

## INTRODUCTION

The Thomasville Road Multi-Use Path Feasibility Study evaluated the opportunity for constructing a 10- to 12-foot multi-use path along Thomasville Road from Betton Road to Metropolitan Boulevard, a distance of approximately 2.5 miles. As the study progressed, an additional connection between the northern terminus of this project to the Market District was also evaluated. This study was conducted in accordance with several locally adopted plans, including the Tallahassee-Leon County Greenways Master Plan (2013), the 2015 update to the Greenways Master Plan, and the 2019 update to the Tallahassee-Leon County Bicycle-Pedestrian Master Plan (BPMP). Thomasville Road was originally identified as a Greenways Master Plan project in 2013 due to its north-south connectivity between popular areas in Tallahassee such as Midtown and Market District. Thomasville Road was later included in the Bicycle-Pedestrian Master Plan and was ranked as a top priority project due to its connectivity and opportunities to fill a major gap in bicycle and pedestrian facilities. This project will also satisfy the goals outlined in **Figure 1**.

In addition to connecting Midtown and the Market District, several local parks are located along the corridor and are directly accessible, including Winthrop Park, McCord Park, and Dorothy B. Oven Park. Over 20 neighborhoods also have direct access to Thomasville Road, and these residents currently lack adequate facilities that are appropriate for bicycle and pedestrian use along this high-volume, high-speed corridor. The current conditions limit access to a variety of skill levels within bicycling, which can be described by Bicycle Comfort Level, or BCL. According to BCL, individual skill levels are sorted into four groups, which correlate with specific facilities that are appropriate for that skill level. These groups and their correlated facilities are shown in **Figure 2** on the next page. This multi-use path would ensure that all four user type groups with varying abilities are able to access a safe and appropriate facility. The feasibility study project limits are shown in **Figure 3**.

**Figure 1. Project Goals**

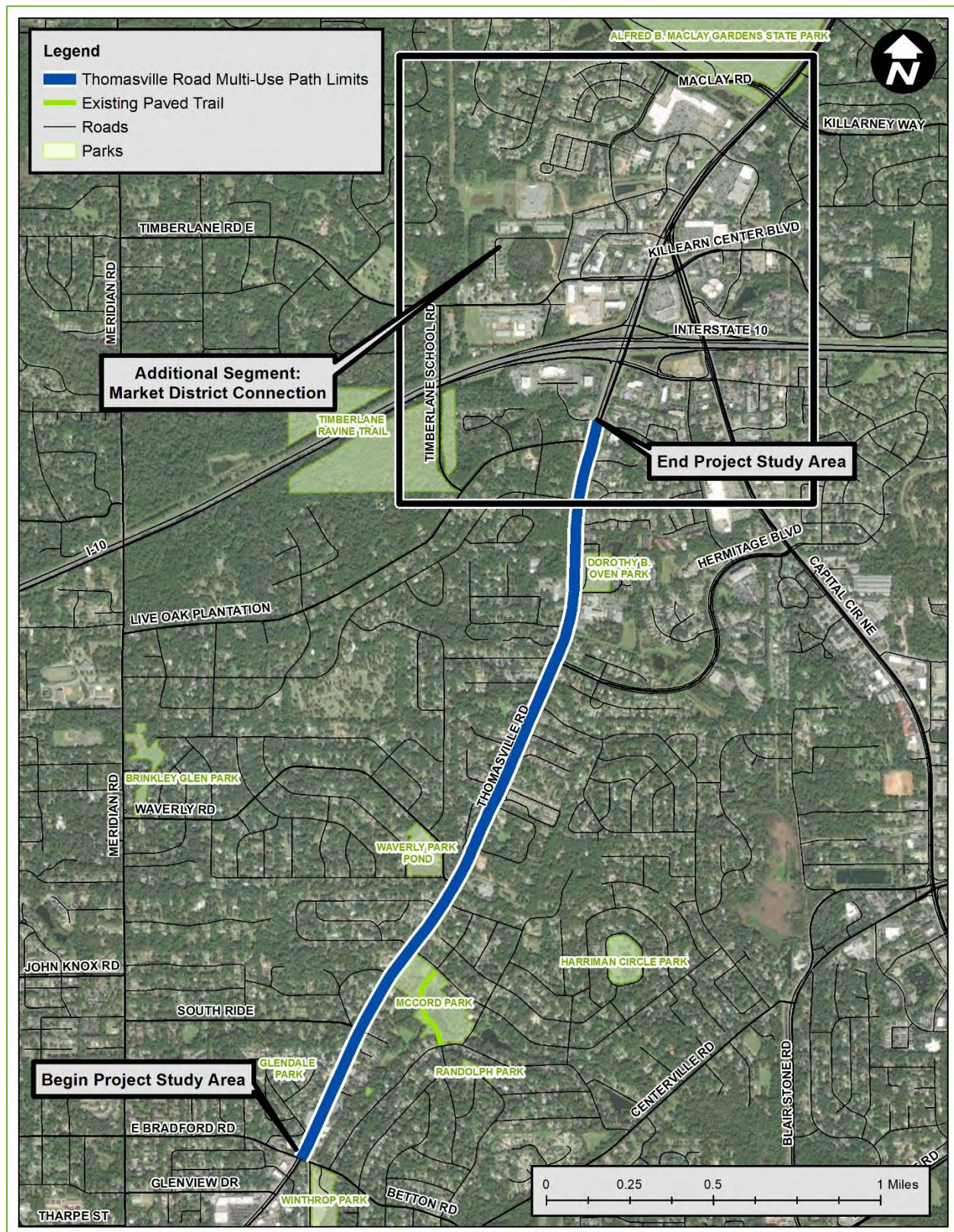


**Figure 2. Bicycle Comfort Level – Types of Bicyclists**

<div></div> <div>A goal of the Thomasville Road Multi-Use Path Feasibility Study is to provide a facility that is appropriate for a variety of user types and skill levels. Below are the four types of cyclists and the facilities they generally prefer.</div> <div>Type of Cyclist</div>		Types of Bicyclists				
		Preferred Facilities	<div><div>Multi-Use Path</div></div>	<div><div>Buffered Bicycle Lane</div></div>	<div><div>On-street Bicycle Lane</div></div>	<div><div>No Facility, Minimal Signage</div></div>
<div><div>Children and Elderly</div><div>This group prefers a facility completely separated from the roadway, such as a multi-use path. Typically, no other type of facility would be appropriate for this skill level.</div></div>	<div>✓</div>					
<div><div>Interested but Concerned</div><div>Bicyclists who would like to ride their bike but have fears which are usually caused by sharing the road with vehicles. This type of bicyclist prefers low speeds, low volumes, and a separated facility such as a buffered bike lane or multi-use path.</div></div>	<div>✓</div>	<div>✓</div>				
<div><div>Enthusiased and Confident</div><div>Bicyclists who feel comfortable traveling adjacent to vehicles in designated space such as a bike lane. These bicyclists may also use a buffered bike lane or multi-use path if available.</div></div>	<div>Able to use all other facilities.</div>		<div>✓</div>			
<div><div>Strong and Fearless</div><div>Bicyclists who will ride along a corridor regardless of the conditions. These users have no problem sharing the lane with a vehicle traveling at high speeds. They may use any type of facility with ease and comfort.</div></div>	<div>Able to use all other facilities.</div>				<div>✓</div>	



**Figure 3. Thomasville Road Multi-Use Path Feasibility Study**



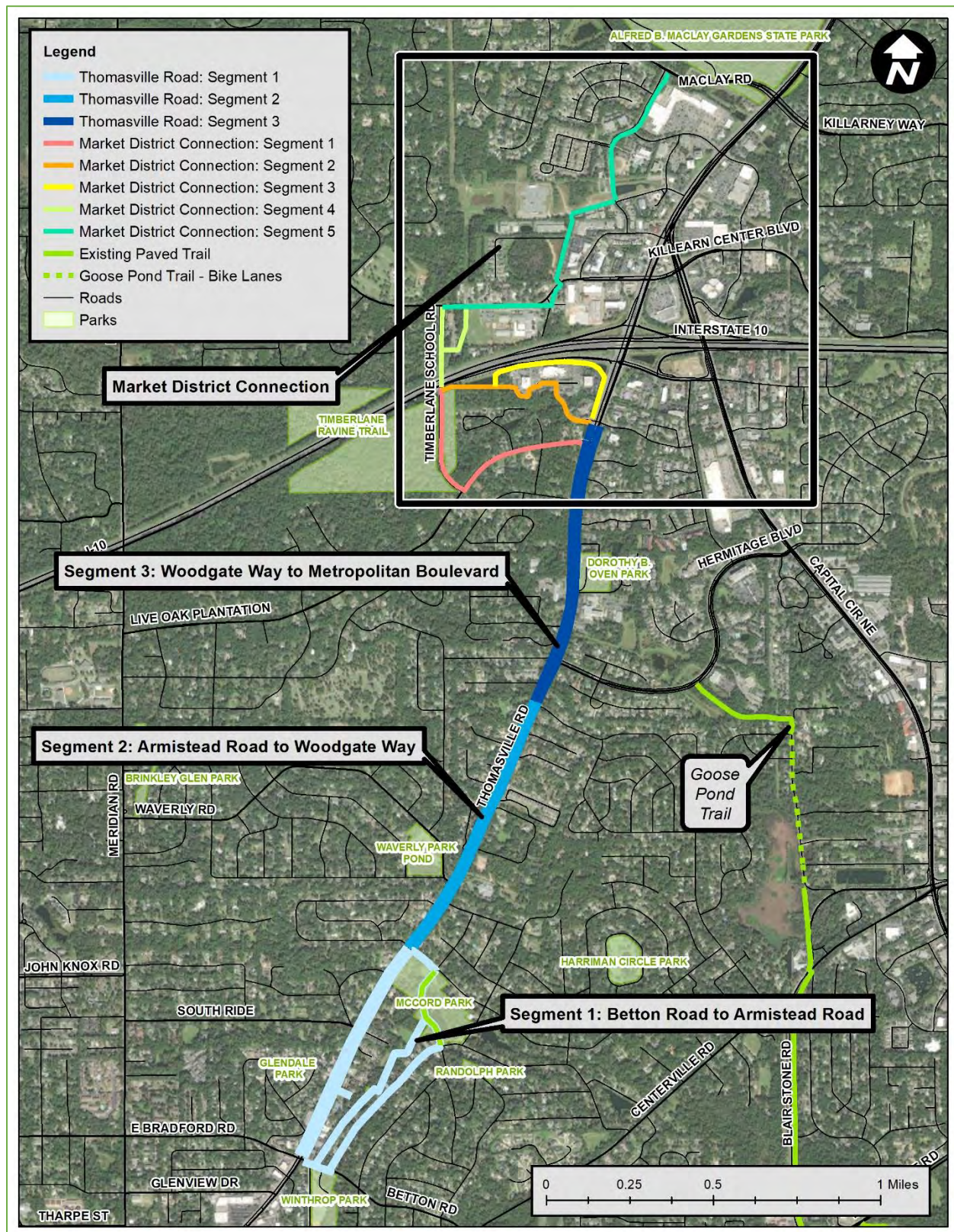
This study was conducted by evaluating Thomasville Road by segments between Betton Road and Metropolitan Boulevard. As the analysis progressed, additional opportunities for the location of the path outside of the identified project study area surfaced and were included in this analysis. These additional opportunities were analyzed to mitigate identified challenges along Thomasville Road as well as evaluate opportunities that may provide a more connected, safer, or feasible route. **Table 1** identifies each of the project segments and the associated alternatives that were evaluated. **Figure 4** shows each segment and the alternatives that were evaluated.

**Table 1. Thomasville Road Multi-Use Path Study Segments**

<u>Segment</u>	<u>Limits</u>	<u>Alternatives</u>
<b>Segment 1</b>	Betton Road to Armistead Road	<ul style="list-style-type: none"> <li>• Thomasville Road East</li> <li>• Thomasville Road West</li> <li>• Trescott Ditch/Betton Nature Center Trail</li> <li>• Trescott Drive (East side)</li> </ul>
<b>Segment 2</b>	Armistead Road to Woodgate Way	<ul style="list-style-type: none"> <li>• Thomasville Road East</li> <li>• Thomasville Road West</li> </ul>
<b>Segment 3</b>	Woodgate Way to Metropolitan Boulevard	<ul style="list-style-type: none"> <li>• Thomasville Road East</li> <li>• Thomasville Road West</li> </ul>
<b>Market District Connection</b>	Live Oak Plantation Road to Maclay Commerce Drive	<ul style="list-style-type: none"> <li>• Metropolitan Boulevard</li> <li>• Live Oak Plantation Road</li> <li>• Timberlane School Road</li> <li>• Timberlane Road</li> <li>• Martin Hurst Road</li> <li>• Market Street</li> <li>• Maclay Road</li> <li>• FDOT Right-of-way</li> <li>• Easements</li> </ul>



**Figure 4. Thomasville Road Multi-Use Path Study Segments**





## EXISTING CONDITIONS

An existing conditions assessment was initiated in December 2019. This included a desktop analysis and preliminary mapping of existing environmental and physical conditions in the project area. Information was collected and analyzed to determine project feasibility, as shown in **Table 2**.

