

ALTERNATIVES ANALYSIS

Following the existing conditions analysis, and further engagement with stakeholders, several alternatives were identified for the potential location of the multi-use path. As noted previously, the corridor was divided into three segments to streamline data collection, and the segments were carried forward into the alternatives analysis. An additional fourth area was also evaluated as the Market District Connection. This section will outline the evaluated alternatives and the data collected for each alternative.

All alternatives were evaluated with the assumption that existing gore areas and on-street bicycle lanes will be removed, and existing curb and cutter will be relocated and reconstructed to gain additional space for a wider path and buffer. To ensure a wide, safe path with adequate separation from vehicular traffic, this adjustment to the roadway will be necessary. Information regarding the additional right-of-way gained by retrofitting the road can be found in the tables associated with each alternative in the upcoming subsections.



Thomasville Road just north of Winthrop Way

Segment 1: Betton Road to Armistead Road

This segment of Thomasville Road is heavily characterized by commercial uses on the southern end of the segment. Several curb cuts associated with businesses are located on both the east and west sides of the corridor. Guyte P. McCord Park and some residential communities are also located directly along Thomasville Road closer to Armistead Road. In addition to alternatives along the east and west side of Thomasville Road, the project team evaluated potential opportunities including:

- Trescott Drive in the Betton Hills Neighborhood.
- The Betton Hills Nature Center Trail along the McCord Ditch.
- Post Road to the covered McCord Ditch to Betton Road (added at the September 16, 2021 CRTPA Board meeting).
- Post Road “Loop” Option

These three options presented opportunities to locate the path in total or partially, along lower speed, passive corridors, and would avoid placing the path adjacent to frequently used commercial driveways and intersections along Thomasville Road.

Opportunities were also explored along Armistead Road, Armstrong Drive, and Winthrop Way, and were considered as a potential “spur trail” option, which would potentially use on-street markings and signage to provide path users an additional option for accessing Thomasville Road from McCord Park. The options are shown in **Figure 25**. **Table 16** details the existing conditions by option for Segment 1.



