrian facilities and to comply with ADA and State Title 24 requirements.

ADA Capital Improvement Plan

The ADA Capital Improvement Plan describes the projects necessary to implement the ADA Transition Plan within the public rights-of-way. Types of projects included in the ADA Capital Improvement Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident requests.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects have been evaluated. These programs include on-going capital improvement and maintenance programs as well as specific projects and funding sources allocated in the City’s and Transportation Planning Organization (TPO) Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work required at these locations, the plan is intended to serve as a conceptual plan whereby the extent of future projects can be evaluated prior to preparing detailed cost estimates.

Curb ramps were proposed and have been installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel,

including at mid-block crosswalks. Older non-conforming curb ramps that posed potential hazards to wheelchair users were proposed to be repaired, upgraded or replaced. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals and sidewalks serving each selected intersection have been evaluated for compliance with the ADA Codes and Standards and upgraded where necessary.

Monitoring and Status Reporting

The City is currently engaged in an on-going effort to construct sidewalk facilities at several major corridors. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. While it is important to assure that codes and standards used to design and construct curb ramps, and related improvements, are up-to-date, it is equally important that improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements has been vital in assuring an effective overall compliance program.

The ADA Transition Plan details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the plan at all construction locations within the City.

Section 2: Introduction and Administrative Information

Section 2.1: Introduction to the ADA

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

Title I: Employment

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation or discharge of an employee, or in other terms, conditions and rights of employment.

Title II: Public Services

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non- discrimination policies described in Title II.

Title III: Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term public accommodation as used in the definition often is misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

Title V contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. In the ADA, the term disability means, with respect to an individual:

1. A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
2. A record of such an impairment; or
3. Being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available upon request from the study team and are incorporated by reference as part of this ADA Transition Plan.

Section 2.2: City of Callaway ADA Responsibilities

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973 but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

The ADA states an intent not to apply lesser standards than are required under other federal, state or local laws; therefore, the law that is the most stringent has precedence. This intent has particular application with respect to the City's obligations under Section 504 or under Title 24 of the California Code of Regulations, which in some cases, exceed ADA requirements with respect to structural and physical changes.

Title II also mandates that City governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to

avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the City so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an “action requiring significant difficulty or expense” when considering the nature and cost of the accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparations, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks and public rights-of-way, that designated person is Janice Peters. All questions must be in writing and can be sent to Janice Peters by mail at 6603 E. Hwy 22, Callaway, FL 32404 or by email at jpeters@cityofcallaway.com. No verbal questions will be addressed.

Section 2.3: ADA Transition Plan Requirements

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the City also is important to determine what physical changes are necessary. The ADA Transition Plan documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under the City’s jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to City programs. The City is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other

sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;

2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
3. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and
4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of City streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. Since the ADA states that it does not override requirements of other state and local requirements, the Florida Department of Transportation (FDOT) access regulations also must be applied. Therefore, for this ADA Transition Plan, each facility or site area will be evaluated based on the most stringent requirements of the 1991 ADA Accessibility Guidelines or the FDOT requirements.

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City.

Section 2.4: Description of Program Accessibility

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in

keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self-evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

1. Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.
2. Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a city's built-environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

Section 3: ADA Transition Plan Oversight Committee

Introduction

A key to ensuring timely and effective implementation of the City’s ADA Transition Plan is coordination among the various departments involved in this effort. To this end, an ADA Transition Plan Oversight Committee shall be established. The Public Works Department and Planning Department staff serve as the City of Callaway’s Oversight Committee.

Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. By presenting to the Callaway City Council on the ADA Transition Plan updates and all phases of the capital improvement project, the Committee reports to the City Council on a consistent basis on the status of ADA and accessibility improvements to the public right-of-way, as well as on costs incurred to date and projected cost estimates for other components of the ADA Transition Plan. Phases of the capital improvement projects that are presented to the Callaway City Council include the following and the results are reported to the City Commission:

- Grant Application Submittal
- Design Contract Review and Approval
- Construction Bid Review and Approval

The Oversight Committee should also evaluate the need for additional funding and look for new funding opportunities. Specific tasks that the ADA Transition Plan Oversight Committee should undertake and oversee would include the following:

(1) Curbs and Curb Ramps Evaluation

The Oversight Committee should monitor the status of curb ramp construction and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility.

The Committee should evaluate the City’s current curb ramp designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative curb ramp designs should be investigated to ensure the appropriate complying level of access.

(2) Individual Intersection Curbs, Sidewalks and Pedestrian Islands Evaluation

The Oversight Committee should review the monitor curbs, sidewalks and pedestrian island construction, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards, and to determine technical infeasibility.

The on-going retrofitting of curbs, sidewalks and pedestrian islands should be in

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accordance with the ADA Transition Plan and all applicable federal and state laws and regulations, with the highest priority first and the lowest priority last.

Areas around bus stops, transportation, public and medical facilities, shopping areas and other facilities should have the highest priority. When a curb ramp is evaluated for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

(3) Accessible Pedestrian Signals Evaluation

The Oversight Committee should monitor accessible pedestrian signal installation and recommend revisions/modifications to the policy to implement the ADA Transition Plan. When accessible pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards and should be in compliance with the outlined policy. Accessible pedestrian signal installations also should be evaluated to reflect any new Federal guidelines contained in the FHWA Manual on Uniform Traffic Control Devices, along with advances in accessible signal technology.

(4) Tactile Guide Strips Evaluation

The Oversight Committee should oversee the needs for tactile guide strip installation and should recommend revisions/modifications to the policy.

(5) Private Developers' Improvements Evaluation

In areas nearby the ADA Transition Plan's Capital Improvement Projects, the Oversight Committee should obtain from the City's Planning Department proposed plans for private developments, both residential and commercial, and evaluate the scope and impact of such plans on access improvements to streets and sidewalks in unincorporated areas.

The Committee should, through the Planning Department, identify planned private projects, both residential and commercial where the City retains sufficient right-of-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where the responsibility for access improvements rests with the developer, and those situations where the City has granted variances to developers on access improvements. Where the City has allowed a variance that impacts access for the disabled, the variance should be looked at to determine if the City preserves the option to do future improvements such as installing sidewalks.

Section 4: Inventory Methodology and Findings

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the City of Callaway. These data are used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and City approved policies.

The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Callaway, and to assure compliance with all federal, state, and local regulations and standards.

Section 4.1: ADA Data Collection Items

For detailed measurements at or near intersections, the survey team will collect and analyze the following data:

Crosswalks: Whether crosswalks are present at any or all crossings. If present, the width, type, alignment, presence of tactile guides trips, presence of islands and disabled access.

Curb Ramps: Whether existing curb ramp(s) are present at any of the corners within the intersection.

Directional Corner of Intersection: NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)

Intersection Geometry: Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.

Islands: If present, then presence of curb ramps and push buttons.

Obstructions and Obstacles: The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be recorded: utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstand.

Pedestrian Signals: Whether visual or accessible pedestrian signals are present. If present, the type, size, height and location of actuator buttons. The location parameters are “at curb,” “on landing,” “on ramp slope – arm length” and “on ramp slope – not arm length.” Another location question asks if the pedestrian push button is parallel to the crosswalk alignment.

Sidewalk Present: Whether a sidewalk leading to and from the curb is present. If present, the paved sidewalk width at the intersection.

Tactile Guide strips: Whether tactile guides trips are present at any crosswalk. If present, the location, height, width and color of the tactile guides trips.

Traffic Control: Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control, roundabout or no control.

Transit Stop Type: The parameters of the transit stop type are none, light rail, bus and other.

Curb Type: Whether a curb is present, and if present, the type (vertical or rolled).

Flush Corner: If there is no curb, whether a flush transition from the street to the sidewalk is present.

If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:

Car Obstruction: Curb ramp not located so that it could be obstructed by parked vehicle.

Common Landing: Dimensions of any common landing for two curb ramps.

Curb Ramp Type: A general description of the curb ramp: flared, pan, chute, blended corner or built-up.

Detectable Warnings/Truncated Domes: Whether truncated domes are present. If present, the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks.

Grooved Border: Whether a 12-inch grooved border around all sides is present and its width.

Gutter Slope: Slope in percent of the gutter or street transition.

Lip: Whether a lip is present at the bottom of the curb ramp, and if present, the height to the nearest 0.25 inch.

Location in Crosswalk: Curb ramp wholly contained in marked crosswalk, if applicable.

Main Slope: Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street.

Main Cross Slope: Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp.

Side Slope(s): Whether a side slope or parallel slope is present, and if present, the slope of each sloping side or flare parallel to the street in percent.

Slip-resistant Surface: Whether the surface is slip-resistant.

Street the curb ramp is facing, or if facing the intersection (diagonal).

Top Landing Depth: Whether a 48-inch deep level landing is provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp.

Transition Slope: Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.

Width: Width of the curb ramp or pan. A pan or level landing exists when there is a lack of vertical separation between the sidewalk and the street.

Section 5: ADA Capital Improvement Plan

Section 5.1: Introduction

The ADA Capital Improvement Plan is a last step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Callaway public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five-year Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its fiscal impact is established, annual projects can be finalized, and the exact number of specified improvements can be set as project goals.

The ADA Capital Improvement Plan includes a list of potential project locations and items of work, which will be further reviewed by the City during the design phase of the projects. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements, will continue.

Section 5.2: Extent of Required ADA Work

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Callaway, the ADA CAG and the TAC. These basic elements include the ADA Codes and Standards, the ADA Monitoring Program and

the ADA Prioritized Capital Improvement Plan. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route from any Priority 1 use leading to the curb ramps, and installing accessible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

- 1) Complete ADA retrofit of signalized four-way intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel; new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes & Standards. Scope may include new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new
- 3) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes and Standards.

- 4) Islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 5) Complete ADA retrofit of signalized T-intersection: six new curb ramps with two per corner, except only one on either side of the top of the T (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new accessible pedestrian signals with push buttons; and crosswalk striping (if not
- 6) existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 7) Partial ADA retrofit at four-way intersection, single-family residential area: four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.
- 8) Partial ADA retrofit at T-intersection, single-family residential area: two new curb ramps to cross main street at one location of T-intersection, and at least one and preferably two new curb ramps to cross secondary street.
- 9) One or more new single curb ramps where other curb ramps at the intersection are complying.
- 10) Renovation of existing curb ramp to remove hazardous conditions.
- 11) Installation of new curb, gutter and concrete sidewalk (Installation of sidewalk should be on a case-by-case basis).
- 12) Partial curb, gutter and sidewalk installation to provide programmatic access (Installation of sidewalk should be on a case-by-case basis).
- 13) Miscellaneous sidewalk or walkway repair or replacement.
- 14) Selected sidewalk and bus pad pavement as required for transit access (Installation of sidewalk should be on a case-by-case basis).
- 15) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals (Installation of sidewalk should be on a case-by-case basis).
- 16) Roadway widening, or installation of required asphalt conforms for accessible pedestrian access routes.

- 17) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).
- 18) Again, the above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

Section 5.3: Types of Projects and Funding Sources

There are several existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Improvement Plan. These programs are described in this section.