**Table 2. Data Collection**

<u>Data</u>	<u>Source</u>	<u>Year</u>
<b>Average Annual Daily Traffic (AADT), Number of Lanes, Speed Limit</b>	<i>Florida Department of Transportation (FDOT) via Tallahassee-Leon County GIS (TLCGIS)</i>	2019
<b>Signal Four Analytics Crash Data</b>	<i>University of Florida GeoPlan Center</i>	2015-21
<b>Preliminary Right-of-Way</b>	<i>Leon County Property Appraiser</i>	2019
<b>Utility Pole Locations</b>	<i>City of Tallahassee</i>	2020
<b>Tree Locations/Conditions</b>	<i>ESRI Aerial Imagery, Field Verification</i>	2020-21
<b>Driveways</b>	<i>ESRI Aerial Imagery, Field Verification</i>	2020-21
<b>Cultural Structures, Bridges Cemeteries, and Surveys</b>	<i>State Historic Preservation Office (SHPO) via Florida Geographic Data Library (FGDL)</i>	2021
<b>FEMA Flood Zones</b>	<i>Federal Emergency Management Agency (FEMA) via FGDL</i>	2019
<b>Wetlands</b>	<i>National Wetlands Inventory (NWI)</i>	2020
<b>Species Data</b>	<i>Florida Fish and Wildlife Conservation Commission (FWC), United States Fish and Wildlife Service (USFWS)</i>	Various

Following the completion of the desktop analysis and preliminary mapping, field verification was conducted on the following dates with the project team:

- February 19, 2020
- May 14, 2020
- June 12, 2020
- August 19, 2020
- November 16, 2020

## **Existing Transportation Conditions**

Thomasville Road is a north-south corridor with annual average daily traffic (AADT) ranging between 30,000 to 34,000 according to data maintained by the Florida Department of Transportation (FDOT, 2019). This is on par with other principal arterials in Tallahassee, including Monroe Street, Apalachee Parkway, and Mahan Drive. The posted speed limit within the study area is 45 miles per hour. Transit facilities are located on both sides throughout the study area. Currently, Thomasville Road has sidewalks on both sides of the corridor, and on-street 4-to-5-foot designated bicycle lanes that begin at Waverly Road heading northbound. While the sidewalk on the east side of the corridor is ADA compliant and 5 feet in width, the sidewalk on the west side of the corridor is inadequate and not up to standard in many areas. It varies in width, and in some areas, is an uneven asphalt surface that does not meet requirements for ADA compliance. These facilities are not considered appropriate for a variety of user types due to high travel speeds along Thomasville Road, and limits multimodal use of the corridor to only those that are highly skilled and confident. Existing transportation conditions for each segment are described in detail below and are shown in **Figures 5 through 7**.

### **Segment 1: Betton Road to Armistead Road**

#### **Thomasville Road**

Thomasville Road between Betton Road and Armistead Road has ADA-compliant sidewalks on both sides of the corridor with little to no buffer. There are no bicycle facilities. At the intersection of Betton Road, there are a total of six travel lanes with center left-turn lanes and a median. North of Post Road, the corridor narrows to four travel lanes, which is maintained until Live Oak Plantation Road near the end of the project study area. The speed limit in this section of Thomasville Road is 45 miles per hour. Average Annual Daily Traffic (AADT) for this segment is 30,000 (FDOT, 2019).

#### **Trescott Drive**

Trescott Drive from Betton Road to the McCord Park entrance at Blythe Street is a two-lane residential road with traffic calming speed bumps and an ADA-compliant sidewalk on the west side. Currently, there are no bicycle facilities along Trescott Drive; however, limited signage located near the McCord Park entrance at Blythe Street on the east side of the road indicates the roadway is a shared space for bicyclists and motorists. Trescott Drive is frequently traveled by bicyclists and pedestrians, and provides a connection between Winthrop Park on the south side of Betton Road and McCord Park, which is facilitated by a rectangular rapid flashing beacon (RRFB) pedestrian crossing across Betton Road.

#### **Trescott Ditch**

Trescott Ditch is not currently an existing transportation facility; however, it runs adjacent to the Betton Nature Center Trail. This trail is used by pedestrians and bicyclists, and is frequently used as an alternative option for connecting between Winthrop Park and McCord Park. No formal data on usage of this trail currently exists.

Both the Trescott Drive and Trescott Ditch option would utilize the existing paved trail that runs through McCord Park, connecting Trescott Drive to Armistead Road. No updates would be made to the existing path, and would merely provide a connection. The multi-use path would resume on the south side of Armistead Road connecting McCord Park to Thomasville Road. The existing sidewalk on Armistead Road is not currently ADA compliant due to slope. This project would widen that sidewalk to complete the connection.

### **Segment 2: Armistead Road to Woodgate Way**

Thomasville Road from Armistead Road to Woodgate Way has sidewalks on both sides of the corridor with a maintained buffer. The sidewalk on the east side of the corridor maintains ADA compliance, while the sidewalk on the west side begins to deteriorate heading north from the intersection of Armistead

Road. The sidewalk along the west side of the corridor is largely in disrepair along this segment, and is made up of various materials, most notably asphalt. At Waverly Road, 4-to-5-foot on-street designated bicycle lanes begin on both sides of the corridor heading north. The speed limit in this section of Thomasville Road is 45 miles per hour. Average Annual Daily Traffic (AADT) for this segment is 30,000 (FDOT, 2019).

### Segment 3: Woodgate Way to Metropolitan Boulevard

Thomasville Road from Woodgate Way to Metropolitan Boulevard maintains the same general characteristics as Segment 2, with sidewalks and 4-to-5-foot on-street designated bicycle lanes on both sides of the corridor. The sidewalk on the west side is in a state of disrepair and is not ADA compliant. The speed limit is 45 miles per hour. Average Annual Daily Traffic (AADT) for this segment is slightly higher at 34,000, which is indicative of its location closer to Interstate 10 (I-10) and commercial uses north of I-10. The road begins to widen back to six lanes near Live Oak Plantation Road.

### Market District Connection

Several opportunities were evaluated for the Market District Connection, as shown in **Figure 4**. **Table 3** details the transportation characteristics of the main roads that were studied:

**Table 3. Existing Transportation Characteristics - Market District Connection Roads**

<u>Road</u>	<u>Number of Lanes</u>	<u>Speed Limit</u>	<u>Multimodal Amenities</u>
Live Oak Plantation Road	2	30 miles per hour	Sidewalk from Thomasville Road to Martin Hurst Road/Fontaine Drive on the north side
Timberlane School Road	2	35 miles per hour	Sidewalk from private road to Timberlane Road on the east side
Timberlane Road	2, center left-turn lane	35 miles per hour	Sidewalk on south side of Timberlane Road
Martin Hurst Road	2	N/A	Sidewalk on west side of Martin Hurst Road

### Intersections

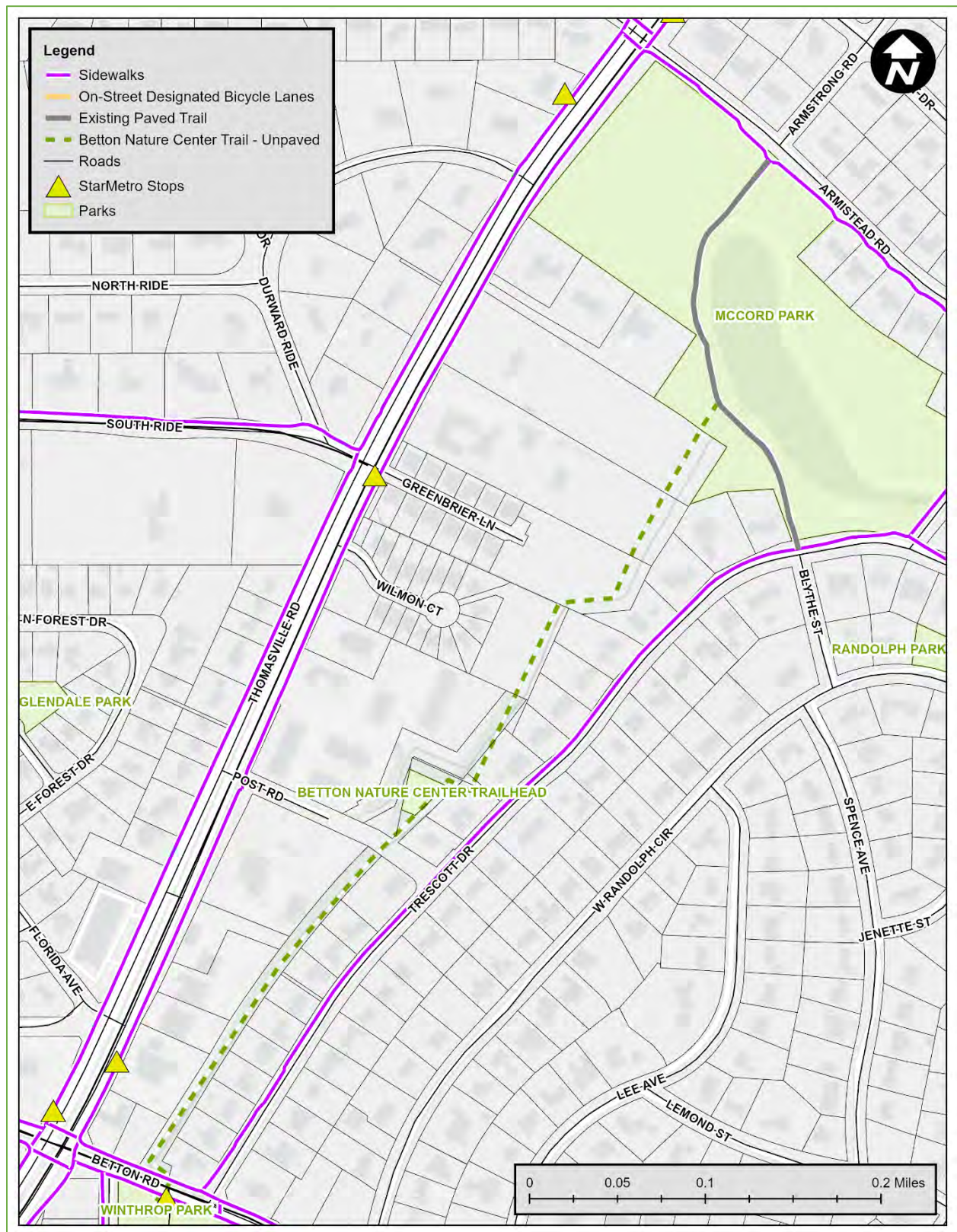
Along Thomasville Road, several intersections were identified that present challenges for multimodal users. The project team observed each of these intersections during field verification and reviewed crash data from Signal Four Analytics when identifying potential routes for the path. **Table 4** lists the intersections that were most concerning based on observations made during field review and preliminary review of Signal Four Analytics data. These intersections will require further analysis in future phases to establish appropriate design strategies and path configuration.

**Table 4. Intersections of Concern Along Thomasville Road from Betton Road to Metropolitan Boulevard**

<u>Intersection</u>
Betton Road
Post Road
Waverly Road
Hermitage Boulevard
Live Oak Plantation Road
Metropolitan Boulevard