McCord Ditch

Figure 25. Segment 1 Evaluated Alternatives

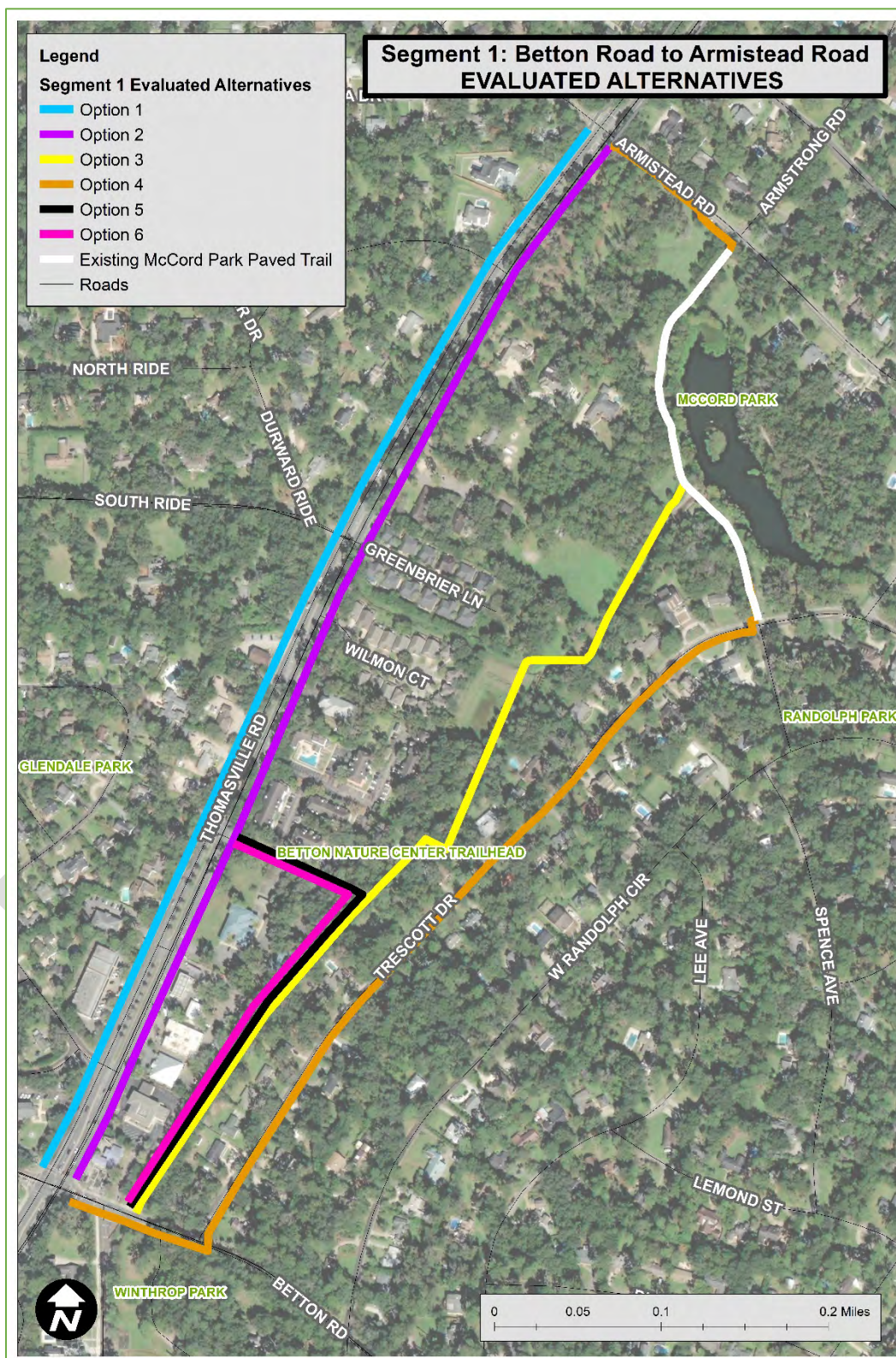


Table 16. Segment 1 Existing Conditions by Option

Segment 1: Betton Road to Armistead Road Existing Conditions by Option				
Data	Driveways & Intersections	Trees	Approximate right-of-way for multi-use path as is	Approximate right-of-way with corridor retrofitting
Option 1: Thomasville Road West	26	2	+/- 8 - 35 ft	+/- 10 - 37 ft
Option 2: Thomasville Road East	21	10	+/- 20 - 68 ft	+/- 22 - 70 ft
Option 3: McCord Park/ McCord Ditch	0	N/A	N/A	N/A
Option 4: Trescott Drive	35	N/A	+/- 18 - 25 ft	N/A
Option 5: Post Road/McCord Ditch (Covered portion)	2	N/A	+/- 5 to 15 feet	N/A
Option 6: Post Road “Loop” Option	8	N/A	No right-of-way associated with road – located on business properties /easements	N/A

Segment 2: Armistead Road to Woodgate Way

This segment of Thomasville Road is characterized by residential uses, with some commercial uses including a place of worship and Tallahassee Nurseries. Along Segment 2, 4-foot on-street bicycle lanes appear at Waverly Road and continue north along Thomasville Road. During the alternatives analysis, the project team looked almost exclusively at Thomasville Road east and Thomasville Road west within this segment due to lack of connectivity on direct and parallel routes. The east side of the corridor had significantly more right-of-way availability, and fewer large oak trees within or near the right-of-way than the west side of the corridor, as indicated in **Table 17**.

As noted previously, a “spur connection” along Armstrong Road and Winthrop Way was also evaluated in conjunction with this segment, but was not evaluated for multi-use path construction. The evaluated alternatives for Segment 2 are shown in **Figure 26**, and existing conditions data for evaluated options are shown in **Table 17**.