On-Going Capital Improvement Programs

These programs are operated by or coordinated with the City on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

- Curb, Gutter and Sidewalk Maintenance
- Sidewalk Improvement Projects
- TPO Elderly and Disabled Accessibility Projects
- Pavement Maintenance Program (Street Overlay Projects)
- FDOT Construction Projects
- Private Developer Construction Projects adjacent to the City Right-of-Way

Section 5.4: Specific Funding Programs and Projects

To the maximum extent possible, existing and prospective funding programs and sources were used to implement the ADA Capital Improvement Projects. These projects were funded either as standalone projects or as a minor component of a transportation improvement project. Potential programs and sources included the following:

1) Funding Programs

- Current ½ Cent Sales Tax Program
- Development Fee Program
- State Funding Programs
- STIP- State Transportation Improvement Program
- SR2S- Safe Routes to School Program
- TCRP- Traffic Congestion Relief Program
- Federal Funding
- CMAQ- Congestion Mitigation and Air Quality Program
- HBRR- Highway Bridge Replacement & Rehabilitation Program

- HES- Hazard Elimination & Safety Program
RSTP- Regional Surface Transportation
Program TEA- Transportation Enhancement
Activities

2) Specific City Construction Projects

Section 5.5: Description of ADA Capital Improvement Plan

The ADA Capital Improvement Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should consider all the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Improvement Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that the City commit to an aggressive schedule to bring Callaway into ADA compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis.

Section 6: Monitoring and Status Reporting

The City is currently engaged in an on-going effort to construct sidewalks, street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. While it is important to assure that codes and standards used to design, and construct curb ramps and related improvements are up-to-date, it is equally important that ADA improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

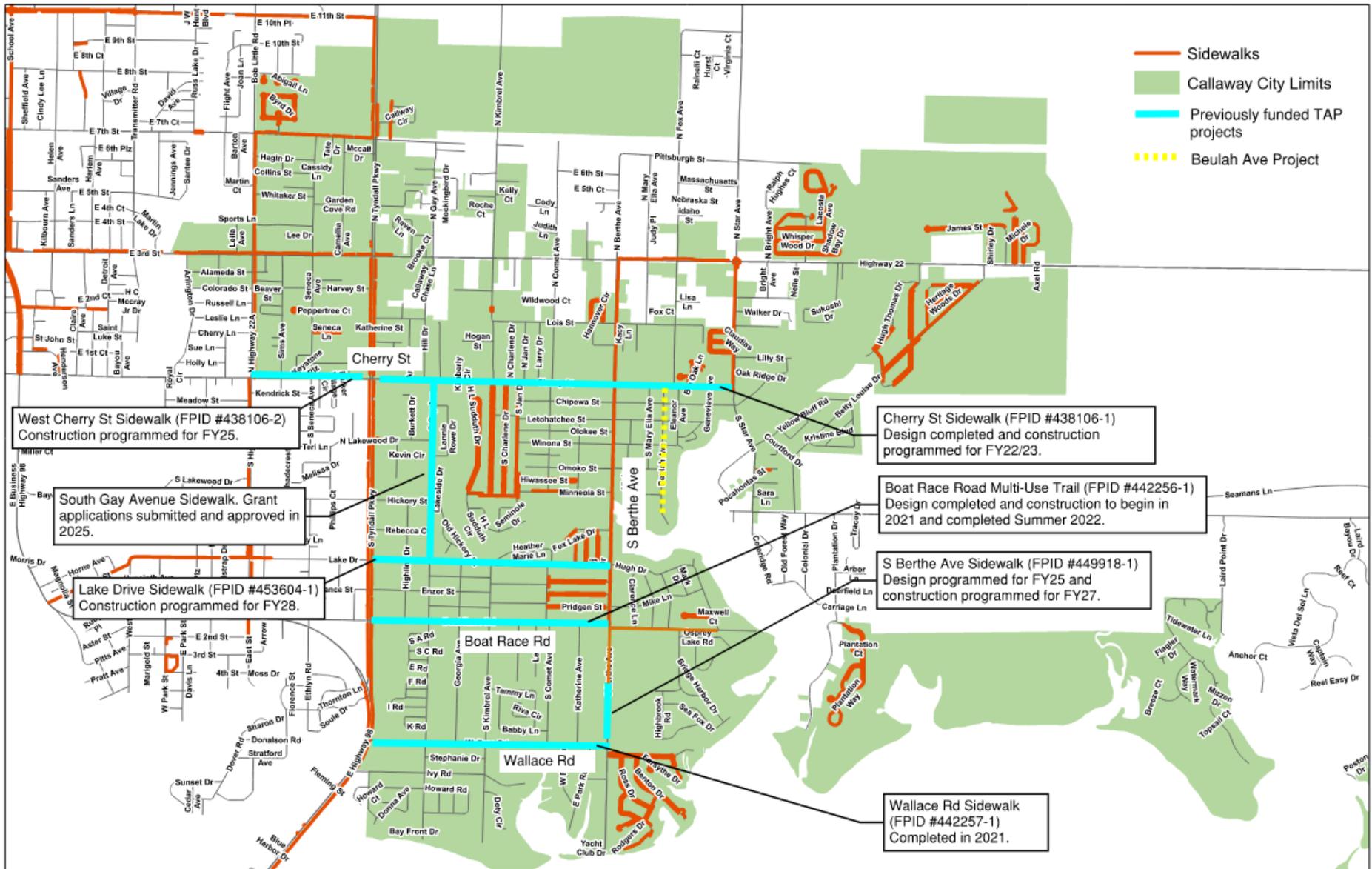
Section 7: Previously Approved ADA Transition Plan Capital Improvement Projects

There are currently 7 previously approved capital improvement projects:

- Cherry Street Sidewalk
- West Cherry Street sidewalk
- South Gay Avenue Sidewalk
- Lake Drive Sidewalk
- South Berth Avenue Sidewalk
- Wallace Road Sidewalk
- Boat Race Road Multi-Use Trail

These projects are depicted in the following Callaway sidewalk Map

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Section 7.1: Proposed ADA Transition Plan Capital Improvement Project

There is currently one proposed capital improvement project identified:

- Beulah Avenue Sidewalk

The Beulah Avenue sidewalk includes the construction of a 6' buffered concrete ADA compliant sidewalk on the west side of Beulah Avenue from John B. Gore Park to Cherry Street. The sidewalk construction will be approximately .57 miles, and include associated drainage improvements, detectable warning areas, driveways and pedestrian ramps. The new sidewalk adds necessary connectivity to the surrounding pedestrian corridor.

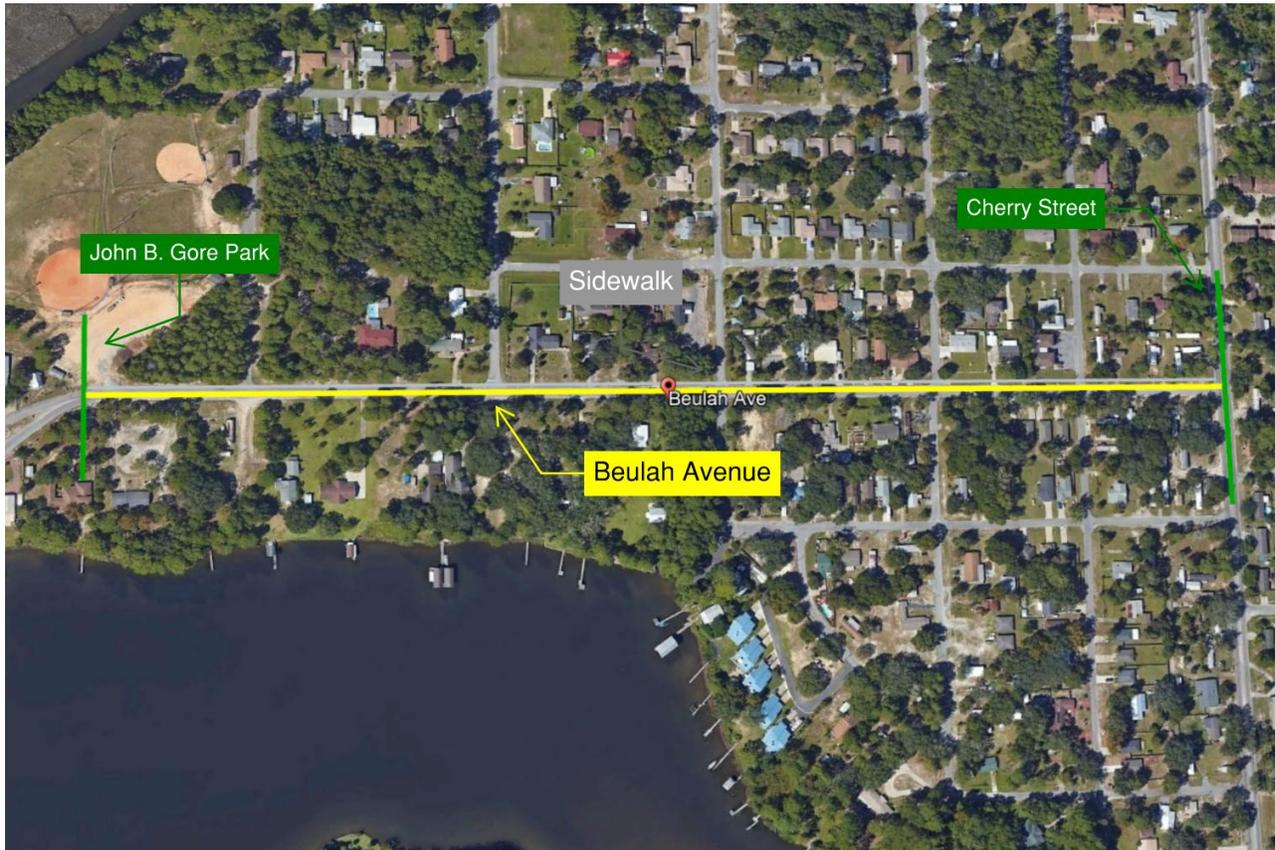
This project provides a connection to TAP funded pedestrian projects on Cherry Street.

Section 7.2: ADA Capital Improvement Proposed Cost Estimate

The city is pursuing funding assistance from state and federal funding to construct the Beulah Avenue Sidewalk. The total estimated cost for the Beulah Avenue Sidewalk project is approximately \$629,625.