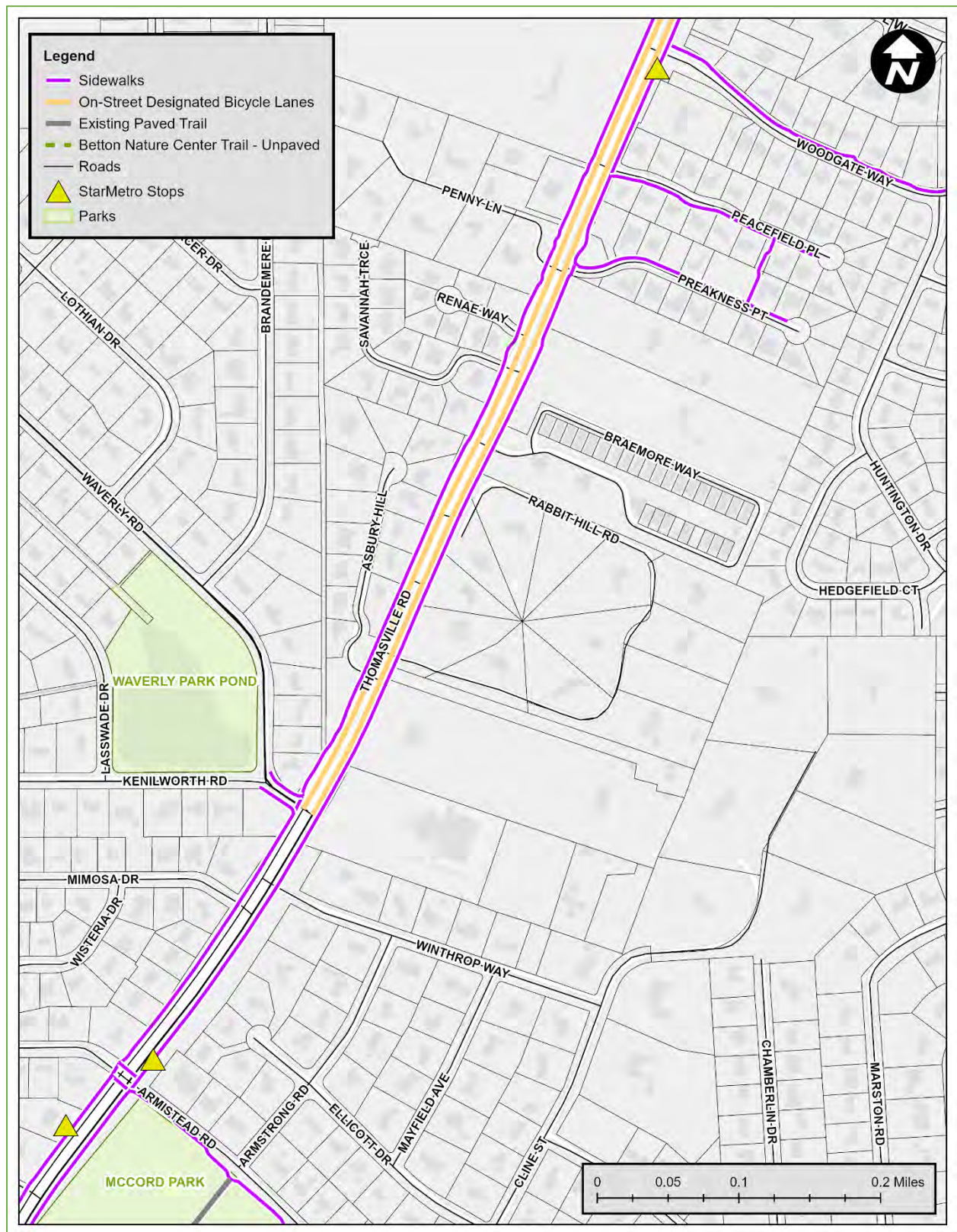


**Figure 5. Existing Transportation Characteristics – Segment 1**



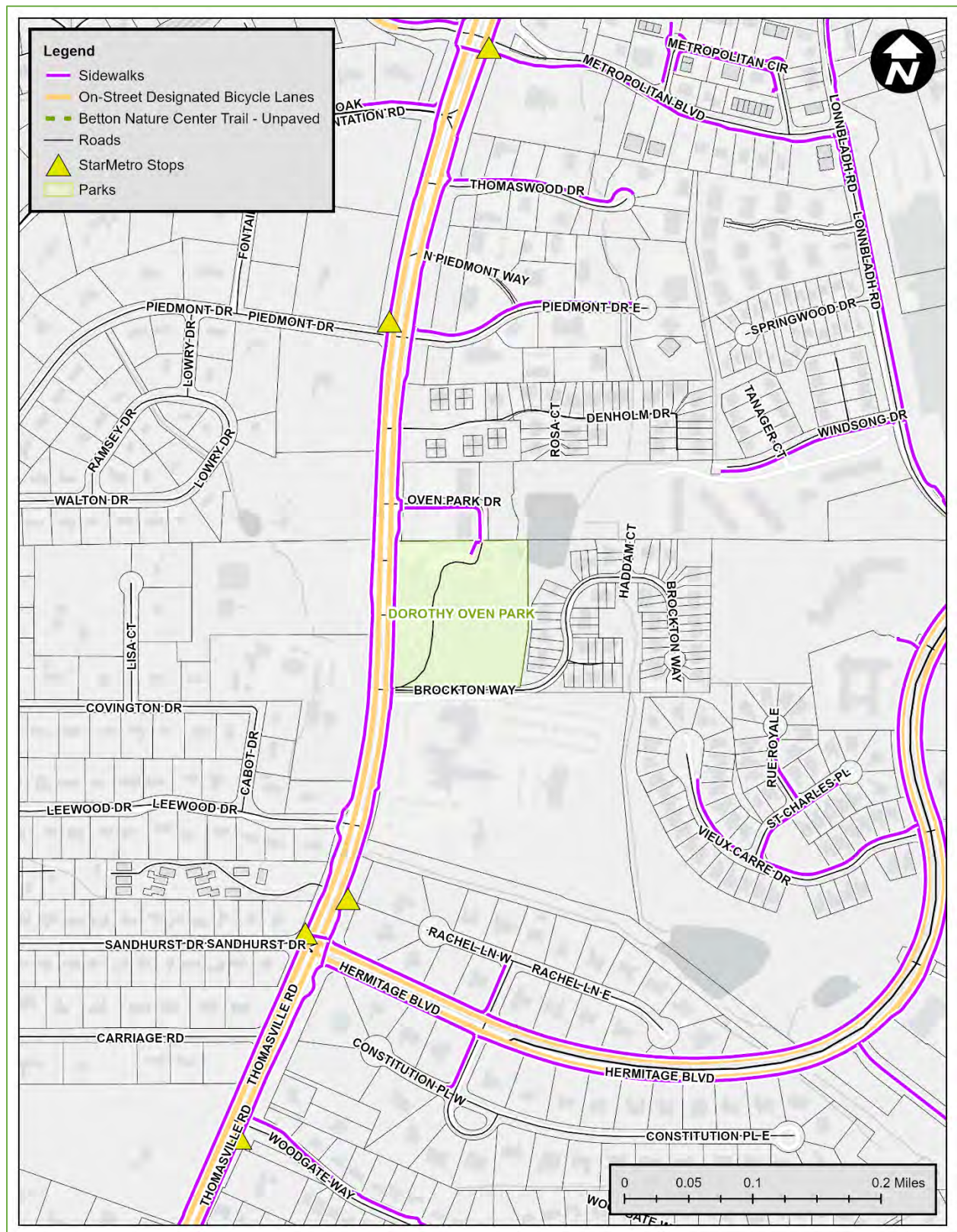


**Figure 6. Existing Transportation Characteristics – Segment 2**





**Figure 7. Existing Transportation Characteristics – Segment 3**



### **Signal Four Analytics Crash Data**

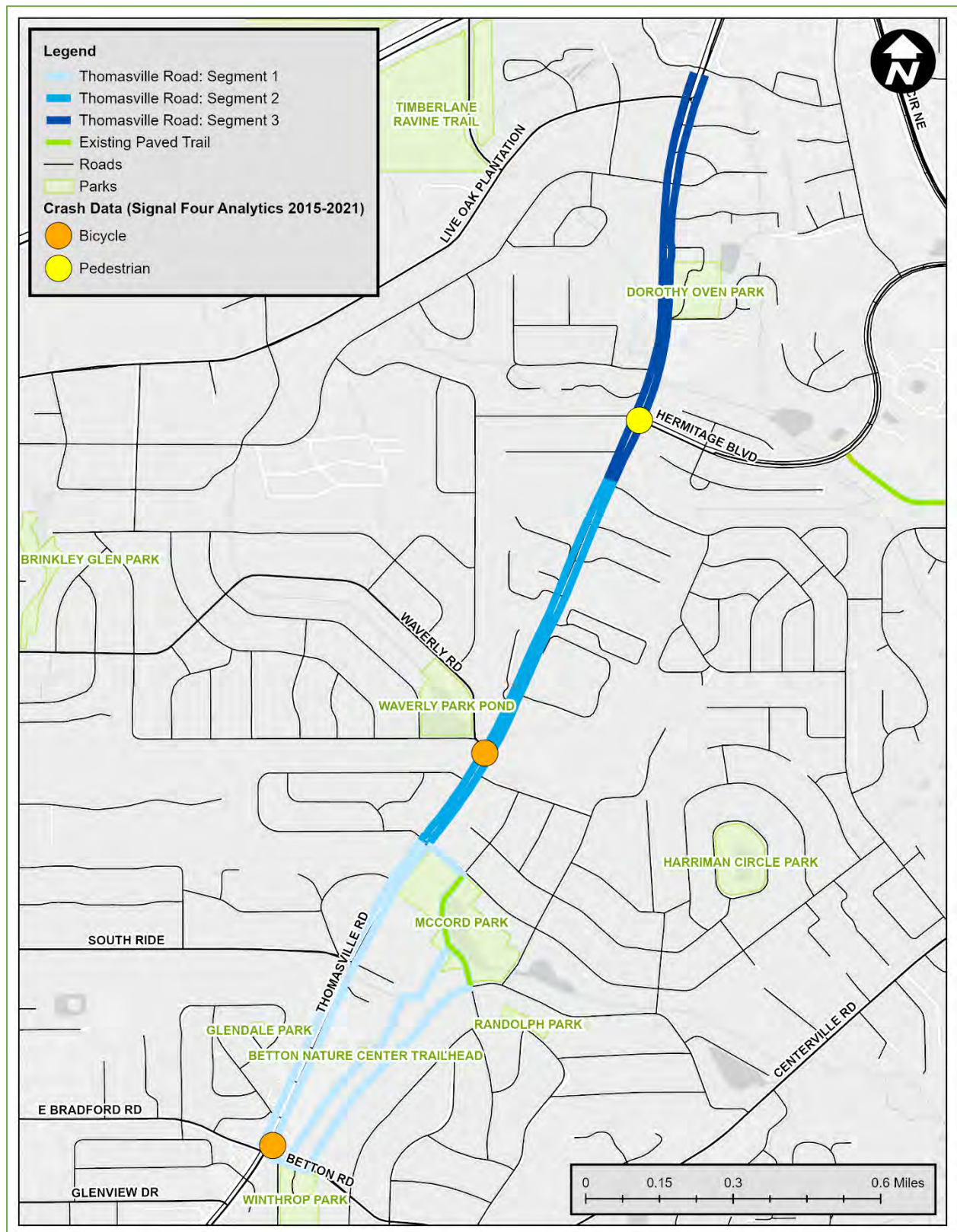
To understand previous and existing crash conditions along the corridor, Signal Four Analytics Crash data was obtained from 2015 to 2021 for the project area from Betton Road to Metropolitan Boulevard. Signal Four Analytics data is maintained by the University of Florida GeoPlan Center, and includes crash records provided by the Department of Highway Safety & Motor Vehicles (DSHMV). This data indicated that during the period evaluated, two crashes involving cyclists and one involving a pedestrian occurred along the project area. While vehicle-only crashes occurred along the entire corridor, data showed they were concentrated at signalized intersections, including Betton Road, Armistead Road, Woodgate Way, Hermitage Boulevard, and Metropolitan Boulevard. There were also clusters of crashes at the intersections of Live Oak Plantation Road and Thomasville Road, and Carriage Road and Thomasville Road. Bicycle and pedestrian crashes between 2015 and 2021 are shown in **Table 5** and **Figure 8**.

**Table 5. Bicycle and Pedestrian Crashes within the Study Area (Signal Four Analytics, 2015-2021)**

<b><u>Crash Type</u></b>	<b><u>Year</u></b>	<b><u>Location</u></b>
<b>Bicycle</b>	2021	Near Thomasville Road and Betton Road
<b>Bicycle</b>	2020	Thomasville Road and Waverly Road
<b>Pedestrian</b>	2017	Thomasville Road and Hermitage Boulevard



**Figure 8. Bicycle and Pedestrian Crashes within the Study Area**



### **Right-of-Way**

Right-of-way availability was determined through desktop analysis using Leon County Property Appraiser data from October 2019. Available right-of-way fluctuates along Thomasville Road, and while the majority of the corridor has sufficient right-of-way to accommodate a 10-to-12-foot multi-use path, some areas are constrained. Space to accommodate a multi-use path is constrained by both the existing available right-of-way as well as physical obstacles within the right-of-way, such as trees or utility poles. Determining the feasibility of the multi-use path includes the development of costs associated with the path (it should be noted that right-of-way acquisition is typically costly). In order to avoid these costs, flexibility with the design of the multi-use path and roadway should be allowed where right-of-way constraints exist. **Table 6** shows right-of-way ranges for each segment along on Thomasville Road.

**Table 6.** *Approximate Right-of-Way Availability by Segment*

<b><u>Segment</u></b>	<b><u>Total Right-of-Way</u></b>
<b><i>Segment 1: Betton Road to Armistead Road</i></b>	100-140 feet
<b><i>Segment 2: Armistead Road to Woodgate Way</i></b>	95-185 feet
<b><i>Segment 3: Woodgate Way to Metropolitan Boulevard</i></b>	105-215 feet
<b><i>Market District Connection</i></b>	
<i>Live Oak Plantation Road</i>	55-68 feet
<i>Timberlane School Road</i>	80-136 feet
<i>Timberlane Road</i>	65-100 feet
<i>Martin Hurst Road</i>	34-48 feet

### **Physical Obstructions**

Along the corridor, several physical obstacles are located within existing right-of-way. These obstacles include utility poles, signal boxes, walls, and wooden railings. Currently, these obstacles have limited the width of the sidewalk on the west side of the corridor. In some areas along the corridor, the obstacles are circumvented by weaving the sidewalk around them at the expense of continuous and cohesive pedestrian facilities. The majority of these obstacles can be relocated within the existing right-of-way or largely avoided based on creative design solutions for the path. **Figures 9 through 11** show the location of utility poles as well as areas of constrained right-of-way.