Thomasville Road west near Savannah Trace

Figure 26. Segment 2 Evaluated Alternatives

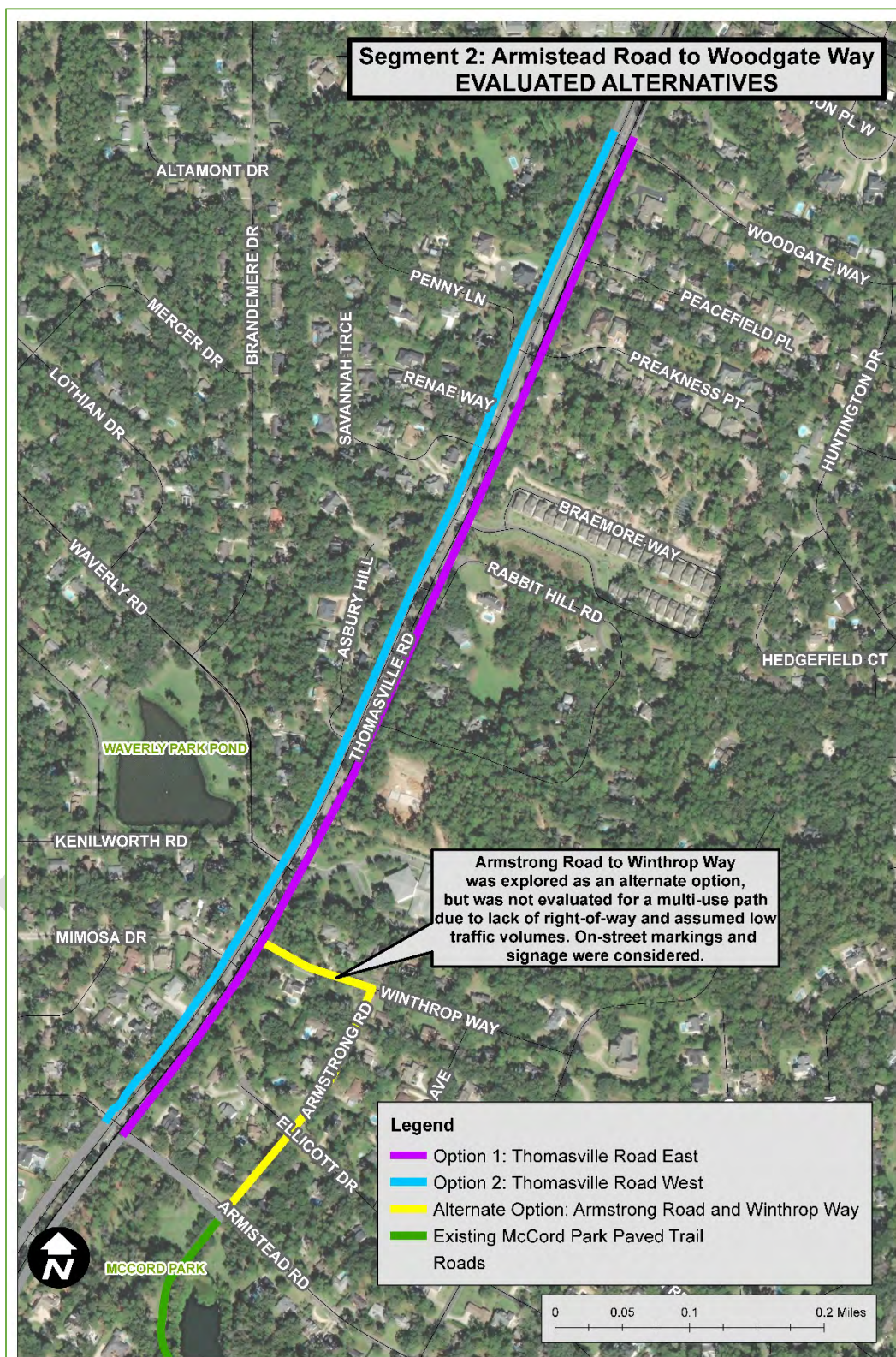


Table 17. Segment 2 Existing Conditions by Option

Segment 2: Armistead Road to Woodgate Way Existing Conditions by Segment				
Data	Driveways & Intersections	Trees	Available right-of-way for multi-use path as is*	Available right-of-way with corridor retrofitting*
Option 1: Thomasville Road East	12	3	+/- 13 - 90 ft	+/- 20 - 90 ft
Option 2: Thomasville Road West	10	9	+/- 6 - 25 ft	+/- 13 - 32 ft