Attachment I: SCORING CRITERIA

Beulah Avenue Sidewalk Project Scoring Criteria



City of Callaway

6601 FL HWY 22
Callaway, FL 32404

January 2026

Project Information			
County:	Bay County	Applicant Initial Score	75
Project Title:	Beulah Avenue Sidewalk Project		
Project Sponsor:	City of Callaway		
Requested Funding:	*****		
Requested Phases:	Design, Construction, and CEI		
Qualifying Activity:	Design, Construction, and CEI of facilities for bike/ped infrastructure-related projects		
Scope of Work:	Design and Construction of a 6' buffered concrete ADA compliant sidewalk on the west side of Beulah Avenue from John B. Gore to Cherry Street, approximately one half mile, and associated drainage improvements, detectable warning areas, driveways and pedestrian ramps.		
Road Name:	Beulah Avenue	Project Begin:	John B. Gore
Roadway ID:		Project End:	Cherry Street
Applicant Primary Contact:	Ed Cook, City Manager 850-871-6000 or citymanager@cityofcallaway.com		
Applicant Alternative Contact:			

Application Information	<i>Included?</i>	Notes
1. Completed application with Priority Number	N/A	Priority number to be included if advanced by TPO
2. Signed, update-to-date Adopted Resolutions of support	Yes	
3. 8.5 x 11 Location Map with Limits	Yes	
4. 8.5 x 11 Typical Section (Existing and Proposed)	No	
5. R/W Ownership Information	Yes	Located in City of Callaway R/W
6. R/ W details (widths)	No	
7. Cost estimate signed by PE	No	
8. Compliance documentation (comp plan, bike plan, etc)	Yes	
9. Public letters of support	Yes	65
10. Application deadline to TPO (1/17/25)	Yes	

Supplemental Information	<i>Included?</i>	Notes
1. Supplemental data for scoring	Yes	
2. AADT	Yes	.
3. References to planning documents must include the document title.	Yes	
4. When asked to provide a brief description of a claimed criterion, please limit the description to one short paragraph.	No	
5. If a claimed criterion is mapped, please note that it is mapped in the Criterion Category.	No	

Eligibility Determination	Yes / No?	Notes
Eligible Project Sponsor¹	Yes	LAP Certified
All Information Above Included	Yes	
Verify No Right of Way Acquisition	Yes	

¹ <https://www.fdot.gov/programmanagement/LAP/Certified.shtm>

Transportation Alternatives Project Application Review Checklist

Only Eligible Items in TA Funding	Yes	
Outstanding Issues?	No	

ECRC Evaluation and Cross-Check					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
1	Safety	25	10		
	Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists (select one)				
	Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	1	1		
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	2			
	High crash corridor = > 10 pedestrian/cyclist incidents from the past 5 years	3			
	Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. (select one)				
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2			
	High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3			
	Safety Issue - Provide brief descriptions for each claimed criterion				
	Posted speed limit over 30 mph in project area	1	0		
	Improves mobility for disabled, elderly or youth populations - <i>(Please provide an address and note location on map for the affected facility)</i>	1	1		
	Improves access to areas within or adjacent to an area/zone with 50% of households below	1	0		

Transportation Alternatives Project Application Review Checklist

ECRC Evaluation and Cross-Check					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
	poverty rate- as identified by the Census				
	Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	0		
	Reduces traffic volume in tourist / commercial areas	1	1		
Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design.					
	A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	1	1		
	A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	1		
Vehicle Traffic (select one)					
	40,001+	12			
	35,001-40,000	11			
	30,001 to 35,000	10			
	25,001-30,000	9			
	20,001-25,000	8			
	15,001-20,000	7			
	10,001-15,000	6			
	5,001-10,000	5	5		**
	4,001-5,000	4			
	3,001-4,000	3			
	2,001 – 3,000	2			
	Less than 2,000	1			

Transportation Alternatives Project Application Review Checklist

ECRC Evaluation and Cross-Check					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
2	Connectivity	15	13		
	General Connectivity				
	Improves access to commercial areas	1	1		
	Improves access to parks and recreational areas	3	3		
	Provides pedestrian/bicycle facilities where none exist	3	3		
	Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	1	1		
	Fills a documented gap in an existing transportation network	2	2		
	Demonstrates joint multi-jurisdictional partnership	2	0		
	Transit Connectivity (select one)				
	Connects to existing bike/ped facility & does not connect to a transit stop	1			
	Connects to existing bike/ped facility & <1/2 mile from transit stop	2			
	Connects to existing bike/ped facility & <1/4 mile from transit stop	3	3		
3	Proximity to Population Served	10	10		
	High Interest	5	5		
	Moderate Interest	3	3		
	Low Interest	2	2		

Transportation Alternatives Project Application Review Checklist

ECRC Evaluation and Cross-Check					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
4	Public Support	15	15		
	Letter of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) within past 3 years	10			
	Letter of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source) within past 3 years	15	15		
5	Proximity to School	15	15		
	Project > 2 Mile from a school	0			
	Project within 1-2 mile of a school	10			
	Project within 1 mile of a school	15	15		
6	Design Amenities	10	7		
	Addresses both walking and biking	2	2		
	Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	2		
	Provides bike parking or seating for pedestrians	1	0		
	Provides trailheads, staging areas and parking	1	0		
	Provides desirable amenities such as fitness stations, public art, pedestrian scale	1	0		

Transportation Alternatives Project Application Review Checklist

ECRC Evaluation and Cross-Check					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
	lighting, unique way finding, repair stands, etc.				
	Prior Phases of this project are under construction or have been completed.	1	1		
	All Right of Way has been secured or none is needed	2	2		
7	Env / Archy / Historic	5	0		
	Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	1	0		
	Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users or includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to avoid, minimize or mitigate impacts	1	0		
	Relieves a threat to an existing historic resource; or historic	1	0		

Transportation Alternatives Project Application Review Checklist

ECRC Evaluation and Cross-Check						
#	<i>Category</i>	<i>Max Possible Score</i>	<i>Applicant Initial Score</i>	<i>ECRC Revised Score</i>	<i>Notes</i>	
	preservation and rehabilitation of historic transportation facilities or removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising					
	Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities or removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising.	1	0			
	Project enhances access to an existing or planned activity center or includes community partnership between governmental and non-governmental organizations. (Planned activity centers must be defined in a Capital Improvement Plan or similar document that shows construction beginning in 5 years.)	1	0			
8	Age of Project	5	5			
	1 pt/yr cap @ 5 yrs	1-5	5		0	

Transportation Alternatives Project Application Review Checklist

ECRC Evaluation and Cross-Check						
#	<i>Category</i>	<i>Max Possible Score</i>	<i>Applicant Initial Score</i>	<i>ECRC Revised Score</i>	<i>Notes</i>	
	<i>Points Possible</i>	100	75			

Attachment J: LAP CERTIFICATION



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1074 Highway 90
Chipley, FL 32428

JARED W. PERDUE, P.E.
SECRETARY

05/16/2025 | 8:32 AM EDT

Ms. Ashley Robyck – City Clerk
City of Callaway
6601 E. Hwy 22
Callaway, FL 32404

Re: Local Agency Program (LAP) Certification

Dear Ms. Robyck:

The purpose of this letter is to serve as official notification that City of Callaway has been **Project-specific certified**, pursuant to [Chapter 7 of the Local Agency Program \(LAP\) Manual](#). This certification will expire at the completion of the listed project(s) below with the following exceptions:

*CR 3026 Cherry ST from SR 30A (US 98) Tyndall PKWY to CR 2315 Star AVE
Construction and CEI
Financial Project Identification Number: 438106-1*

*CR 3026, Cherry ST from SR 22A Bob Little RD to SR 30 (US98) Tyndall PKWY
Construction and CEI
Financial Project Identification Number: 438106-2*

*Berthe AVE from Forsythe DR to Eagle Lake Way
Design, Construction and CEI
Financial Project Identification Number: 449918-1*

*Lake DR from SR 30 (US 98) to S Berthe AVE
Design, Construction and CEI
Financial Project Identification Number: 453604-1*

This certification is contingent on the agency completing all Computer Based Training (CBT) requirements within 90 days of this letter. If training is not completed, certification will be removed. The complete list of the CBT's and all other training classes are listed in [Section 7.5.4 and Section 7.9 \(optional\), Chapter 7](#) of the LAP Manual. To receive credit, all agency staff is responsible for submitting their training completion certificates to the Local Programs Office.

The tool has been uploaded into GAP and can be download upon your convenience. It should be noted that if the agency experiences personnel changes and those personnel

were responsible for activities on the approved certification tool, the agency must notify the Department of the change immediately. Failure to do so could result in the suspension of certification.

Remember, if the City applies for future projects with the Department and intends to deliver those projects via the LAP Program, the City will need to seek re-certification in order to deliver those projects.

Please remember that the Department's [LAP Website](#) is a valuable resource to be used to guide your staff as you move forward with project delivery. The site contains links to forms, LAP manual, training, and much more.

Congratulations on certification and the Department looks forward to working with staff to provide an efficient transportation system for the citizens of City of Callaway.

Sincerely,

DocuSigned by:
Maria Showalter
6250BD1C42F7475...

Maria Showalter
District Local Programs Administrator

cc: Carla Hodges, District Program Manager

CITY OF CALLAWAY TAP GRANT APPLICATION

BEULAH AVENUE SIDEWALK
JOHN B. GORE PARK TO CHERRY STREET

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	EXTENDED AMOUNT
0101 1	MOBILIZATION	1	LS	\$30,000.00	\$30,000.00
0102 1	TRAFFIC CONTROL	1	LS	\$30,000.00	\$30,000.00
0110 11	CLEARING AND GRUBBING	1	LS	\$20,000.00	\$20,000.00
0120 1	REGULAR EXCAVATION	581	CY	\$30.00	\$17,430.00
0120 6	EMBANKMENT	681	CY	\$16.00	\$10,896.00
0425 1531	TYPE C INLET	2	EA	\$10,000.00	\$20,000.00
430173118	PIPE CULVERT, OPT MATERIAL (18 IN)	100	LF	\$200.00	\$20,000.00
0520 1 11	CONCRETE CURB & GUTTER, VARIABLE HEIGHT TYPE F	150	LF	\$120.00	\$18,000.00
0522 1	CONCRETE SIDEWALK (4 IN)	1,516	SY	\$100.00	\$151,600.00
0523 2	CONCRETE SIDEWALK (6 IN)	358	SY	\$120.00	\$42,960.00
0527 2	DETECTABLE WARNING	120	SF	\$50.00	\$6,000.00
0570 1 2	PERFORMANCE TURF, SOD	1,360	SY	\$5.00	\$6,800.00
12	SIGNAGE AND STRIPING	1	LS	\$10,000.00	\$10,000.00
CONSTRUCTION TOTAL:					\$383,700.00
ENGINEERING DESIGN INCLUDING SURVEYING AND GEOTECHNICAL(APPROX 25% OF CONSTRUCTION COST)					\$95,925.00
CONSTRUCTION ENGINEERING AND INSPECTION (120 DAYS CONSTRUCTION TIME):					\$150,000.00
TOTAL PROJECT ESTIMATE					\$629,625.00

COST ESTIMATE

RESOLUTION NO. 25-26

A RESOLUTION BY THE CITY OF CALLAWAY, FLORIDA TO SUPPORT CONSTRUCTION OF SIDEWALK ON THE WEST SIDE OF BEULAH AVENUE FROM CHERRY STREET TO JOHN B. GORE PARK WITH TRANSPORTATION ALTERNATIVE PROGRAM FUNDING; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, walking helps meet the goals of Chapter 339.175 Florida Statutes - Metropolitan Planning Organization - to serve the mobility needs of people while minimizing transportation related fuel consumption and air pollution; and,

WHEREAS, Congress created the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 to address growing concerns about air quality, open space, and traffic congestion. The Transportation Alternatives (TA) Program strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system; and,

WHEREAS, the addition of pedestrian facilities helps meet the goals of Chapter 163.3177 Florida Statutes - Comprehensive Plans - promoting alternative modes of transportation; and,

WHEREAS, the Center of Disease Control (CDC) encourages people to walk for fitness, transportation and fun; and,

WHEREAS, this support is consistent with the Florida Statutes, Bay County Transportation Planning Organization (TPO), FDOT, MAP-21, and CDC policies supporting alternative means of transportation.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Callaway, Florida that they support the construction of a sidewalk on the West side of Beulah Drive from Cherry Street to John B. Gore Park.