**Figure 9. Areas of Constrained Right-of-Way and Utility Poles – Segment 1**

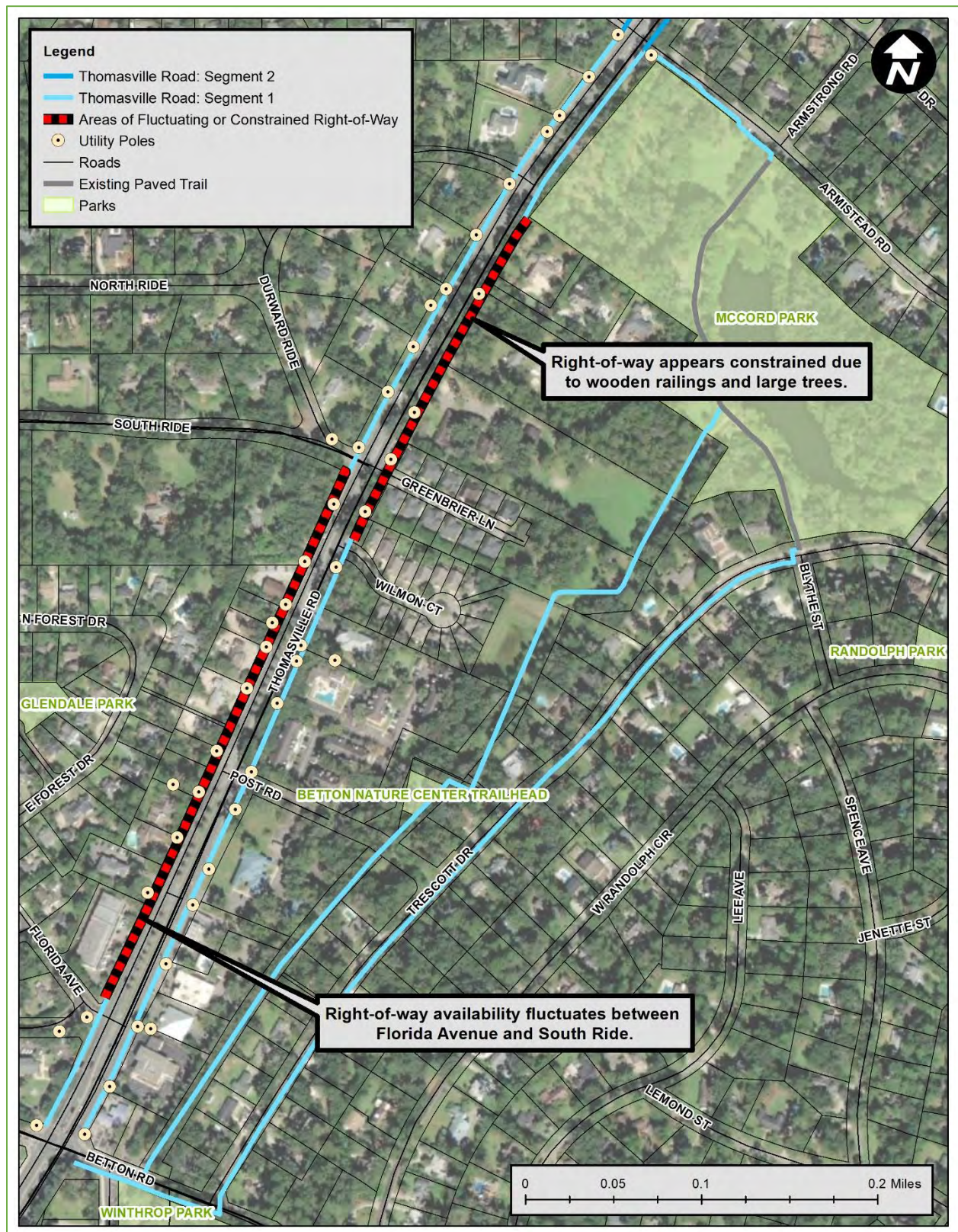
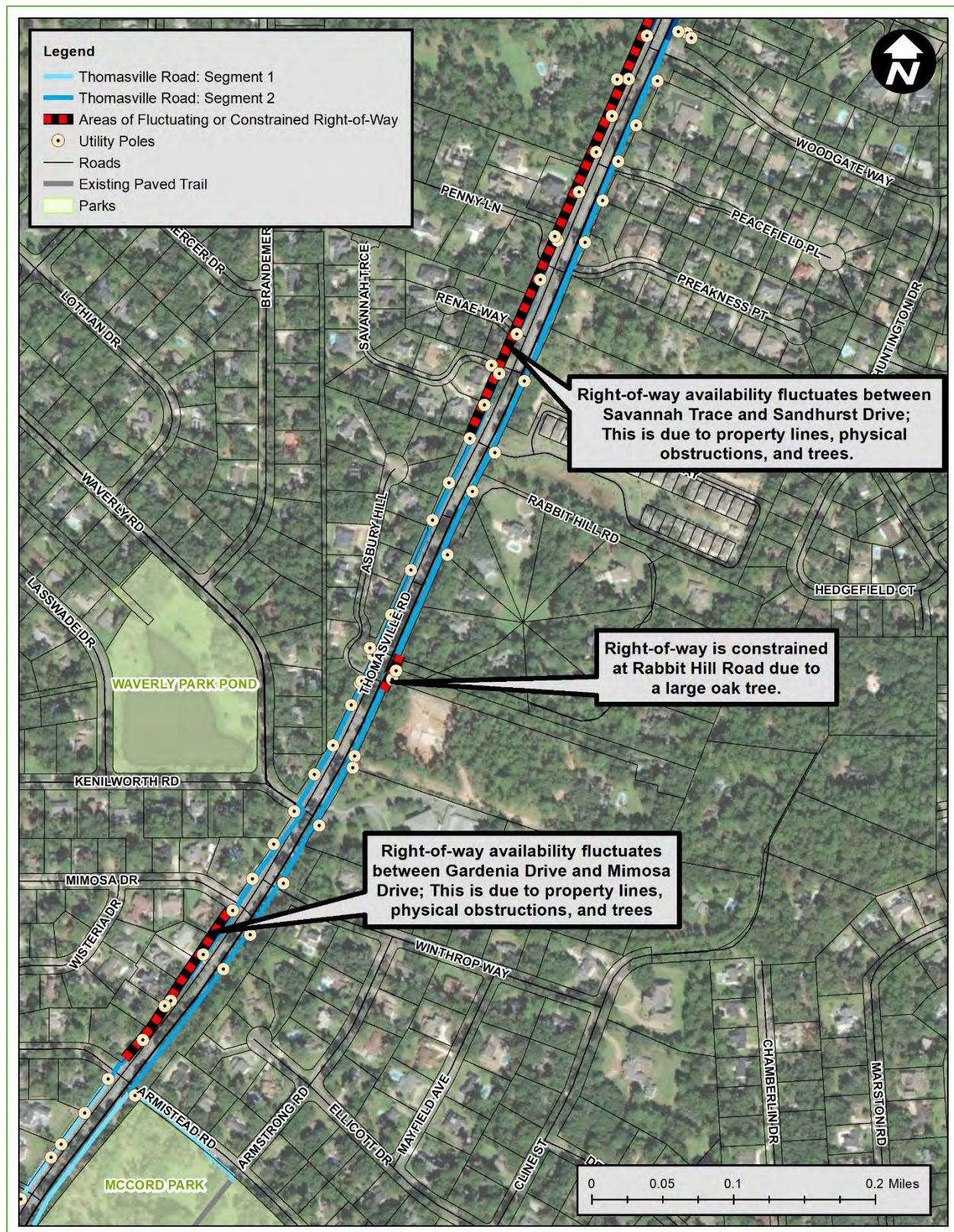


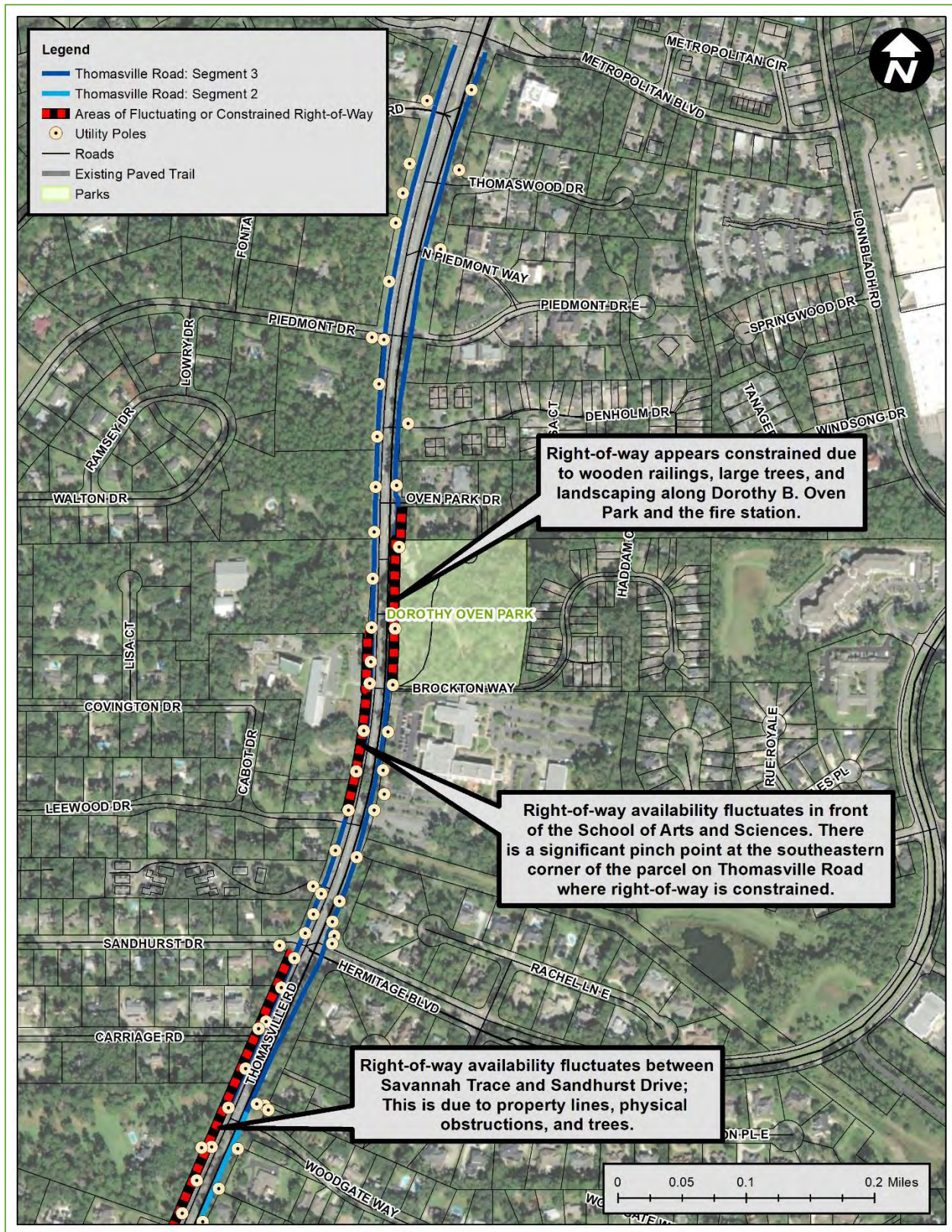


Figure 10. Areas of Constrained Right-of-Way and Utility Poles – Segment 2





**Figure 11. Areas of Constrained Right-of-Way and Utility Poles – Segment 3**





## Driveways

### Thomasville Road

An analysis was conducted to determine the location and type of driveways present throughout the project area. Due to the number of destinations along this segment of Thomasville Road, numerous driveways intersect with the existing sidewalks on both sides of the corridor. Approximate driveway counts are detailed in **Table 7**. The driveways along the corridor were sorted into three categories: residential driveways, commercial driveways, and unsignalized roads. These categories are defined as follows:

- **Residential Driveways:** Driveways for private residence
- **Commercial Driveways:** Driveways or roads that lead directly to businesses, churches, or schools
- **Unsignalized Roads:** Roads that do not have a formal signal, and are typically residential roads that allow entrance to neighborhoods

### Trescott Drive and Market District Connection

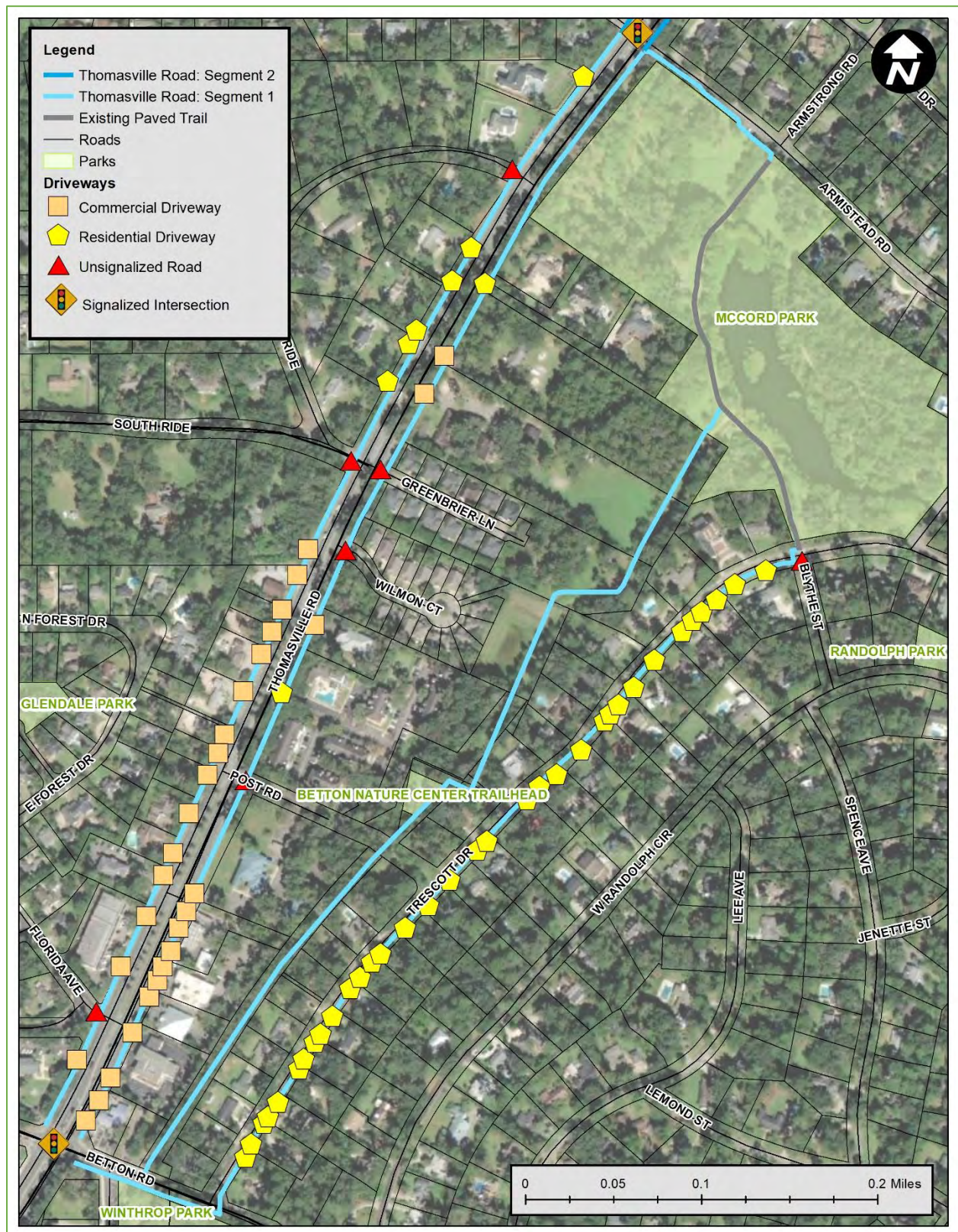
While several residential driveways exist along Trescott Drive, this road is a residential corridor with a low speed limit, and these driveways do not present the same challenges as commercial or unsignalized roadways along Thomasville Road, which is a high-speed, high-volume corridor. For the Market District Connection, none of the evaluated roads had significant driveway concerns or conditions. Driveways along Segments 1 through 3 are shown in **Figures 12, 13, and 14**. To limit conflict between motorists and path users, design guidelines should be followed. These design opportunities include painted crosswalks, stop bars for motorists, and specific and unique signage to direct path users appropriately.