DRAFT

Segment 3: Woodgate Way to Metropolitan Boulevard

Segment 3 along Thomasville Road is characterized by heavy residential land uses and some commercial land uses related to schools, places of worship, and limited businesses. During the alternatives analysis, the project team looked almost exclusively at Thomasville Road east and Thomasville Road west to accommodate the path. It was noted that the east side of the corridor provided connectivity to existing bicycle facilities on Hermitage Boulevard, allowing access to the Goose Pond Trail, while the west side of the corridor allows connectivity to existing bicycle facilities on Metropolitan Boulevard. Additionally, a “spur connection” along the drainage ditch on the east side of the corridor north of Hermitage Boulevard found in the Greenways Master Plan was noted as a potential opportunity for alternative connectivity to the Goose Pond Trail, but was not evaluated as a potential alternative due to its lack of north-south connectivity. Evaluated options for Segment 3 are shown in **Figure 27** below. **Table 18** below includes existing conditions information about Thomasville Road east and Thomasville Road west along Segment 3.



Thomasville Road west near Live Oak Plantation Road

Figure 27. Segment 3 Evaluated Alternatives

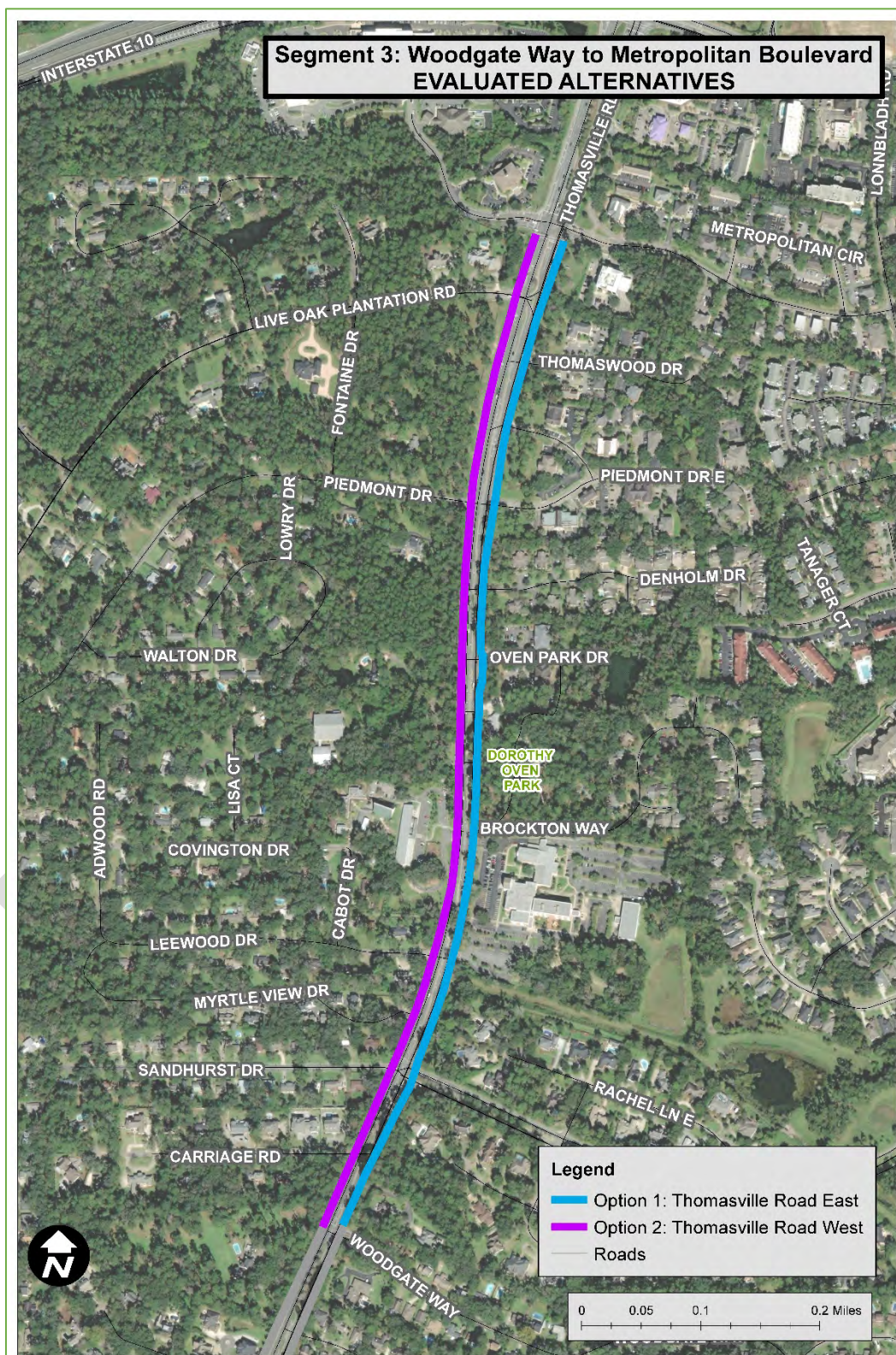


Table 18. Segment 3 Existing Conditions by Option

Segment 3: Woodgate Way to Metropolitan Boulevard Existing Conditions by Option				
Data	Driveways & Intersections	Trees	Available right-of-way for multi-use path as is	Available right-of-way with corridor retrofitting