PASSED, APPROVED AND DULY ADOPTED by the City Commission of the City of Callaway, Florida, meeting in regular session this 18th day of November, 2025.

CITY OF CALLAWAY, FLORIDA

By: Pam Henderson
Pam Henderson, Mayor

Attest: Ashley Robyck
Ashley Robyck, City Clerk

APPROVED AS TO FORM FOR THE
CITY OF CALLAWAY ONLY:

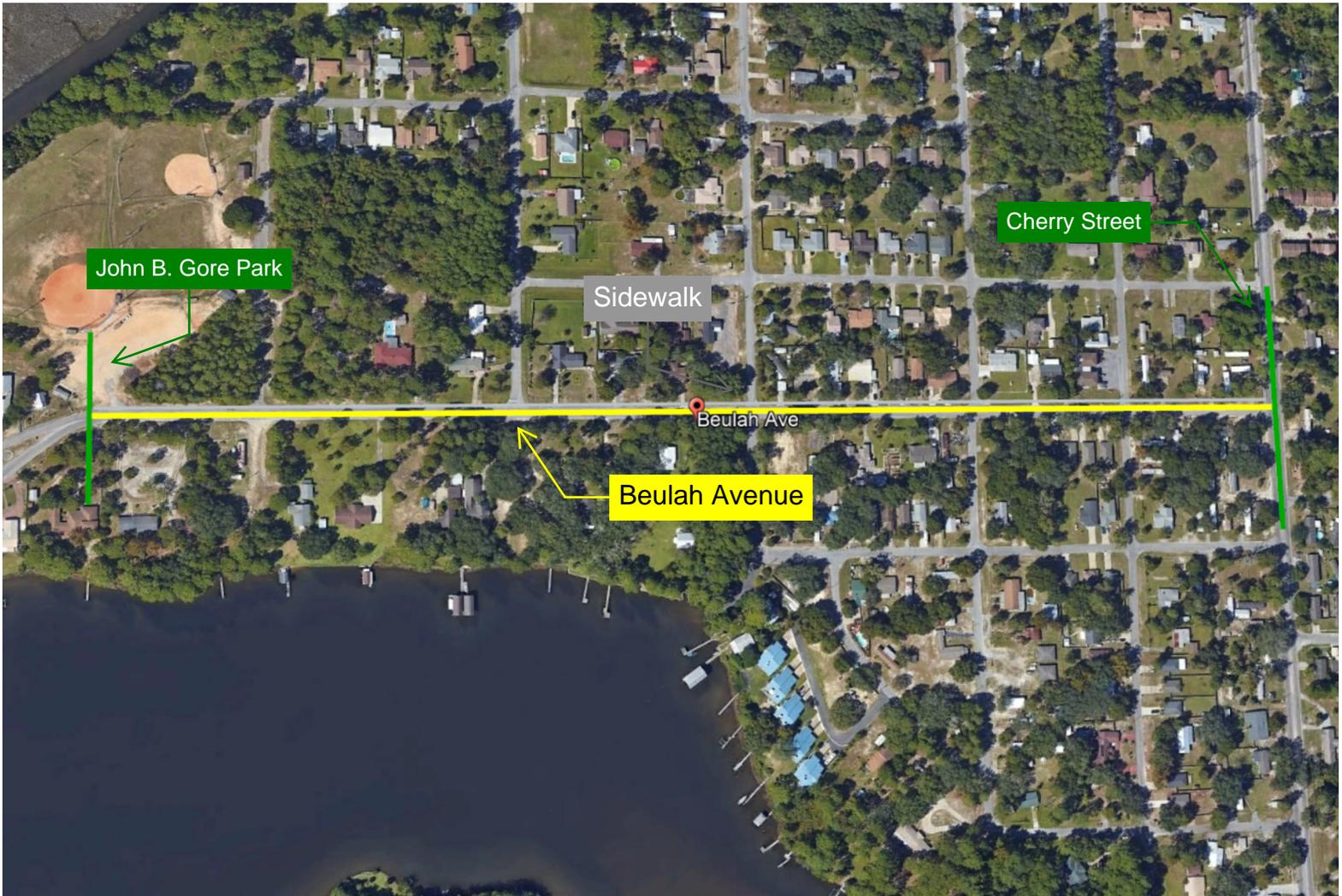
Kevin D. Obos
Kevin D. Obos, City Attorney

VOTE OF COMMISSION:

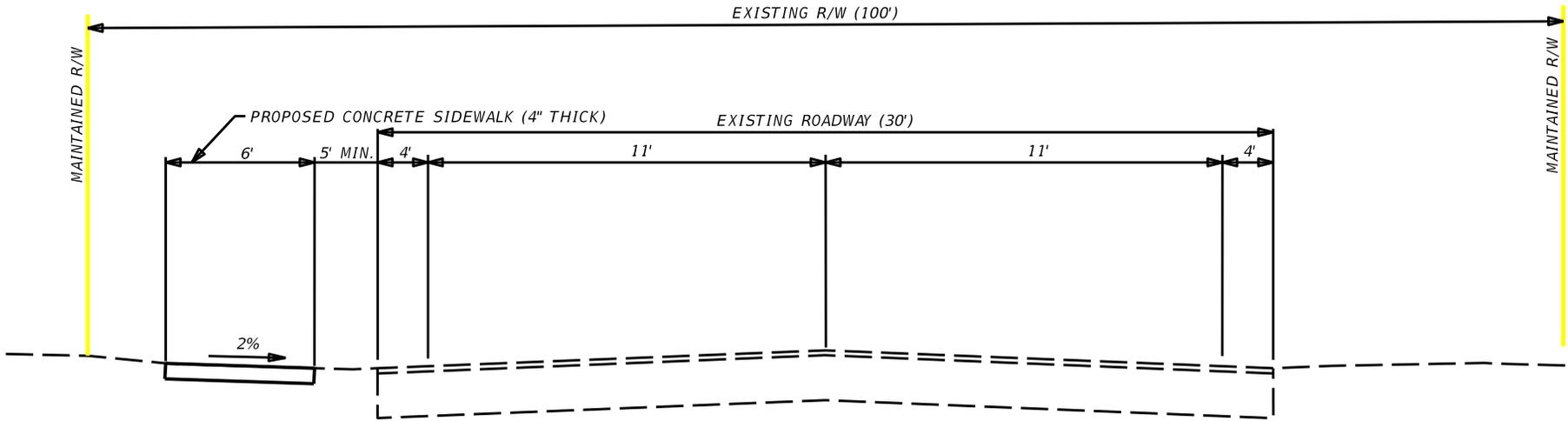
Ayers	<u>yes</u>
Birdsell	<u>absent</u>
Griggs	<u>yes</u>
Henderson	<u>yes</u>
Pelletier	<u>yes</u>

City of Callaway TAP Grant Application

Beulah Avenue Sidewalk Project
John B. Gore Park to Cherry Street



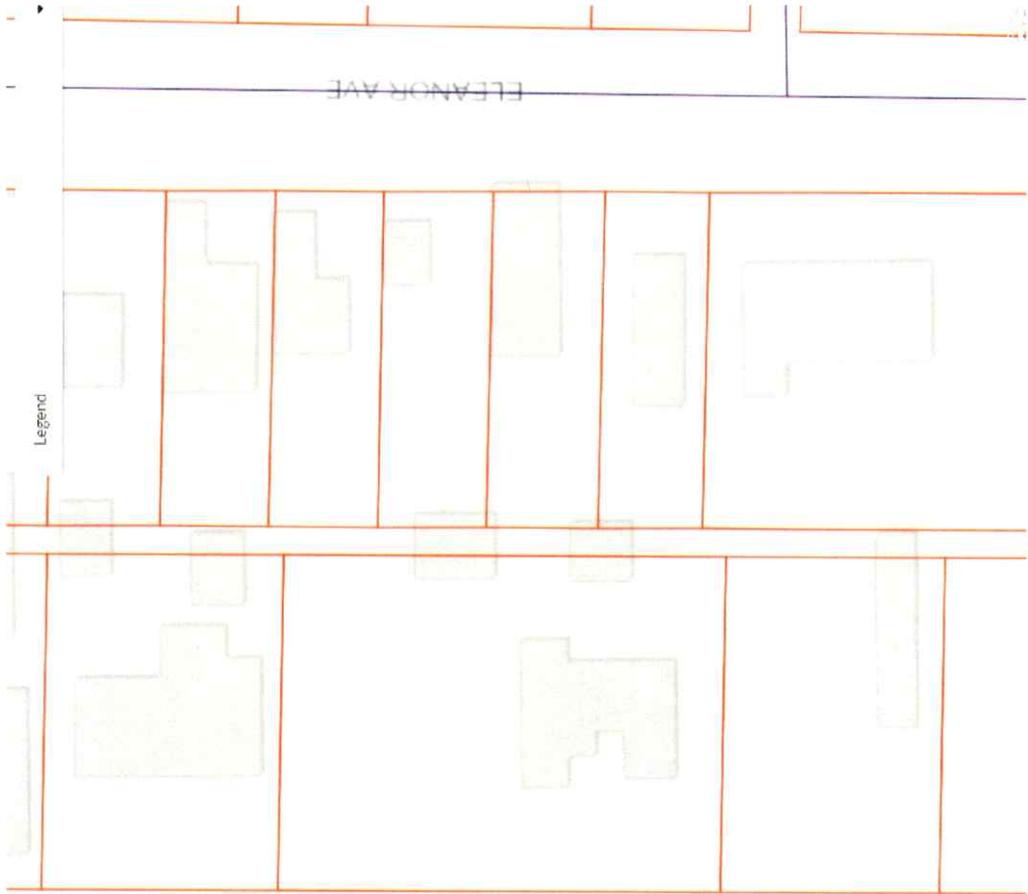
Location Map



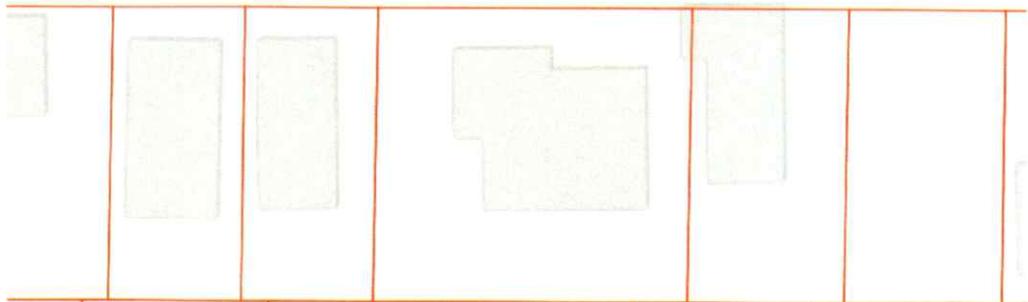
BEULAH AVENUE TYPICAL SECTION
NOT TO SCALE

REVISIONS		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TYPICAL SECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.		
					BAY	

149 of 250



BEULAH AVE



Roads (1 results)

Owner:	CALLAWAY
Name:	Beulah Ave
Surface Type:	PAVED

ANALYZE SURROUNDING AREA



← Roads (1 results)

Owner: CALLAWAY
 Name: Beulah Ave
 Surface Type: PAVED

ANALYZE SURROUNDING AREA

Attachment H: CITY OF CALLAWAY ADA
TRANSITION PLAN

Americans with Disabilities Act Transition Plan



**6601 East Highway 22
Callaway, Florida 32404**

**City of Callaway
Florida**

12/31/2022

Table of Contents

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Part I: Annual ADA Transition Plan Update

The City of Callaway developed the City’s ADA Transition Plan in 2018. The ADA Capital Improvement Plan of the ADA Transition Plan included specified goals for the construction of accessibility improvements, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. Since 2018, the capital improvement projects identified in the ADA Transition Plan have been funded and are either complete, in design phase or under construction.