**Table 7. Driveways Identified on Evaluated Roads**

<u>Route</u>	<u>Residential Driveways</u>	<u>Commercial Driveways</u>	<u>Unsignalized Roads</u>
<u><b>Segment 1: Betton Road to Armistead Road</b></u>			
<i>East</i>	2	14	3
<i>West</i>	5	15	2
<u><b>Segment 1: Trescott Drive (Betton Road to McCord Park Entrance/Blythe Street)</b></u>			
<i>East</i>	34	0	1
<u><b>Segment 2: Armistead Road to Woodgate Way</b></u>			
<i>East</i>	1	2	5
<i>West</i>	2	0	6
<u><b>Segment 3: Woodgate Way to Metropolitan Boulevard</b></u>			
<i>East</i>	1	7	2
<i>West</i>	2	4	4

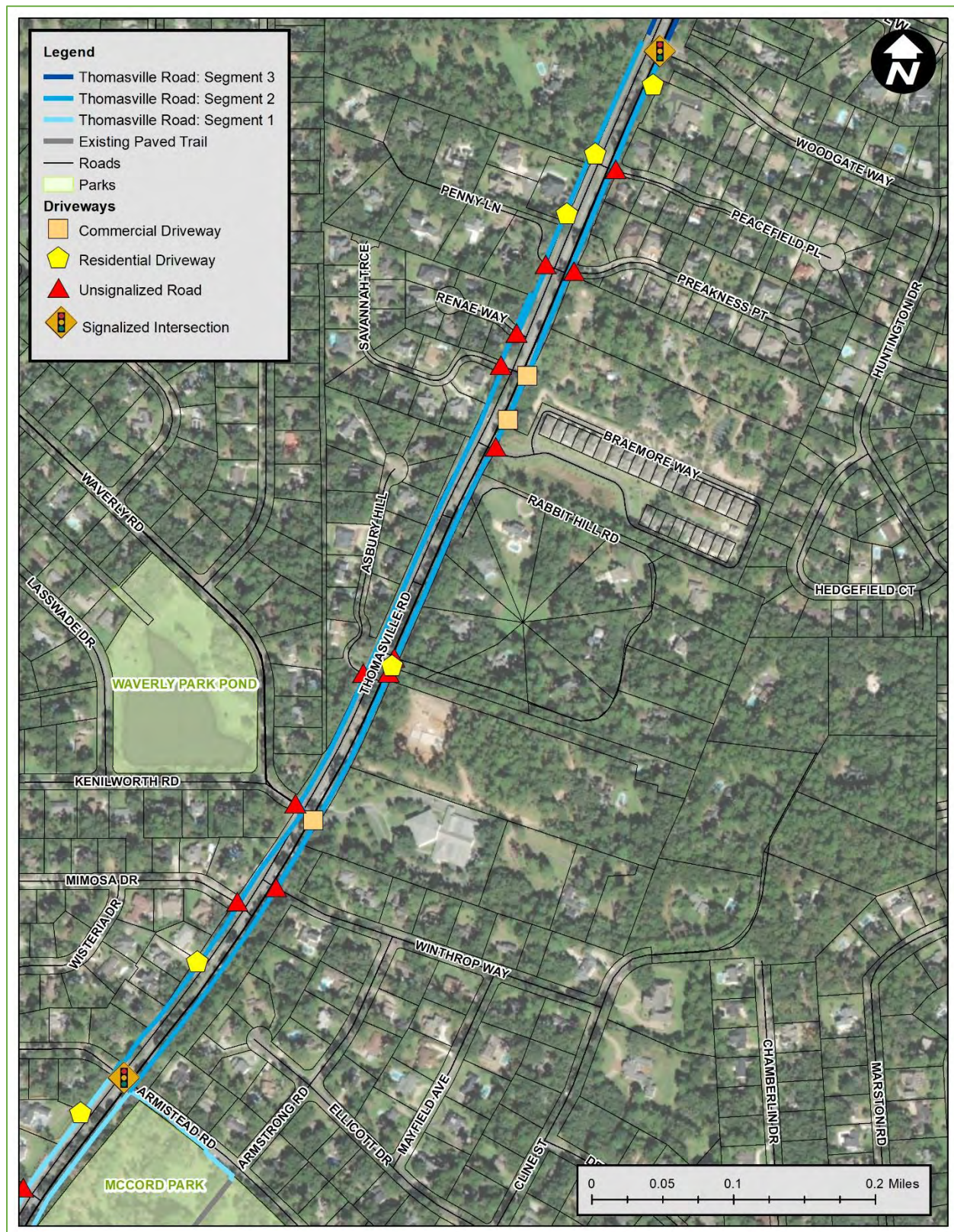


**Figure 12. Driveways – Segment 1**



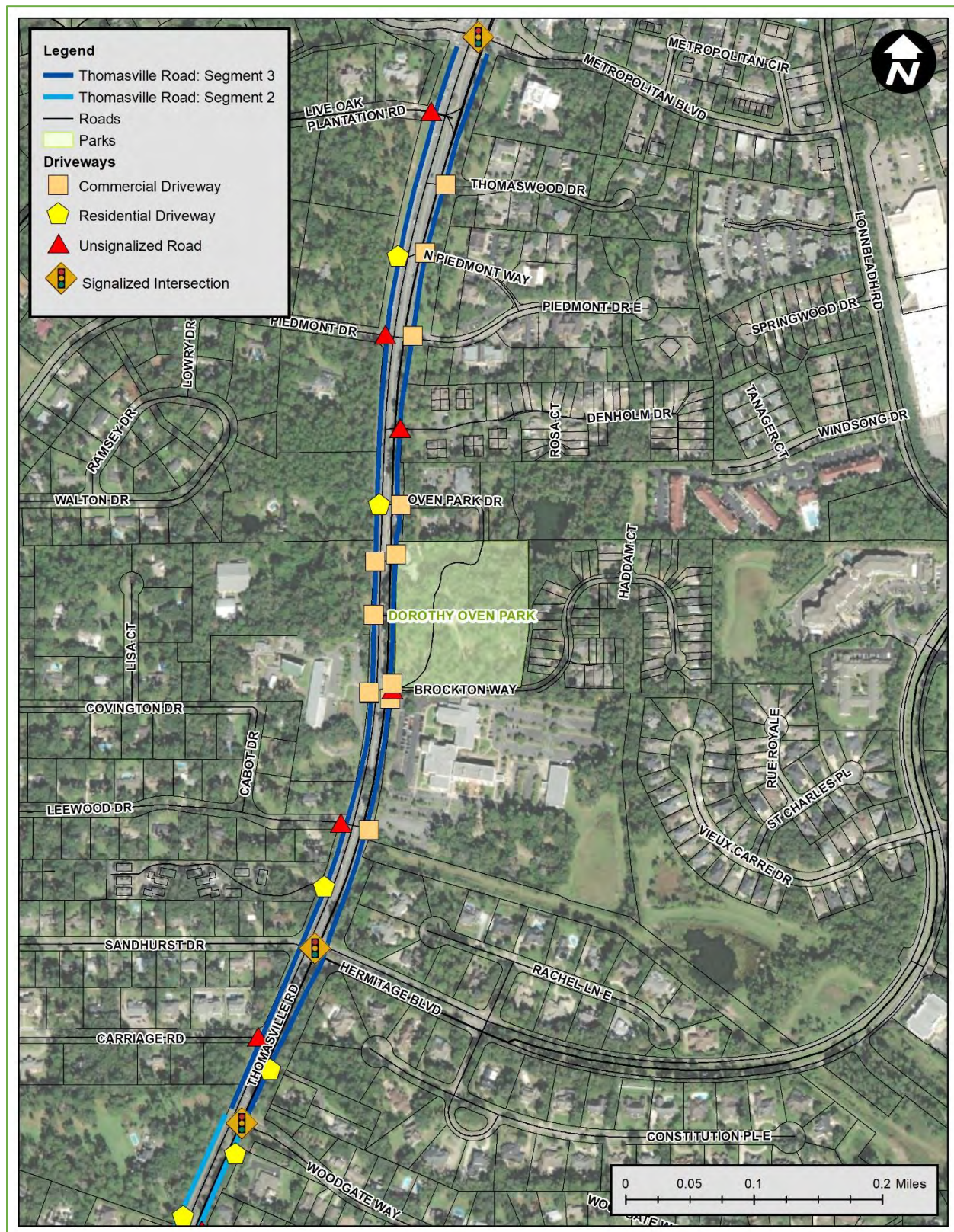


**Figure 13. Driveways – Segment 2**





**Figure 14. Driveways – Segment 3**





## Trees

Local tree ordinances and the Urban Forest Master Plan for the City of Tallahassee outline protections for specific species and limit options for tree removal based on the condition and size. In following these ordinances, many trees present physical barriers that cannot be removed, limiting the available space to accommodate a 10-to-12-foot multi-use path. A Preliminary Tree Assessment was conducted by Tallahassee-Leon County Planning Department along Thomasville Road. This provided data on the health of trees located along the corridor, both within the right-of-way and in some cases, just beyond it. **Table 8** details the identified trees within the right-of-way that would need to be considered when locating a multi-use path.

**Table 8. Trees Along Thomasville Road Between Betton Road and Metropolitan Boulevard (Data Collected as of August 2021)**

<u>Map Reference</u>	<u>Tree</u>	<u>Condition</u>	<u>Side of corridor</u>	<u>Location</u>	<u>Characteristics</u>
<b><u>Segment 1: Betton Road to Armistead Road</u></b>					
<b>1</b>	21" live oak	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy
<b>2</b>	15" live oak	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy
<b>3</b>	26" live oak	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy, Heritage tree
<b>4</b>	27" live oak	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy, Heritage tree
<b>5</b>	22" live oak	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy, Heritage tree
<b>6</b>	24" live oak	Fair	West	Between South Ride and North Ride	
<b>7</b>	42" live oak	Fair	West	Between South Ride and North Ride	Multi-stem live oak
<b>8</b>	19" sugar maple	Good	East	McCord Park, south of Armistead Road	
<b>9</b>	31" live oak	Good	East	McCord Park, south of Armistead Road	
<b>10</b>	21" live oak	Good	East	McCord Park, south of Armistead Road	Somewhat weak canopy due to shade competition
<b>11</b>	31" live oak	Good	East	McCord Park, south of Armistead Road	



<u>Map Reference</u>	<u>Tree</u>	<u>Condition</u>	<u>Side of corridor</u>	<u>Location</u>	<u>Characteristics</u>
<b>12</b>	15" live oak	Good	East	McCord Park, south of Armistead Road	
<b><u>Segment 2: Armistead Road to Woodgate Way</u></b>					
<b>13</b>	33" live oak	Fair	West	South of Mimosa Drive	
<b>14</b>	23" water oak	Poor	West	South of Mimosa Drive	Major decay
<b>15</b>	70" live oak	Good	West	South of Mimosa Drive	Some canopy decline typical of older trees
<b>16</b>	56" live oak	Good	East	Rabbit Hill Road	
<b>17</b>	20" live oak	Fair	West	South of Penny Lane	Trimmed for utility lines, one-sided canopy
<b>18</b>	24" live oak	Poor	West	South of Penny Lane	Trimmed for utility lines, one-sided canopy
<b>19</b>	25" live oak	Fair	West	South of Penny Lane	Trimmed for utility lines, one-sided canopy
<b>20</b>	42" live oak	Fair	West	South of Renae Way	Trimmed for utility lines, one-sided canopy
<b>21</b>	14" water oak	Fair	West	South of Renae Way	Trimmed for utility lines, one-sided canopy
<b>22</b>	34" live oak	Fair	West	South of Renae Way	Trimmed for utility lines, one-sided canopy
<b>23</b>	44" live oak	Fair	West	South of Renae Way	Trimmed for utility lines, one-sided canopy
<b>24</b>	32" live oak	Good	East	South of Peacefield Place	
<b>25</b>	28" live oak	Good	East	South of Peacefield Place	
<b>26</b>	31" live oak	Fair	West	North of Penny Lane	Trimmed for utility lines, one-sided canopy
<b>27</b>	28" live oak	Fair	West	North of Penny Lane	Trimmed for utility lines, one-sided canopy
<b><u>Segment 3: Woodgate Way to Metropolitan Boulevard</u></b>					
<b>28</b>	46" live oak	Good	East	South of Hermitage Boulevard	Previous root impact

<u>Map Reference</u>	<u>Tree</u>	<u>Condition</u>	<u>Side of corridor</u>	<u>Location</u>	<u>Characteristics</u>
<b>29</b>	Live Oak	Fair	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
<b>30</b>	Live Oak	Poor	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
<b>31</b>	Live Oak	Fair	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
<b>32</b>	Live Oak	Fair	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
<b>33</b>	Live Oak	Poor	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
<b>34</b>	Live Oak	Fair	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
<b>35</b>	Live Oak	Good	East	In front of Thomasville Road Baptist Church	
<b>36</b>	Live Oak	Fair	East	In front of Dorothy B. Owen Park	Large cavity/decay
<b>37</b>	Water Oak	Poor	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
<b>38</b>	Water Oak	Fair	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
<b>39</b>	Unknown	Dead	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
<b>40</b>	Sweetgum	Fair	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
<b>41</b>	Laurel Oak	Fair	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
<b>42</b>	Sweetgum	Fair	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy



### Other Tree Considerations

Trees along Trescott Drive were also evaluated to determine potential impacts. According to this evaluation, it was determined that impacts to trees would be significantly reduced by locating the path on the east side of the corridor versus the west side. City-owned right-of-way on the east side of Trescott Drive appears to have very few significant trees due to previous clearing for overhead utilities, but exact details on potential impacts to these trees are not known at this time. Tallahassee-Leon County Planning Department also indicated that all of the trees along the corridor are in good condition, and that there is significant tree cover. Impacts to trees in good condition that provide shade are to be avoided.