<u>Option 1:</u> Thomasville Road East	12	9	+/- 12 – 82 ft	+/- 19 – 89 ft
<u>Option 2:</u> Thomasville Road West	12	6	+/- 6 - 56 ft	+/- 13 – 63 ft

DRAFT

Market District Connection

The Market District Connection was evaluated separately the Thomasville Road alternatives. Trees and curb cuts were not evaluated for this segment and will be further studied if this project move forward in subsequent phases. If this project moves forward to the design phase, the Market District Connection will likely be pursued by local agency partner Blueprint Intergovernmental Agency. **Table 19** below lists general transportation characteristics for each feasible segment evaluated in conjunction with the Market District Connection. Other options were briefly considering including the FDOT right-of-way along I-10 southbound behind Gilchrist Elementary, a gas easement near Tallahassee Memorial Hospital, a conservation easement near Tallahassee Memorial Hospital, and an easement heading north from Timberlane School Road into the Market District. These options were omitted for various reasons; FDOT right-of-way on the north side of I-10 was omitted because the school property limited the ability to connect the path to Martin Hurst Road. Additionally, the conservation and gas easements were omitted due to the fact that the City would not permit a paved trail on the conservation easements because of the presence of fragile natural ecosystems, and the gas company would not permit a trail on top of the gas line for which the easement was created. **Figure 28** shows each of these segments.