The following page includes a map and summary of the intersections along major corridors throughout the City that have been evaluated and considered for improvements. Since the ADA Transition Plan was adopted by the City in 2018, the proposed improvements at the intersections have either been completed or are fully funded for design and construction and are currently in the design or construction phase.

This space is intentionally left blank.



Completed Projects	Funded Projects
1.1 HWY 22A/Bob Little Road & HWY 22/Wewa Hwy	1.2 HWY 22A/Bob Little Road & Cherry Street
2.1 HWY 98/Tyndall Parkway & Seventh Street	1.3 HWY 98/Tyndall Parkway & Cherry Street
2.2 HWY 98/Tyndall Parkway & HWY 22/Wewa Hwy	2.5 HWY 98/Tyndall Parkway & Boat Race Road
2.4 HWY 98/Tyndall Parkway & Hickory Street	3.2 Kimbrel Avenue & Cherry Street
2.6 HWY 98/Tyndall Parkway & Pitts Bayou Road	4.2 Comet Avenue & Cherry Street
3.1 Kimbrel Avenue & HWY 22/Wewa Hwy	5.2 Berthe Avenue & Cherry Street
4.1 Comet Avenue & HWY 22/Wewa Hwy	6.2 Star Avenue & Cherry Street
5.1 Berthe Avenue & HWY 22/Wewa Hwy	6.3 Star Avenue & Yellow Bluff Road*
6.1 Start Avenue & HWY 22/Wewa Hwy	

*Project is currently unfunded, but has been applied for TAP grant funding.

Capital Improvement Projects Description

The following pages describes the ADA capital improvement projects identified within the ADA Capital Improvement Plan, categorized by completed and funded projects. For completed projects, a description of the implemented improvements is provided. For the funded projects, the intersection has been included in a TAP grant funded project and the proposed improvements and current status are provided.

Completed Projects

1.1 Bob Little Road/Hwy 22A and SR 22/Wewa Hwy

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on the west side of Bob Little Road/Hwy 22A, north of the intersection
- Sidewalk on the east side of Bob Little Road/Hwy 22A, north and south of the intersection
- Sidewalk on the north side of SR 22/Wewa Hwy, west and east of the intersection



Existing (2018)



Existing (2021)

2.1 US 98/Tyndall Pkwy & Seventh Street

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on the west and east side of US 98/Tyndall Parkway, south of the intersection



Existing (2018)



Existing (2021)

2.2 US 98/Tyndall Pkwy & SR 22/Wewa Highway

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Detectable warnings on all pedestrian ramps of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on both sides of US 98/Tyndall Pkwy, north and south of the intersection



Existing (2018)



Existing (2021)

2.4 US 98 / Tyndall Pkwy & Hickory Street

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk reconstruction on the east side of US 98/Tyndall Pkwy north of the intersection



Existing (2018)



Existing (2021)

2.6 US 98 / Tyndall Pkwy & Pitts Bayou Road

Existing conditions include:

- ADA compliant pedestrian ramps and high visibility crosswalk markings to cross west-east
- Sidewalk along both sides of US 98/Tyndall Pkwy, south and north of the intersection



3.1 Kimbrel Avenue & SR 22/Wewa Highway

Existing Conditions include:

- Sidewalk at the NE and NW corners of the intersection
- Sidewalk exists along the north side of SR 22/ Wewa Highway, west and east of the intersection



4.1 Comet Avenue & SR22 / Wewa Hwy

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on the NW and NE corner of the intersection
- Crosswalk markings on north leg of the intersection
- Sidewalk along the north side of SR22 / Wewa Hwy, west and east of the intersection



Existing (2018)



Existing (2021)

5.1 Berthe Avenue & SR22 / Wewa Highway

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on the NW and NE corner of the intersection
- Detectable warnings on existing pedestrian ramps
- High visibility crosswalk markings on the north, east, and south leg of the intersection
- Sidewalk along the north side of SR22 / Wewa Hwy, west of the intersection



Existing (2018)



Existing (2021)

6.1 Star Avenue & SR 22/Wewa Highway

Existing conditions include:

- ADA compliant pedestrian ramps at all four corners of the intersection

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Sidewalk along the west side of Star Avenue, south of the intersection



Existing (2018)



Existing (2021)

Funded Projects

1.2 Bob Little Road/Hwy 22A & Cherry Street

Proposed improvements include:

- New pedestrian ramps at the intersection
- High visibility crosswalks at the intersection
- Drainage inlets at the intersection
- 6' sidewalk along the north side of Cherry Street

Project Name: West Cherry Street Sidewalk
FPID #438106-2

Status: The design and construction of the project was approved in 2021 for TAP grant funding. Construction is programmed for FY25.

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Sidewalk along the east side of Bob Little Road/Hwy 22A, north of the intersection



Existing (2018)



Existing (2021)

2.3 US 98 /Tyndall Pkwy & Cherry Street

Proposed improvements include:

- Pedestrian ramps at the eastern corners of the intersection
- High visibility crosswalk on the east leg of the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
FPID #438106-1

Current Project Status: Design is completed and construction is programmed for FY24.

Proposed improvements include:

- Pedestrian ramps at the NW and SW corners of the intersection
- High visibility crosswalk on the east leg of the intersection
- 6' sidewalk along the north side of Cherry Street

Project Name: West Cherry Street Sidewalk

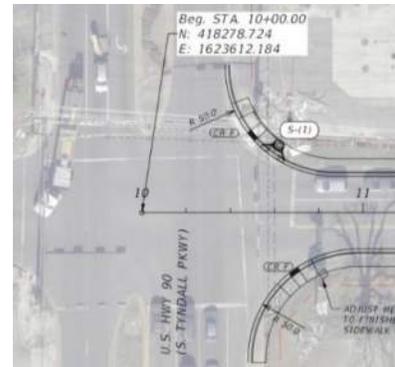
Current Project Status: The design and construction of the project was approved in 2021 for TAP grant funding.



Existing (2018)



Existing (2021)



Proposed

2.5 US 98 / Tyndall Pkwy & Boat Race Road

Proposed improvements include:

- 8' Multi-Use path along the south side of Boat Race Road

Project Name: Boat Race Road Multi-Use Trail
FPID #442256-1

Current Project Status: Design is completed and construction is anticipated to begin in 2021 and be completed in Summer 2022.



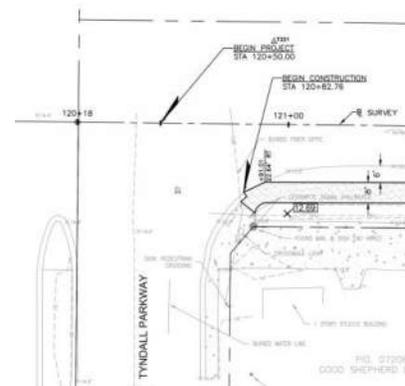
Existing (2018)

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings at all legs of the intersection



Existing (2021)



Proposed

3.2 Kimbrel Avenue & Cherry Street

Proposed improvements include:

- Pedestrian ramps at all four corners of the intersection
- New crosswalks on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)

FPID #438106-1

Current Project Status: Design is completed and construction is programmed for FY24.

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

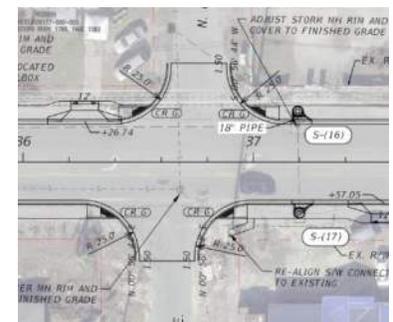
- Sidewalk along the west side of S Kimbrel Avenue, south of the intersection



Existing (2018)



Existing (2021)



Proposed

4.2 Comet Avenue & Cherry Street

Proposed improvements include:

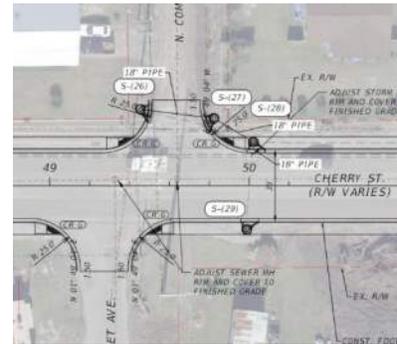
- ADA compliant pedestrian ramps on all four corners of the intersection
- New crosswalk markings on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
 FPID #438106-1

Current Project Status: Design is completed and construction is programmed for FY24.



Existing



Proposed

5.2 Berthe Avenue & Cherry Street

Proposed improvements include:

- Pedestrian ramps at all four corners of the intersection
- High visibility crosswalk markings at the intersection
- 6' sidewalk along both sides of Cherry Street
- Resurfacing along Cherry Street

Project Name: Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
 FPID #438106-1

Current Project Status: Design is completed and construction is programmed for FY24.



Existing



Proposed

6.2 Star Avenue & Cherry Street

- Proposed improvements include:
- Pedestrian ramps on Cherry Street at the intersection
 - 6' sidewalk along both sides of Cherry Street
 - New crosswalk on Star Avenue at the intersection
 - Resurfacing along Cherry Street
- Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)
FPID #438106-1
Current Project Status: Design is completed and construction is programmed for FY24.



Existing



Proposed

6.3 Star Avenue & Yellow Bluff Road

- Proposed improvements include:
- ADA compliant pedestrian ramps at all four corners of the intersection
 - Sidewalk along the south side of Yellow Bluff Road
- Project Name:** Yellow Bluff Road Sidewalk
Current Project Status: Applied for TAP grant funding in the 2021 cycle.