Trescott Ditch was not evaluated for tree impacts. Based on its condition, tree removal and impacts are expected if a multi-use path is constructed along the existing unpaved trail segment through the foliage. Additionally, roads associated with the Market District Connection were not evaluated for tree impacts. Based on right-of-way assessment and preliminary field verification, no significant trees were noted in areas where a multi-use path is being considered.

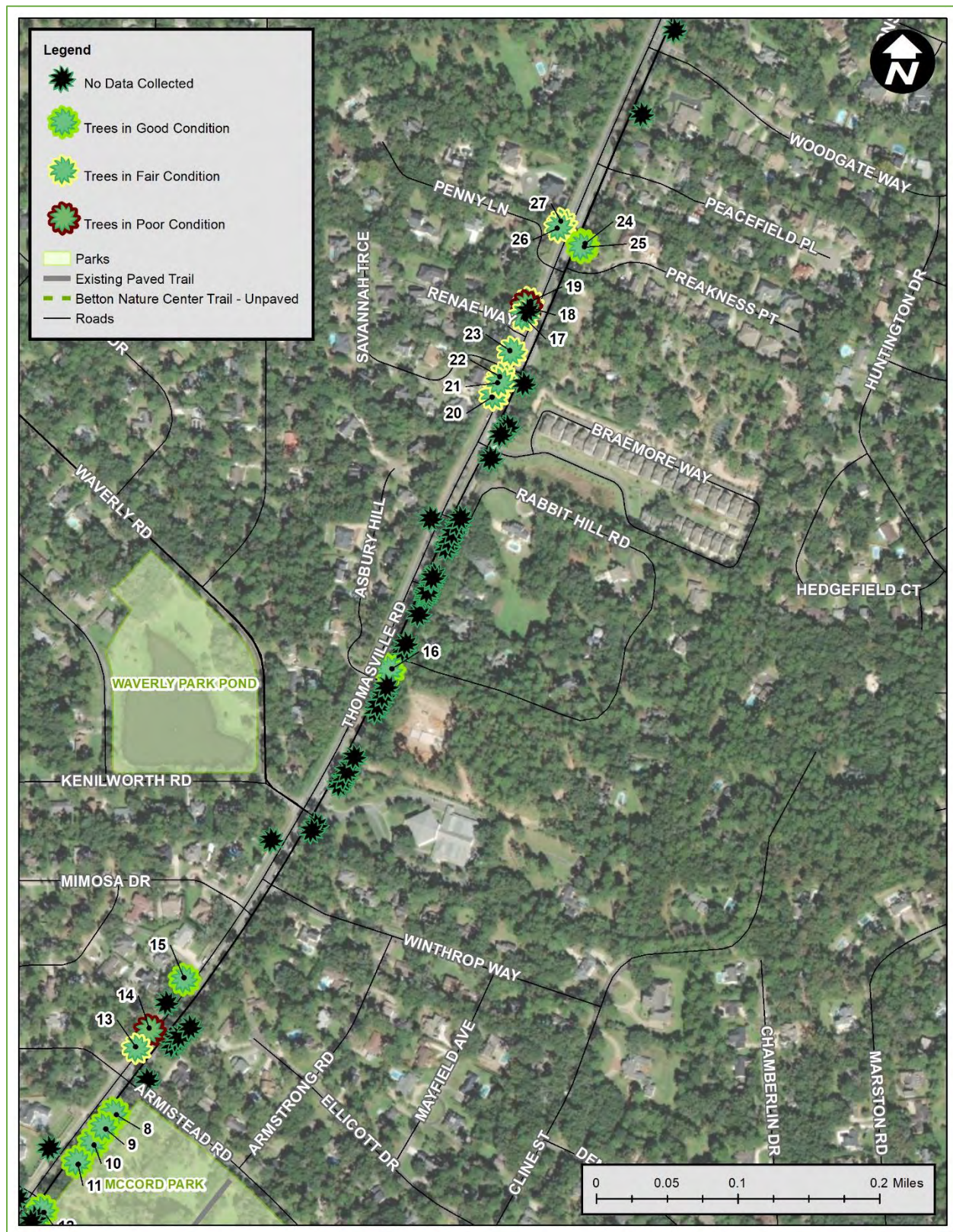
**Figures 15, 16, and 17**, show the location of significant trees along the Thomasville Road corridor from Betton Road to Metropolitan Boulevard. As of August 2021, these maps are not exhaustive, as additional information regarding a wider range of tree species and their locations along the corridor has been requested.

**Figure 15. Trees – Segment 1**





**Figure 16. Trees – Segment 2**





**Figure 17. Trees – Segment 3**





## Easements

Several easements are located along the Thomasville Road corridor and associated routes for each segment, including the Market District Connection. Easements were identified to evaluate the opportunity for constructing the path on alternative routes. Easements were investigated at the following locations:

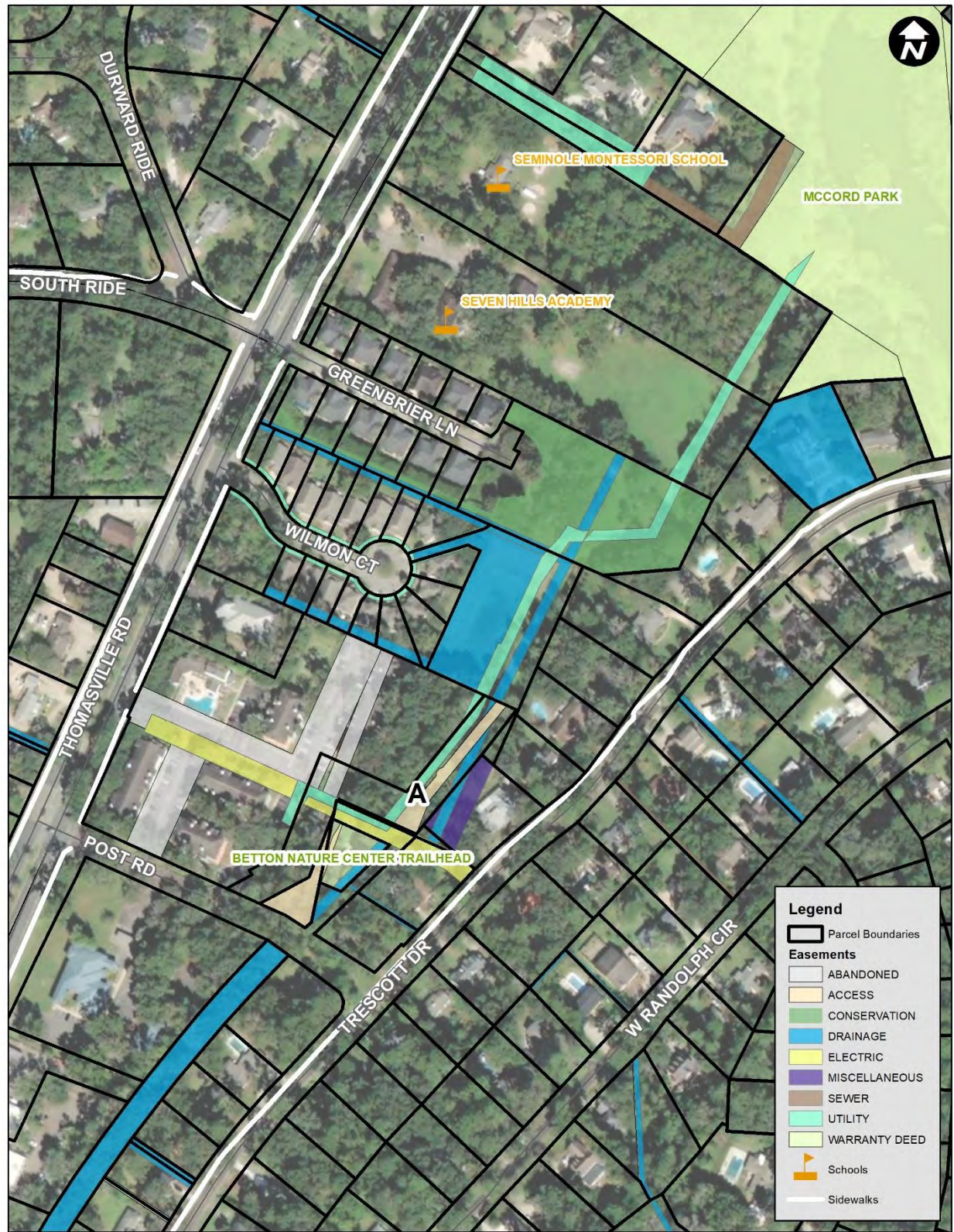
- Betton Nature Center Trail/Trescott Ditch
- North of Live Oak Plantation Road
- Gilchrist Elementary School

Along the Betton Nature Center Trail/Trescott Ditch, several overlapping easements exist. Due to this overlap, questions remain about regarding allowable uses in this area. If a multi-use path were to be constructed in this area, it would likely be constructed over the existing ditch, which is owned by the City of Tallahassee. Conservation and gas easements are located north of Live Oak Plantation Road, surrounding the Metropolitan Corporate Center. The gas easement in this area was omitted from consideration after conversations with the Florida Gas Transmission Company indicated that while a perpendicular path crossing the easement would be allowable, a parallel path on top of the easement would not be permitted. Conversations with City staff informed us that the conservation easements were not permitted for recreational uses due to fragile natural ecosystems in conservation. However, the electric easement located along Gilchrist Elementary School's western boundary is appropriate for accommodating a path and would not result in a conflict of uses. Further coordination with the Leon County School Board will be required in the next phase of this project. **Table 9** describes these easements in detail and include Map IDs for reference to **Figures 18 and 19**.

**Table 9. Easements**

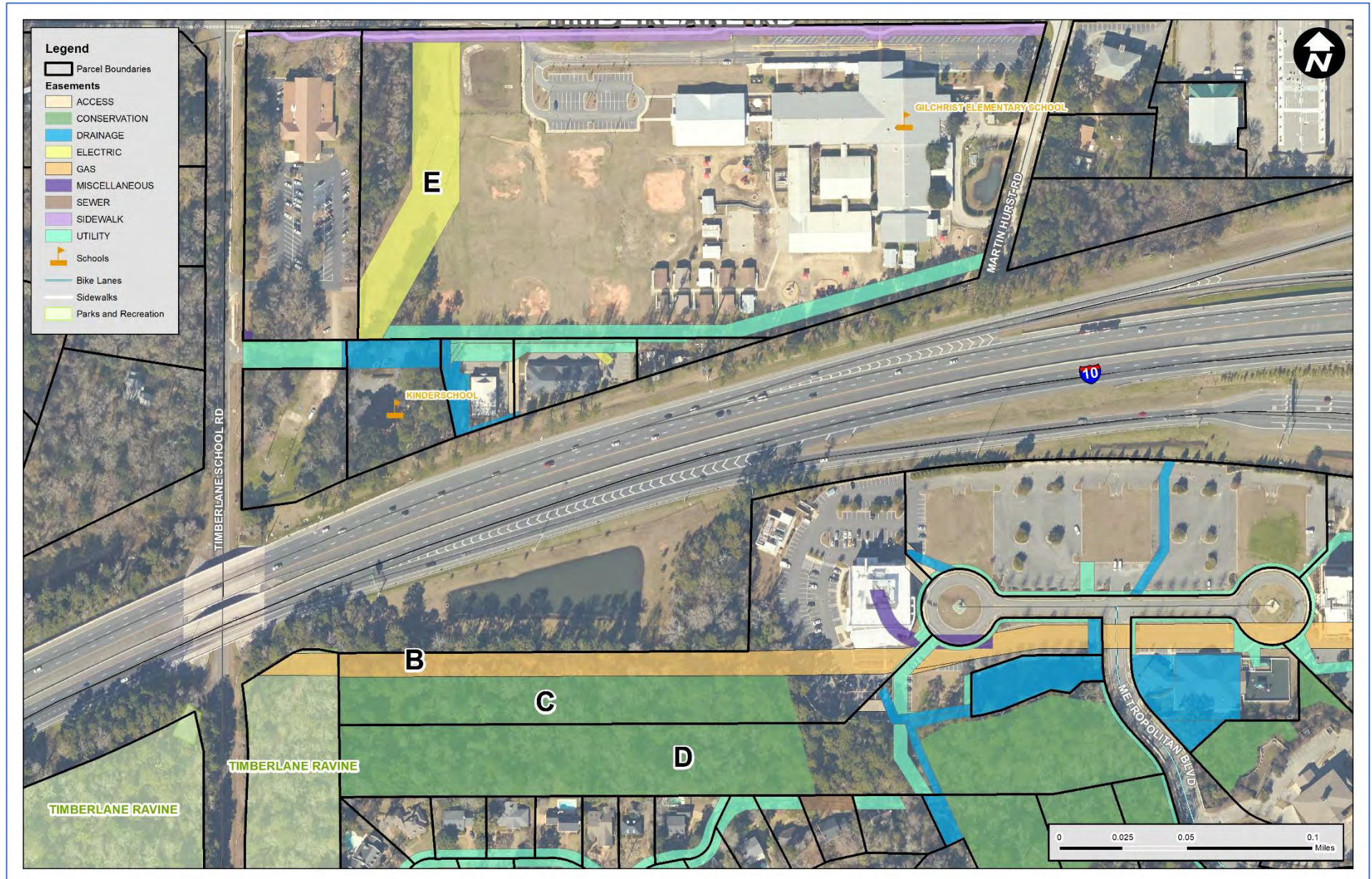
<u>Map ID</u>	<u>Easement</u>	<u>Type</u>	<u>Coordination</u>
<b>A</b>	<b>Betton Nature Center Trail</b>	<ul style="list-style-type: none"> <li>• Conservation</li> <li>• Access</li> <li>• Drainage</li> <li>• Utility</li> <li>• Miscellaneous</li> </ul>	City of Tallahassee Real Estate
<b>B</b>	<b>Florida Gas Transmission Company</b>	<ul style="list-style-type: none"> <li>• Gas</li> </ul>	City of Tallahassee Real Estate
<b>C</b>	<b>Tallahassee Memorial Hospital (TMH)</b>	<ul style="list-style-type: none"> <li>• Conservation</li> </ul>	City of Tallahassee Real Estate, City of Tallahassee Growth Management
<b>D</b>	<b>Capital Health Plan (CHP)</b>	<ul style="list-style-type: none"> <li>• Conservation</li> </ul>	City of Tallahassee Real Estate, City of Tallahassee Growth Management
<b>E</b>	<b>Gilchrist Elementary School</b>	<ul style="list-style-type: none"> <li>• Electric</li> </ul>	City of Tallahassee Real Estate and Leon County School Board