Part II: ADA Transition Plan

Section 1: Executive Summary

Introduction

The main purpose of the Americans with Disabilities Act (ADA) Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Callaway. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards.

This ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing pedestrian facilities within the City right-of-way accessible and usable for persons with disabilities.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

This ADA Transition Plan covers the City of Callaway in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, walkways, sidewalks with curb ramps at intersections, pedestrian activity areas and unimproved open spaces.

Public Participation

The ADA Transition Plan and subsequent updates have been presented to the City Commission meetings and provided opportunities for the public to provide input. Callaway residents were able to submit formal comments about this ADA Transition Plan, either in written form or at the City Commission meeting. A copy of the ADA Transition Plan and updates are posted on the City's website for public review and input. Additionally, the City's capital improvement projects identified in the ADA Transition Plan will be presented at the City Commission meetings during the design phase, construction phase, and/or grant application and will provide opportunity for the public to provide input.

ADA Codes and Standards

State and federal ADA Codes and Standards will be used for all facilities within the public right-of-way. The standards are intended to apply to all construction undertaken within the public right of way after the final approval of the ADA Transition Plan.

Inventory Efforts

The inventory efforts to survey and document existing conditions of pedestrian facilities within the public rights-of-way will be completed to help identify the capital improvements projects in the City of Callaway's ADA Transition Plan. These data have been used to develop improvements to pedestrian facilities and to comply with ADA and State Title 24 requirements.

ADA Capital Improvement Plan

The ADA Capital Improvement Plan describes the projects necessary to implement the ADA Transition Plan within the public rights-of-way. Types of projects included in the ADA Capital Improvement Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident requests.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects have been evaluated. These programs include on-going capital improvement and maintenance programs as well as specific projects and funding sources allocated in the City's and Transportation Planning Organization (TPO) Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work required at these locations, the plan is intended to serve as a conceptual plan whereby the extent of future projects can be evaluated prior to preparing detailed cost estimates.

Curb ramps were proposed and have been installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel,

including at mid-block crosswalks. Older non-conforming curb ramps that posed potential hazards to wheelchair users were proposed to be repaired, upgraded or replaced. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals and sidewalks serving each selected intersection have been evaluated for compliance with the ADA Codes and Standards and upgraded where necessary.

Monitoring and Status Reporting

The City is currently engaged in an on-going effort to construct sidewalk facilities at several major corridors. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. While it is important to assure that codes and standards used to design and construct curb ramps, and related improvements, are up-to-date, it is equally important that improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements has been vital in assuring an effective overall compliance program.

The ADA Transition Plan details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the plan at all construction locations within the City.

Section 2: Introduction and Administrative Information

Section 2.1: Introduction to the ADA

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

Title I: Employment

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation or discharge of an employee, or in other terms, conditions and rights of employment.

Title II: Public Services

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non-discrimination policies described in Title II.

Title III: Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term public accommodation as used in the definition often is misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

Title V contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. In the ADA, the term disability means, with respect to an individual:

1. A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
2. A record of such an impairment; or
3. Being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available upon request from the study team and are incorporated by reference as part of this ADA Transition Plan.

Section 2.2: City of Callaway ADA Responsibilities

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973 but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

The ADA states an intent not to apply lesser standards than are required under other federal, state or local laws; therefore, the law that is the most stringent has precedence. This intent has particular application with respect to the City's obligations under Section 504 or under Title 24 of the California Code of Regulations, which in some cases, exceed ADA requirements with respect to structural and physical changes.

Title II also mandates that City governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to

avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the City so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an “action requiring significant difficulty or expense” when considering the nature and cost of the accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparations, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks and public rights-of-way, that designated person is Janice Peters. All questions must be in writing and can be sent to Janice Peters by mail at 6603 E. Hwy 22, Callaway, FL 32404 or by email at jpeters@cityofcallaway.com. No verbal questions will be addressed.

Section 2.3: ADA Transition Plan Requirements

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the City also is important to determine what physical changes are necessary. The ADA Transition Plan documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under the City’s jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to City programs. The City is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other

sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;

2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
3. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and
4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of City streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. Since the ADA states that it does not override requirements of other state and local requirements, the Florida Department of Transportation (FDOT) access regulations also must be applied. Therefore, for this ADA Transition Plan, each facility or site area will be evaluated based on the most stringent requirements of the 1991 ADA Accessibility Guidelines or the FDOT requirements.

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City.

Section 2.4: Description of Program Accessibility

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in

keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self-evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

1. Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.
2. Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a city's built-environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

Section 3: ADA Transition Plan Oversight Committee

Introduction

A key to ensuring timely and effective implementation of the City’s ADA Transition Plan is coordination among the various departments involved in this effort. To this end, an ADA Transition Plan Oversight Committee shall be established. The Public Works Department and Planning Department staff serve as the City of Callaway’s Oversight Committee.

Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. By presenting to the Callaway City Council on the ADA Transition Plan updates and all phases of the capital improvement project, the Committee reports to the City Council on a consistent basis on the status of ADA and accessibility improvements to the public right-of-way, as well as on costs incurred to date and projected cost estimates for other components of the ADA Transition Plan. Phases of the capital improvement projects that are presented to the Callaway City Council include the following and the results are reported to the City Commission:

- Grant Application Submittal
- Design Contract Review and Approval
- Construction Bid Review and Approval

The Oversight Committee should also evaluate the need for additional funding and look for new funding opportunities. Specific tasks that the ADA Transition Plan Oversight Committee should undertake and oversee would include the following:

(1) Curbs and Curb Ramps Evaluation

The Oversight Committee should monitor the status of curb ramp construction and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility.

The Committee should evaluate the City’s current curb ramp designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative curb ramp designs should be investigated to ensure the appropriate complying level of access.

(2) Individual Intersection Curbs, Sidewalks and Pedestrian Islands Evaluation

The Oversight Committee should review the monitor curbs, sidewalks and pedestrian island construction, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards, and to determine technical infeasibility.

The on-going retrofitting of curbs, sidewalks and pedestrian islands should be in

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accordance with the ADA Transition Plan and all applicable federal and state laws and regulations, with the highest priority first and the lowest priority last.

Areas around bus stops, transportation, public and medical facilities, shopping areas and other facilities should have the highest priority. When a curb ramp is evaluated for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

(3) Accessible Pedestrian Signals Evaluation

The Oversight Committee should monitor accessible pedestrian signal installation and recommend revisions/modifications to the policy to implement the ADA Transition Plan. When accessible pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards and should be in compliance with the outlined policy. Accessible pedestrian signal installations also should be evaluated to reflect any new Federal guidelines contained in the FHWA Manual on Uniform Traffic Control Devices, along with advances in accessible signal technology.

(4) Tactile Guide Strips Evaluation

The Oversight Committee should oversee the needs for tactile guide strip installation and should recommend revisions/modifications to the policy.

(5) Private Developers' Improvements Evaluation

In areas nearby the ADA Transition Plan's Capital Improvement Projects, the Oversight Committee should obtain from the City's Planning Department proposed plans for private developments, both residential and commercial, and evaluate the scope and impact of such plans on access improvements to streets and sidewalks in unincorporated areas.

The Committee should, through the Planning Department, identify planned private projects, both residential and commercial where the City retains sufficient right-of-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where the responsibility for access improvements rests with the developer, and those situations where the City has granted variances to developers on access improvements. Where the City has allowed a variance that impacts access for the disabled, the variance should be looked at to determine if the City preserves the option to do future improvements such as installing sidewalks.

Section 4: Inventory Methodology and Findings

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the City of Callaway. These data are used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and City approved policies.

The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Callaway, and to assure compliance with all federal, state, and local regulations and standards.

Section 4.1: ADA Data Collection Items

For detailed measurements at or near intersections, the survey team will collect and analyze the following data:

Crosswalks: Whether crosswalks are present at any or all crossings. If present, the width, type, alignment, presence of tactile guides trips, presence of islands and disabled access.

Curb Ramps: Whether existing curb ramp(s) are present at any of the corners within the intersection.

Directional Corner of Intersection: NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)

Intersection Geometry: Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.

Islands: If present, then presence of curb ramps and push buttons.

Obstructions and Obstacles: The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be recorded: utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstand.

Pedestrian Signals: Whether visual or accessible pedestrian signals are present. If present, the type, size, height and location of actuator buttons. The location parameters are “at curb,” “on landing,” “on ramp slope – arm length” and “on ramp slope – not arm length.” Another location question asks if the pedestrian push button is parallel to the crosswalk alignment.

Sidewalk Present: Whether a sidewalk leading to and from the curb is present. If present, the paved sidewalk width at the intersection.

Tactile Guide strips: Whether tactile guides trips are present at any crosswalk. If present, the location, height, width and color of the tactile guides trips.

Traffic Control: Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control, roundabout or no control.

Transit Stop Type: The parameters of the transit stop type are none, light rail, bus and other.

Curb Type: Whether a curb is present, and if present, the type (vertical or rolled).

Flush Corner: If there is no curb, whether a flush transition from the street to the sidewalk is present.

If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:

Car Obstruction: Curb ramp not located so that it could be obstructed by parked vehicle.

Common Landing: Dimensions of any common landing for two curb ramps.

Curb Ramp Type: A general description of the curb ramp: flared, pan, chute, blended corner or built-up.

Detectable Warnings/Truncated Domes: Whether truncated domes are present. If present, the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks.

Grooved Border: Whether a 12-inch grooved border around all sides is present and its width.

Gutter Slope: Slope in percent of the gutter or street transition.

Lip: Whether a lip is present at the bottom of the curb ramp, and if present, the height to the nearest 0.25 inch.

Location in Crosswalk: Curb ramp wholly contained in marked crosswalk, if applicable.

Main Slope: Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street.

Main Cross Slope: Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp.

Side Slope(s): Whether a side slope or parallel slope is present, and if present, the slope of each sloping side or flare parallel to the street in percent.

Slip-resistant Surface: Whether the surface is slip-resistant.

Street the curb ramp is facing, or if facing the intersection (diagonal).

Top Landing Depth: Whether a 48-inch deep level landing is provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp.

Transition Slope: Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.

Width: Width of the curb ramp or pan. A pan or level landing exists when there is a lack of vertical separation between the sidewalk and the street.

Section 5: ADA Capital Improvement Plan

Section 5.1: Introduction

The ADA Capital Improvement Plan is a last step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Callaway public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five-year Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its fiscal impact is established, annual projects can be finalized, and the exact number of specified improvements can be set as project goals.

The ADA Capital Improvement Plan includes a list of potential project locations and items of work, which will be further reviewed by the City during the design phase of the projects. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements, will continue.

Section 5.2: Extent of Required ADA Work

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Callaway, the ADA CAG and the TAC. These basic elements include the ADA Codes and Standards, the ADA Monitoring Program and

the ADA Prioritized Capital Improvement Plan. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route from any Priority 1 use leading to the curb ramps, and installing accessible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

- 1) Complete ADA retrofit of signalized four-way intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel; new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes & Standards. Scope may include new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new
- 3) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes and Standards.

- 4) Islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 5) Complete ADA retrofit of signalized T-intersection: six new curb ramps with two per corner, except only one on either side of the top of the T (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new accessible pedestrian signals with push buttons; and crosswalk striping (if not
- 6) existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 7) Partial ADA retrofit at four-way intersection, single-family residential area: four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.
- 8) Partial ADA retrofit at T-intersection, single-family residential area: two new curb ramps to cross main street at one location of T-intersection, and at least one and preferably two new curb ramps to cross secondary street.
- 9) One or more new single curb ramps where other curb ramps at the intersection are complying.
- 10) Renovation of existing curb ramp to remove hazardous conditions.
- 11) Installation of new curb, gutter and concrete sidewalk (Installation of sidewalk should be on a case-by-case basis).
- 12) Partial curb, gutter and sidewalk installation to provide programmatic access (Installation of sidewalk should be on a case-by-case basis).
- 13) Miscellaneous sidewalk or walkway repair or replacement.
- 14) Selected sidewalk and bus pad pavement as required for transit access (Installation of sidewalk should be on a case-by-case basis).
- 15) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals (Installation of sidewalk should be on a case-by-case basis).
- 16) Roadway widening, or installation of required asphalt conforms for accessible pedestrian access routes.

- 17) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).
- 18) Again, the above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

Section 5.3: Types of Projects and Funding Sources

There are several existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Improvement Plan. These programs are described in this section.

On-Going Capital Improvement Programs

These programs are operated by or coordinated with the City on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

- Curb, Gutter and Sidewalk Maintenance
- Sidewalk Improvement Projects
- TPO Elderly and Disabled Accessibility Projects
- Pavement Maintenance Program (Street Overlay Projects)
- FDOT Construction Projects
- Private Developer Construction Projects adjacent to the City Right-of-Way

Section 5.4: Specific Funding Programs and Projects

To the maximum extent possible, existing and prospective funding programs and sources were used to implement the ADA Capital Improvement Projects. These projects were funded either as standalone projects or as a minor component of a transportation improvement project. Potential programs and sources included the following:

1) Funding Programs

- Current ½ Cent Sales Tax Program
- Development Fee Program
- State Funding Programs
- STIP- State Transportation Improvement Program
- SR2S- Safe Routes to School Program
- TCRP- Traffic Congestion Relief Program
- Federal Funding
- CMAQ- Congestion Mitigation and Air Quality Program
- HBRR- Highway Bridge Replacement & Rehabilitation Program

- HES- Hazard Elimination & Safety Program
RSTP- Regional Surface Transportation
Program TEA- Transportation Enhancement
Activities

2) Specific City Construction Projects

Section 5.5: Description of ADA Capital Improvement Plan

The ADA Capital Improvement Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should consider all the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Improvement Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that the City commit to an aggressive schedule to bring Callaway into ADA compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis.

Section 6: Monitoring and Status Reporting

The City is currently engaged in an on-going effort to construct sidewalks, street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. While it is important to assure that codes and standards used to design, and construct curb ramps and related improvements are up-to-date, it is equally important that ADA improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

Section 7: ADA Transition Plan Capital Improvement Projects

There are currently two capital improvement projects identified:

- Lake Drive Sidewalk, and
- S Berthe Avenue Multi-Use Path

The Lake Drive sidewalk. includes the construction of a 6' buffered concrete ADA compliant sidewalk on the north side of Lake Drive from US 98/Tyndall Parkway to S Berthe Avenue. The sidewalk construction will be approximately one mile, and include associated drainage improvements, detectable warning areas, driveways and pedestrian ramps. The new sidewalk adds necessary connectivity to the pedestrian corridor and S Berthe Avenue currently underway.

The S Berthe Avenue multi-use path will include the reconstruction of the existing 5' deteriorated concrete sidewalk on the east side of S Berthe Avenue from Boat Race Road to Cherry Street. The existing sidewalk will be reconstructed to an 8' concrete ADA compliant multi-use path, approximately one mile, with associated drainage improvements, detectable warning areas, driveways and pedestrian ramps.

Both projects provide connection to TAP funded pedestrian projects on Cherry Street, Boat Race Road, and S Berthe Avenue currently underway.

Section 7.1: ADA Capital Improvement Cost Estimate

The city is pursuing funding assistance from state and federal funding to construct the Lake Drive Sidewalk and S Berthe Avenue Multi-Use Path. The total estimated cost for the Lake Drive Sidewalk project is approximately \$1.14 million and for S Berthe Avenue Multiuse Path is approximately \$1.62 million.

The S Berthe Avenue project will be implemented in two phases, Phase 1 will be from Cherry Street to the S Berthe Avenue Bridge, approximately .50 miles, and is estimated to be \$812,000. Phase 2 will be from the S Berthe Avenue Bridge to Boat Race Road, approximately .50 miles, and is estimated to be \$812,000. The new multi-use path would complete an ADA compliant pedestrian corridor.



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Lucbirde Peterson

Address: 6123 Wallace Rd.

I, Lucbirde Peterson, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Lucbirde Peterson

Signature

11/26/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: PAUL D. BOHAC

Address: 7010 MIKE LANE, CALLAWAY

I, PAUL D. BOHAC, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

BEULAH AVENUE ENDS AT GORE PARK, A SIGNIFICANT RECREATIONAL AREA FOR YOUNG AND OLD ALIKE. A SIDEWALK ALONG BEULAH WILL DO MUCH TO IMPROVE PUBLIC SAFETY FOR THOSE WHO WALK, BICYCLE, PUSH STROLLERS OR WHEELCHAIRS TO GORE PARK.

Paul D. Bohac
Signature

11/24/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Kathryn Hennings

Address: 431 Tanya Pass
Callaway FL 32404

I, Kathryn Hennings support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Kathryn Hennings
Signature

11-24-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: DONALD A. HENNING

Address: 431 TAWNA PASS
CALLAWAY, FL 32404

I, DONALD HENNING support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Donald Henning

Signature

11-24-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Tiffanie Crabtree
Address: 531 J.H Crews Circle
Callaway, FL 32404

I, Tiffanie, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Tiffanie Crabtree

Signature

11/21/2025

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Brian Crabtree
Address: 531 J. H. Crews Circle
Callaway FL 32404

I, Brian Crabtree, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Brian Crabtree
Signature

11/21/2025
Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: Allison Dykes

Address: 313 Beulah Ave, Callaway, FL 32404

I, Allison Dykes, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Beulah Ave is consistently busy with pedestrian traffic due to the Gore Park and the Men's Club Boat Ramp at the end of the street.

There are no speed bumps on Beulah therefore cars speed creating more safety risks for pedestrians.

Allison Dykes Digitaly signed by Allison Dykes
DN: cn=Allison Dykes, email=ad@callawayfl.com, o=City of Callaway, ou=City of Callaway, c=US

11/24/2025

Signature

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: JOHN P. HAGAN

Address: 219 COLLINFURST SQ
CALLAWAY, FL 32404

I, JOHN P. HAGAN, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

John P. Hagan
Signature

11/20/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Ken Ayers
Address: 6831 Forsythe Dr
Callaway, FL 32404

I, Ken Ayers, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Thank you in advance for your support
of our community. Our community mainly consists of
military, military retirees & persons of limited resources.

Ken Ayers
Signature Major, USAF Ret.

Nov 19, 2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Emily Franklin
Address: 1414 Louisiana Ave
Lynn Haven, FL 32444

I, Emily Franklin support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Emily Franklin
Signature

11/19/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Diana Shields

Address: 341 N Bass Drive

I, Diana, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Diana N. Shields

Signature

11/18/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Melissa Butze

Address: 7181 Ellie B Dr
PC FL 32404

I, Melissa Butze, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Melissa Butze

Signature

11/19/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Bill Foye
Address: 324 S. Beulah Ave.
Callaway, FL 32804

I, Bill, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Bill Foye
Signature

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Katrina Wood

Address: 10406 Letohatchee St
Anniston City, AL 32404

I, Katrina Wood, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Katrina Wood
Signature

11-19-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Jay Mitchell

Address: 2309 Bell Cir
Lynn Haven, FL

I, Jay Mitchell, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Jay Mitchell
Signature

Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: Ashley Robyck

Address: 291 Beulah Ave Callaway FL 32404

I, Ashley Robyck, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Ashley Robyck

Signature

11-19-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Sandra Griggs

Address: 7111 Winona St, Callaway FL 32404

I, Sandra Griggs, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Sandra Griggs
Signature

12/29/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: David Griggs
Address: 7111 Winona St, Callaway, FL 32404

I, David Griggs, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

David Griggs
Signature

12/22/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Melissa Whitehurst

Address: 6421 Lake Dr
Panama City, FL 32404

I, Melissa Whitehurst, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Melissa Whitehurst

Signature

12/25/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Ara Reinhold

Address: 1128 S. Gay Ave. Lot 2
Panama City, FL 32404

I, Ara Reinhold support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Ara Reinhold

Signature

12/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Thelma McDowell
Address: 6408 Wildwood Ct.
Panama City, FL 32404

I, Thelma McDowell, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Thelma McDowell

Signature

12/25/2025

Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: Alyssa Whitehurst

Address: 6408 Wildwood Court, Callaway FL 32404

I, Alyssa Whitehurst, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Signature

12/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Nickolas Whitehurst

Address: _____
6421 Lake Drive Panama City FL 32204

I, Nickolas, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Nickolas Whitehurst

Signature

12, 25, 25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Nancy D. Reinhold

Address: 1128 South Gay Ave Lot L Panacea City FL 3240

I, Nancy, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Nancy D. Reinhold
Signature

12/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Emily Fidler

Address: 725 Miles Dr.
Panama City, FL 32404

I, Emily Fidler, support a sidewalk project on Beulah Avenue. I support this project because of the following **benefits** that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes **sense** of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Emily Fidler

Signature

12/5/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Kate Fidler
Address: 725 Miles Dr. Callaway, FL 32404

I, Kate, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Kate Fidler
Signature

Nov. 24, 2025
Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: JOSHUA FIDLER

Address: 725 MILES DR.
CALLAWAY, FL 32404

I, J. FIDLER, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:


Signature

11-24-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Bobby Birdsell
Address: 6221 Imperial Dr
Callaway FL 32404

I, Bobby, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

We have a beautiful park on Beulah and citizens need safe access to enjoy. Also, this road is within walking distance of the school and several children walk it every day, they need safe walking!

Signature

24 NOV 25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Dana Birdsell
Address: 6221 Imperial Dr. Callaway, FL 32404

I, Dana Birdsell support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Dana Birdsell

Signature

11-24-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Emily Birdsell

Address: 6221 Imperial Drive Panama City, Florida 32404

I, Emily, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Emily B

Signature

11/24/2025

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Tori Reinhold

Address: 1128 South Gray Ave Lot L

I, Tori Reinhold, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

TR

Signature

11/24/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Denise Beach

Address: 141 H.L. Suddeth Drive
Callaway, FL 32404

I, Denise Beach, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Denise Beach

Signature

12/09/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Pam Henderson
Address: 133 AL Sudduth Dr
Callaway FL 32404

I, Pam Henderson support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This sidewalk is needed as so many
people walk on this roadway.