**Figure 18. Easements – Betton Nature Center Trail**





**Table 19. Easements – Market District Connection**



## **Environmental Characteristics**

### **Flood Zones and Wetlands**

The project study area is entirely located within Flood Zone X, which is described as follows:

Flood Zone X – .2% annual chance of flooding

These flood zones are not expected to be adversely impacted by any of the alternatives outlined in this study. Some areas of Flood Zone A and AE are located in areas adjacent to the corridor, but are not located within the Thomasville Road right-of-way, where this project would occur. This is shown in **Figure 20**.

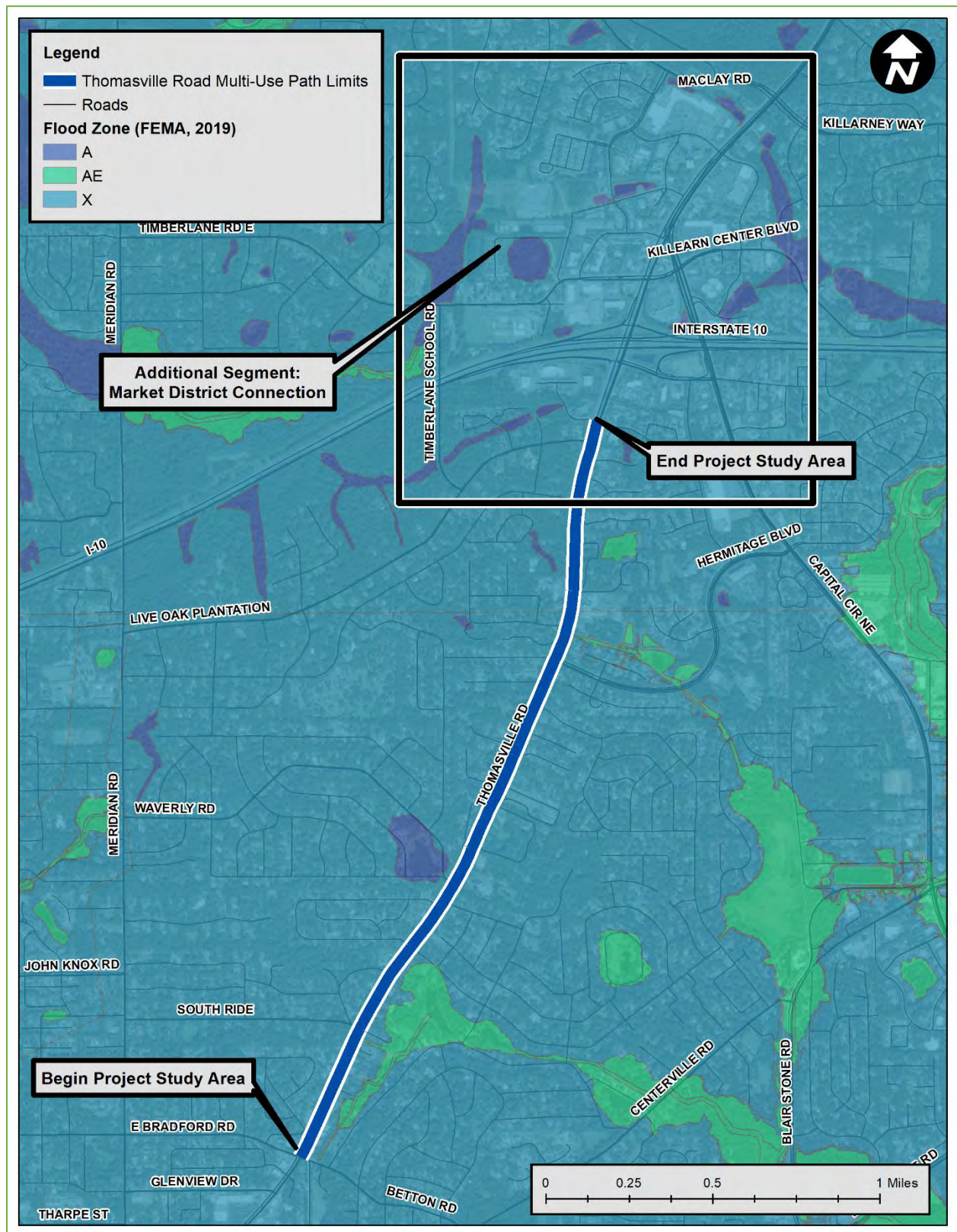
No wetlands were located immediately along the corridor that would be impacted by this project, as shown in **Figure 21**.

### **Species**

Along the corridor, GIS data maintained by the Florida Fish and Wildlife Conservation Commission (FWC) and United States Fish and Wildlife Service (USFWS) indicated that no species of interest have been documented within the vicinity surrounding the corridor. However, this preliminary analysis indicated that the corridor is located within wood stork core foraging areas and red-cockaded woodpecker consultation areas. No eagles' nests are located along the corridor or within wooded areas adjacent to it per the FWC Historical Bald Eagle Nesting Areas ArcGIS online map. No critical habitat for federally listed species was identified. Additional analysis will be necessary to identify the potential impact to species in the area based on the chosen alternative. **Figure 22** shows the species that may occur along the corridor.

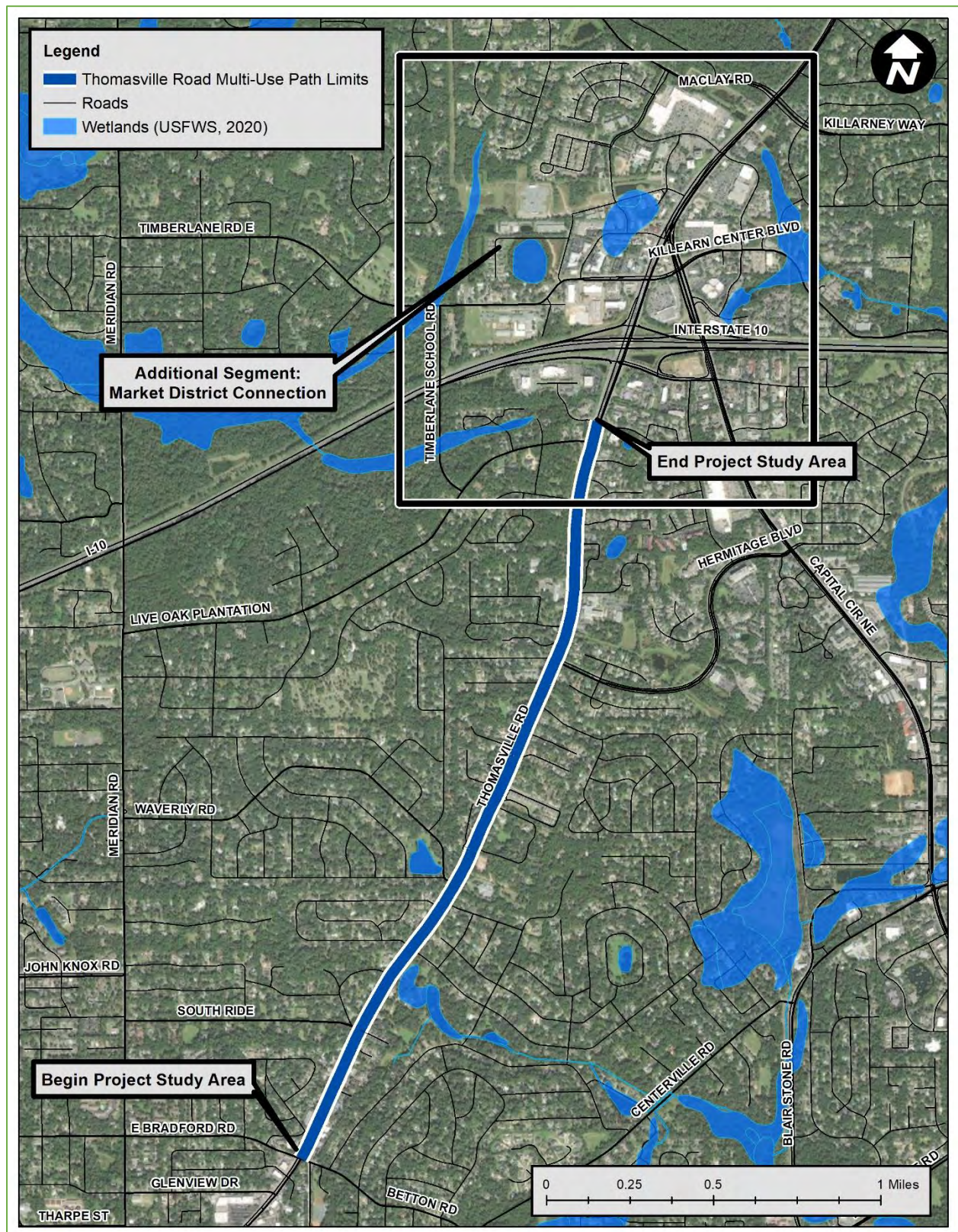


**Figure 20. Flood Zones**



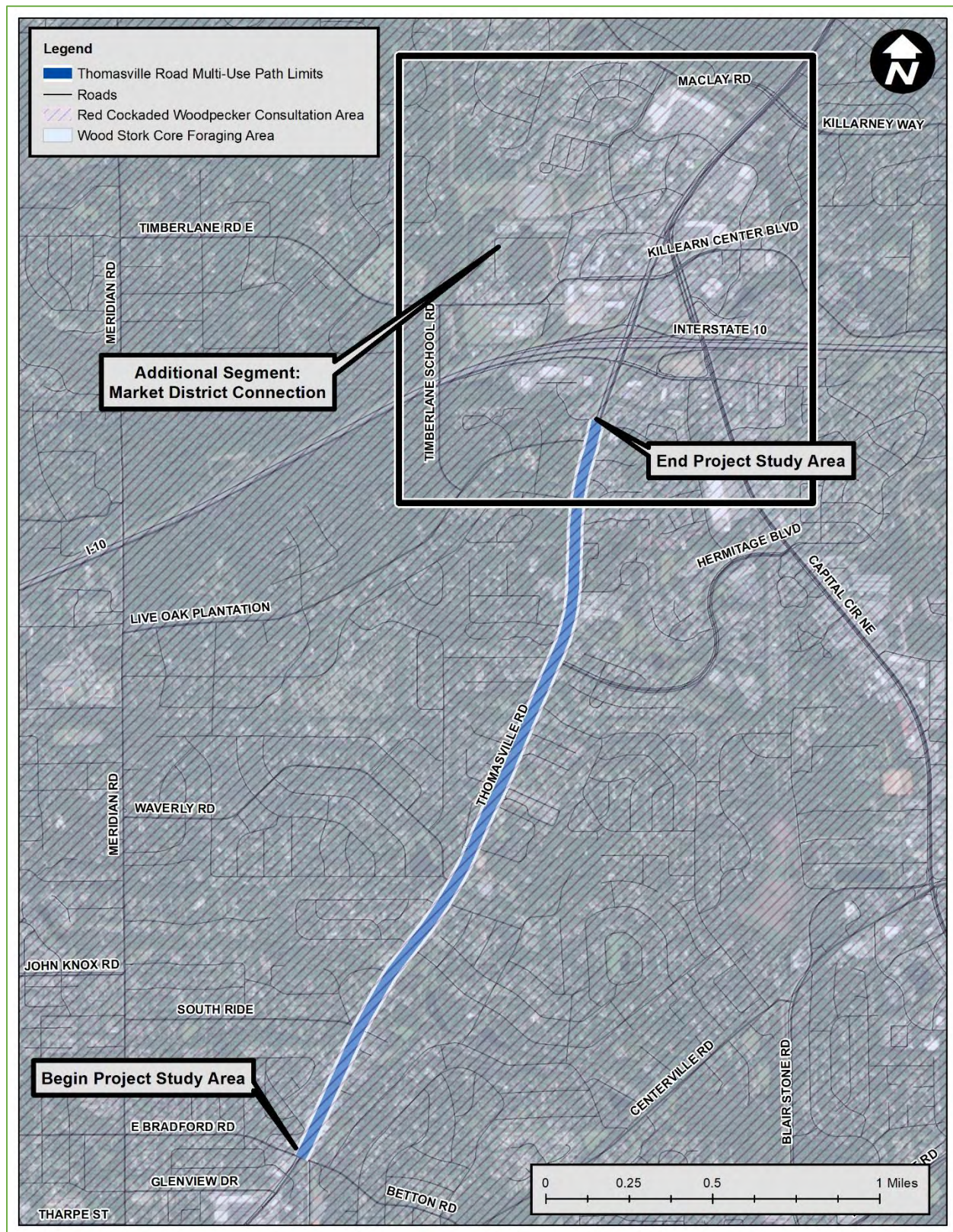


**Figure 21. Wetlands**





**Figure 22. Species**





### **Historic and Cultural Resources**

According to data maintained by the State Historic Preservation Office updated in January 2021, no structures, cemeteries, or resource groups are located within or adjacent to the project study area. Some structures are located within neighborhoods that run adjacent to Thomasville Road, but these structures are outside of the project study area and established right-of-way associated with the corridor.