Pam Henderson

Signature

12/9/2025

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: J.C. Holzschuh

Address: 19672 C.R. 2297
Panama City, Fl.

I, J.C. Holzschuh support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

J.C. Holzschuh
Signature

12/09/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: THERESA C. TOWNSEND

Address: 6412 BABBY LN, P.O.

I, THERESA C. TOWNSEND, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

THERESA C. TOWNSEND

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Anna Maria Ulrich Poppell

Address: 402 Dogwood Way
32404 Panama City, FL

I, Anna Maria Ulrich Poppell support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Anna Maria Ulrich Poppell

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Elizabeth Lames

Address: 139 N Anita Dr
Panama City FL 32404

I, Elizabeth Lames, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This is the main road to Gore Park and boat ramp, so
it will improve safety.

Elizabeth Lames
Signature

11-25-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: DALLAS MARTZ

Address: 6210 LAKE DRIVE
CALLAWAY FL. 32404

I, DALLAS, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Dallas R Martz
Signature

11/25/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: JOSEPH R TOWNSEND

Address: 6412 BABBY LN
CALLAWAY

I, Joe Townsend, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

BEING WRITING / LOOKING FORWARD TO IT

Joseph R. Townsend
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: DePora Rogers
Address: 2101 W. Hwy 390 Apt 1004
Ryan Haven, FL 32444

DePora Rogers support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

To keep people safe

DePora Rogers
Signature

11-25-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: CHRISTINE SMITH

Address: 3008 KINGWOOD DR.
PANAMA CITY FL 32405

I, CHRISTINE, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Christine B Smith
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Susan Holzschuh

Address: 9642 C.R. 2297
Panama City, (Albentom) Fl.

I, Susan, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

S. Holzschuh
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: MAMIE REYNOLDS
Address: 130 BEULAH AVE Apt 3
CALLAWAY, FL 32404

I, MAMIE REYNOLDS support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Mamie Reynolds
Signature

11/25/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Sara Lowe

Address: 411 Beulah Ave - P.C.F. 32404

I, Sara Lowe, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Sara C. Lowe
Signature

11-25-23
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Thelma Branning
Address: 258 Bright Ave. P.C. 32404

I, Thelma Branning, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Thelma Branning
Signature

11-25-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: ADOLIA L. MARTZ

Address: 6200 LAKE DRIVE
CALLAWAY FL. 32904

I, Do, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Adelia L. Martz

Signature

11/25/2025

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Sherr Morden

Address: 4502 Brookforest Dr.
Panama City FL 32404

I, Sherr, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Sherr Morden

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: KATHY Soto

Address: 1106 S. Katherine Av.
Panama City, FL.

I, KATHY, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Kathy Soto
Signature

11/24/2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Ina Crawford
Address: 130 Byrd Drive

I, Ina Crawford, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:
it's about time!

Ina Crawford
Signature

25 November 2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: HELENA L. BRIGGS

Address: 6406 MINNAPOLIS AV
FLA 32409

I, Helena L. Briggs support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Helena L. Briggs

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Andrew D. Wiggins

Address: 108 Rob Court
Callaway Fla 32404

I, Andrew Wiggins, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:
Get us done!

Andrew Wiggins

Signature

25 Nov 25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: LEA DUTTON

Address: 116 N COVE BLVD
PC

I, Lea, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Lea Dutton
Signature

7/20 25 2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: WAYNE CARTER

Address: 4558 CEDAR ST. PARKER FL. 32404

I, Wayne Carter, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Wayne Carter
Signature

11-25-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

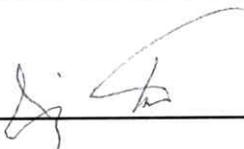
Name: Jimmy Talley

Address: 7215 Cherry Street
Panama City FL 32404

I, Jimmy Talley, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:


Signature

11-25-2025
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Terry Stablein

Address: 109 Big Oak Lane

I, Terry Stablein, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Are you ever going to repave from Cherry from Highway 98 to Star Ave.
It is budgeted; but hasn't been started.

Terry L. Stablein

Signature

11-25-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Dean V Banks

Address: 217 Annie R. Dr.

P. O. Box 32404

I, Dean V Banks, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

For safety the children and disabled secure travel has been
needed for years.

DB
Signature

11/25/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Debbie Griggs

Address: 8261 James St.

I, Debbie Griggs support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Debbie Griggs

Signature

11-25-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Joan Elliott

Address: 932 Rainelli Ct, P.O. FL 32404

I, Joan Elliott, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Joan J Elliott

Signature

25 NOV 25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Lorna BANKS
Address: 8214 James St, Panama City, FL 32404

I, Lorna BANKS, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Lorna Banks
Signature

25 Nov 25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Frank Daniels

Address: 9307 Hwy 2301
Youngstown Florida 32466

I, Frank Daniels, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Frank Daniels

Signature

11-25-25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Marilyn Wallace

Address: 5808 Hwy RD
P.O. FL 32404

I, Marilyn, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Marilyn Wallace

Signature

11/25/25

Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Kenneth Wallace

Address: 5808 Ivy RD

Panama City, FL 32404

I, ^{Kenneth}~~Marityn~~, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Kenneth Wallace

Signature

11/25/25

Date



Letter of Support for the Beulah Avenue Sidewalk Project

Name: Nila Latta

Address: 237 So. Jean Dr.
City 32404

I, _____, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
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- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Nila Latta
Signature

11/29/25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Toby Crabtree
Address: 531 J H Crews Circle, Panama City FL
32404

I, Toby, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Toby Crabtree
Signature

12-2-25
Date



**Letter of Support for
the Beulah Avenue Sidewalk Project**

Name: Allycia Watson

Address: 109 Christie Lane, Callaway, FL 32404

I, Allycia, support a sidewalk project on Beulah Avenue. I support this project because of the following benefits that the project provides:

- Enhances safety** (reduces pedestrian-related collisions)
- Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- Public Benefit** (used by people of all ages and abilities i.e., children, elderly, people with strollers and wheelchairs, etc.)
- Improves Safe Ways to School** (improves walkability for students)
- Promotes better health** (promotes physical activity and reduces contributions to air pollution)
- Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses)
- Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Signature

12/15/25
Date



CITY OF CALLAWAY

Office of the Mayor
6601 EAST HIGHWAY 22
CALLAWAY, FL 32404
PHONE: 850-871-6000
WWW.CITYOFCALLAWAY.COM

MAYOR
PAMN HENDERSON

COMMISSIONERS
BOBBY BIRDSELL, WARD I
DAVID GRIGGS, WARD II
BOB PELLETIER, WARD III
KENNETH AYERS, WARD IV

Kevin Obos, City Attorney

Keith "Ed" Cook, City Manager

Ashley Robyck, City Clerk

December 02, 2025

Memo: Letter of Support for the Beulah Avenue Sidewalk Project

I, Pamn Henderson, Mayor of Callaway support a sidewalk project on Beulah Avenue. This project will enhance safety to one of our most heavily used parks in the city and will serve as a vital connector for pedestrian traffic. This project is an important connector to our sidewalk system.

Sincerely,

A handwritten signature in blue ink that reads "Pamn Henderson".

Pamn Henderson
Callaway Mayor

Jurisdiction: City of Callaway
 Project Title: Beulah Avenue Sidewalk Project
 Project Limits: Cherry Street to John B. Gore Park
 Requested Phases and Costs: PE/Design, CST, & CEI \$326,625
 Contact Person: Ed Cook, City Manager

ECRC Evaluation and Cross-Check (Bay County TPO)					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	
1	Safety	25	10	10	
Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists (select one)					
	Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	1	1	1	
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	2	-	-	
	High crash corridor = > 10 pedestrian/cyclist incidents from the past 5 years	3	-	-	
Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. (select one)					
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2	-	-	
	High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3	-	-	
Safety Issue - Provide brief descriptions for each claimed criterion					
	Posted speed limit over 30 mph in project area	1	0	0	
	Improves mobility for disabled, elderly or youth populations - (Please provide an address and note location on map for the affected facility)	1	1	1	
	Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as identified by the Census	1	0	0	
	Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	0	0	
	Reduces traffic volume in tourist / commercial areas	1	1	1	
Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design.					
	A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	1	1	1	
	A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	1	1	
Vehicle Traffic (select one)					
	40,001+	12	-	-	6,100 AADT on Cherry Street
	35,001-40,000	11	-	-	
	30,001 to 35,000	10	-	-	
	25,001-30,000	9	-	-	
	20,001-25,000	8	-	-	
	15,001-20,000	7	-	-	
	10,001-15,000	6	-	-	

	5,001-10,000	5	5	5	
	4,001-5,000	4	-	-	
	3,001-4,000	3	-	-	
	2,001 – 3,000	2	-	-	
	Less than 2,000	1	-	-	
2	Connectivity	15	13	11	
	General Connectivity				
	Improves access to commercial areas	1	1	1	
	Improves access to parks and recreational areas	3	3	3	
	Provides pedestrian/bicycle facilities where none exist	3	3	3	
	Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	1	1	1	
	Fills a documented gap in an existing transportation network	2	2	2	
	Demonstrates joint multi-jurisdictional partnership	2	0	0	
	Transit Connectivity (select one)				
	Connects to existing bike/ped facility & does not connect to a transit stop	1	-	1	
	Connects to existing bike/ped facility & <1/2 mile from transit stop	2	-	-	
	Connects to existing bike/ped facility & <1/4 mile from transit stop	3	3	-	
3	Proximity to Population Served	10	10	10	
	High Interest	5	5	5	Callaway Elementary School
	Moderate Interest	3	3	3	John B. Gore Park
	Low Interest	2	2	2	Low Density Single Family
4	Public Support	15	15	10	
	Letter of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) within past 3 years	10	-	10	Resolution No. 25-26 Public Letter of Support: Mayor of Callaway Private: 10+ Letters of Support from citizens
	Letter of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source) within past 3 years	15	15	-	
5	Proximity to School	15	15	15	
	Project > 2 Mile from a school	0	-	-	Callaway Elementary School
	Project within 1-2 mile of a school	10	-	-	
	Project within 1 mile of a school	15	15	15	
6	Design Amenities	10	7	7	

	Addresses both walking and biking	2	2	2	
	Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	2	2	
	Provides bike parking or seating for pedestrians	1	0	0	
	Provides trailheads, staging areas and parking	1	0	0	
	Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	1	0	0	
	Prior Phases of this project are under construction or have been completed.	1	1	1	
	All Right of Way has been secured or none is needed	2	2	2	
7	Env / Archy / Historic	5	0	0	
	Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	1	0	0	
	Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users or includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to avoid, minimize or mitigate impacts	1	0	0	
	Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities or removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	1	0	0	
	Project enhances access to an existing or planned activity center or includes community partnership between governmental and non-governmental organizations. (Planned activity centers must be defined in a Capital Improvement Plan or similar document that shows construction beginning in 5 years.)	1	0	0	
	Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109) or vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	1	0	0	
8	Age of Project	5	0	1	
	1 pt/yr cap @ 5 yrs	1-5	0	1	
	Total Points	100	70	64	