### **Grade & Elevation**

Grade changes were identified along the Thomasville Road corridor on both sides of the road where the sidewalk is located. These grade issues vary in significance, but are most prevalent along the west side of the corridor between Piedmont Drive and the School of Arts and Sciences, and along the east side of the corridor between Winthrop Way and Greenbrier Lane. Grade issues were also identified along both sides of Timberlane School Road and Timberlane Road, which are associated with the Market District connection aspect of this path. Grade issues can be dangerous and limit path use by a variety of skill levels. It can also be cost prohibitive to construct a multi-use path that requires grading.

Elevation is also associated with both sides of Thomasville Road as well as with alternatives related to connecting Thomasville Road to the Market District. Inclines and declines will inevitably be a part of any bicycle and pedestrian improvements along Thomasville Road, which are not conducive to lesser-skilled bicyclists. Path design features such as switchbacks, additional path width, signage, and rest areas provide design options for addressing elevation issues and maintaining ADA compliance.

### **Network Connectivity**

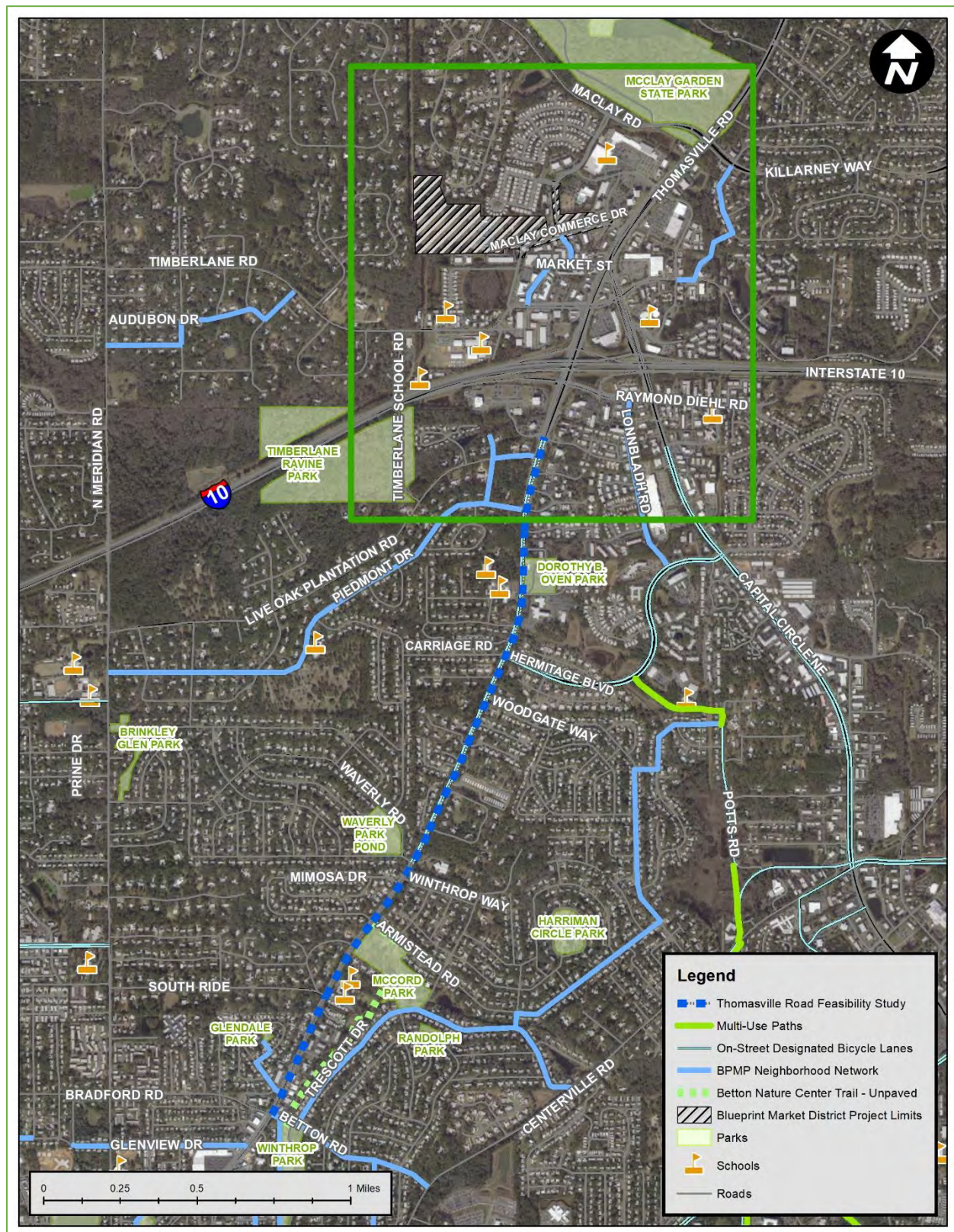
Thomasville Road provides significant north-south connectivity between numerous neighborhoods, business districts, and destinations in Tallahassee and Leon County. Currently, this connectivity is primarily beneficial to motorists, and few residents use the existing sidewalks or bicycle lanes for transportation purposes. This is due to a lack of adequate and appropriate facilities, which creates a barrier to connectivity in the bicycle and pedestrian network. Along the 2.5 miles of Thomasville Road between Betton Road and Metropolitan Boulevard, destinations and amenities were identified as shown in **Table 10**. In addition to these destinations, the project study area traverses several residential areas, which would provide direct neighborhood access to alternative transportation and recreation opportunities associated with this path. **Figure 23** shows network connectivity along the project study area.

**Table 10. Network Connectivity Along Thomasville Road**

<b>Schools</b>	<ul style="list-style-type: none"> <li>• School of Arts and Sciences</li> <li>• Betton Hills School</li> <li>• Gilchrist Elementary School</li> </ul>
<b>Parks</b>	<ul style="list-style-type: none"> <li>• Winthrop Park</li> <li>• McCord Park</li> <li>• Waverly Pond</li> <li>• Dorothy B. Oven Park</li> </ul>
<b>Business Districts</b>	<ul style="list-style-type: none"> <li>• Market District</li> <li>• Midtown</li> </ul>
<b>Multimodal Connections</b>	<ul style="list-style-type: none"> <li>• Designated bicycle lanes on Hermitage Boulevard to connect to Goose Pond Trail</li> <li>• Sidewalks connecting to Thomasville Road include Betton Road/Bradford Road, Armistead Road, Waverly Road, Preakness Point, Peacefield Place, Woodgate Way, Hermitage Boulevard/Sandhurst Drive, Live Oak Plantation, Metropolitan Boulevard</li> <li>• Transit stops on Thomasville Road</li> </ul>



**Figure 23. Network Connectivity**





### Existing Projects

This project would connect to several locally funded projects, extending the opportunity for trip length and connectivity to destinations and areas of interest in Tallahassee and Leon County. These projects are being implemented by various agency partners in Tallahassee and Leon County. They are detailed in **Table 11** and shown in **Figure 24**.

**Table 11. Relevant Existing Projects**

<u>Map</u>	<u>Project</u>	<u>Agency</u>	<u>Project Description</u>	<u>Benefit to this project</u>
<b>A</b>	<b>Market District Multi-Purpose Stormwater Project</b>	Blueprint	Upgrades to stormwater system, roadway network, electric transmission utilities, and infrastructure to create a park in the Market District	Roadway improvements include bicycle and pedestrian facilities that extend connectivity
<b>B</b>	<b>McCord Pond Drainage Ditch Improvements</b>	City of Tallahassee Water Resources Engineering Division	Improvements that will address a range of issues including erosion and access issues for maintenance.	Improvements provide the opportunity to provide a formalized trail between Betton Road and McCord Park, which will connect to Thomasville Road Multi-Use Path.
<b>C</b>	<b>Midtown Transportation Plan</b>	Blueprint, FDOT	Roadway improvements to enhance the transportation network in the Midtown area, and provide multimodal opportunities.	A multi-use path on the east side of Thomasville Road south of Betton Road will connect to the Thomasville Road multi-use path, extending connectivity into the heart of Midtown.



Figure 24. Relevant Existing Project

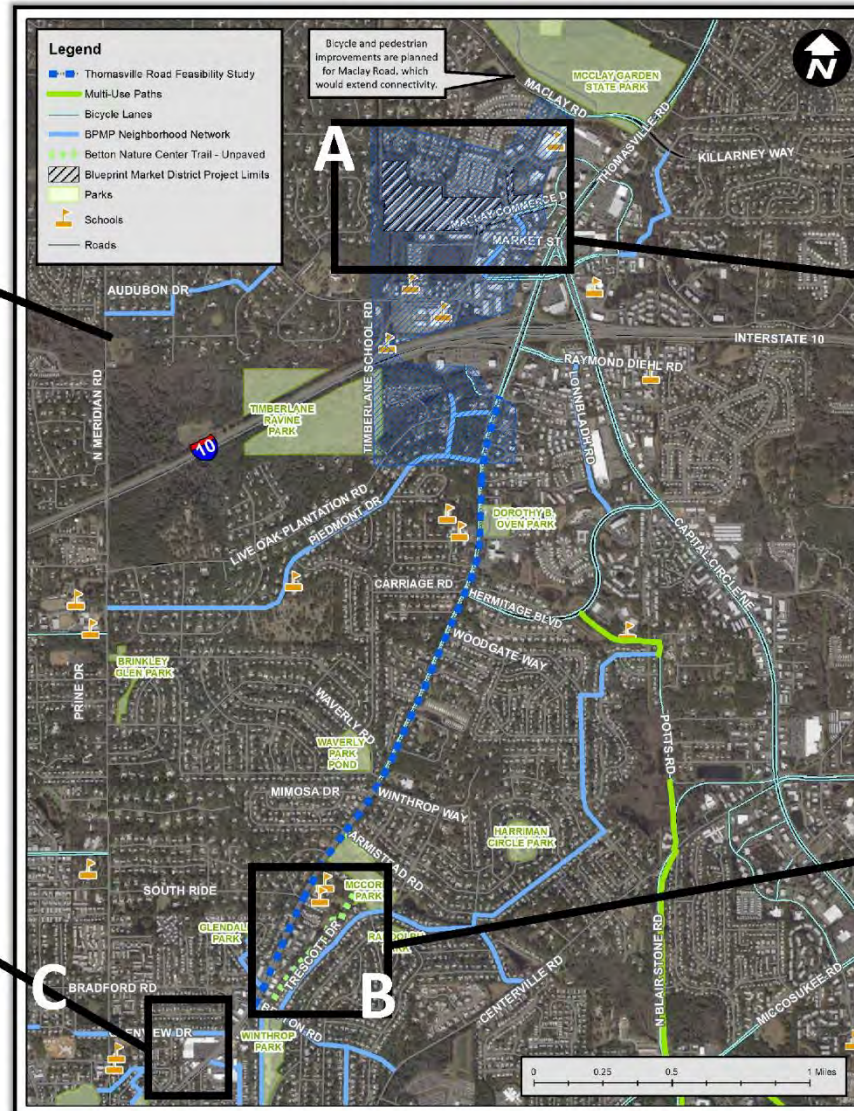
Future implementation of the Bicycle-Pedestrian Master Plan 2019 Update will include the development of "neighborhood network" routes, which are included on this map. These routes will provide connectivity on low-speed, low-volume roads to allow a variety of skill sets to access the bicycle network. Neighborhood network routes on Live Oak Plantation Road, Piedmont Drive, Betton Road, Trescott Drive, Armistead Road, and Mitchell Avenue will be accessible from the Thomasville Road Multi-Use Path.

### Midtown Area Transportation Plan Capital Region Transportation Planning Agency (CRTPA)

- Plan adopted in Spring 2020
- Proposed bicycle and pedestrian improvements through roadway changes would allow for consistency between these two projects and promote connectivity throughout Midtown



## Existing Projects



### Market District Multi-Purpose Stormwater Project

*Blueprint and City of Tallahassee*

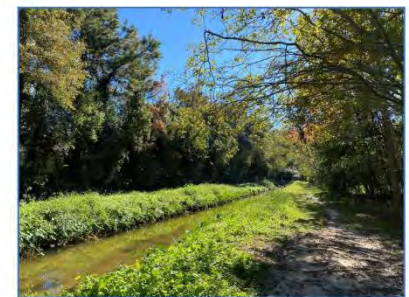
- Currently in the preliminary engineering phase and conducting public engagement
- Includes roadway improvements
- Potential to utilize proposed multimodal improvements in the park to connect north to Maclay Road



### McCord Pond Drainage Ditch Improvements

*City of Tallahassee Underground Utilities*

- Currently under design
- Construction is anticipated to begin in 2021
- Potential to construct multi-use path on top of the drainage improvements through continued coordination







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