Timberlane School Road near Market District

Figure 28. Market District Connection Feasible Alternatives

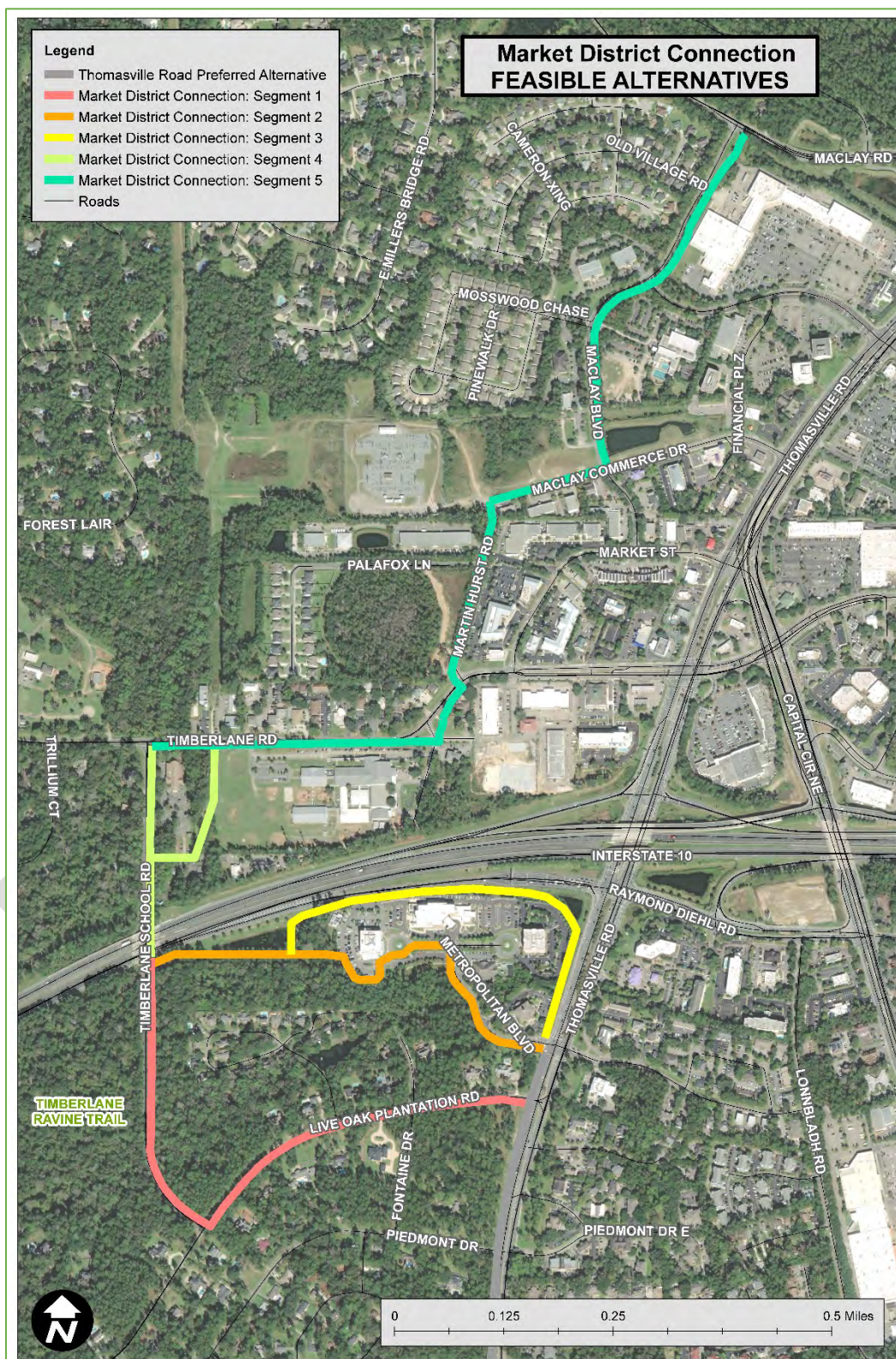


Table 19. Market District Feasible Alternatives

Market District Connection Feasible Alternatives	
<u>Segment 1</u> Live Oak Planation Road to Timberlane School Road	<u>Live Oak Plantation Road</u> <ul style="list-style-type: none"> Existing sidewalk on north side of corridor to Martin Hurst Road Traffic calming – speed bumps Available right-of-way on south side for a sidewalk/multi-use path: +/- 10 – 25 feet <u>Timberlane School Road (south of I-10)</u> <ul style="list-style-type: none"> No existing bicycle or pedestrian amenities Connectivity to trail system within Timberlane Ravine Park Available right-of-way on either side of the roadway to accommodate a path
<u>Segment 2</u> Metropolitan Boulevard to Timberlane School Road	<u>Metropolitan Boulevard</u> <ul style="list-style-type: none"> On-street bicycle lanes Sidewalk on north/east side of corridor Available right-of-way on south side for a sidewalk/multi-use path: +/- 15 – 17 feet with removal of bicycle lane
<u>Segment 3</u> FDOT Right-of-way south of I-10	<u>FDOT right-of-way</u> <ul style="list-style-type: none"> Preliminary conversations with FDOT have occurred regarding this option and will continue if this route is selected as the preferred Abundant right-of-way
<u>Segment 4</u> Timberlane School Road to Electric Easement or Timberlane Road	<u>Timberlane School Road (north of I-10)</u> <ul style="list-style-type: none"> No existing bicycle or pedestrian amenities Connectivity to trail system within Timberlane Ravine Park Available right-of-way on either side of the roadway to accommodate a path <u>Electric Easement</u> <ul style="list-style-type: none"> Preliminary coordination with Leon County School Board and City of Tallahassee Real Estate indicated that easement could support multi-use path
<u>Segment 5</u> Timberlane Road or Electric Easement to Martin Hurst Road	<u>Timberlane Road (north of I-10)</u> <ul style="list-style-type: none"> Existing sidewalk on south side <u>Martin Hurst Road</u> <ul style="list-style-type: none"> Sidewalk on west side of the corridor Connects directly to Blueprint and City of Tallahassee improvements within the Market District

PREFERRED ALTERNATIVES

With the completion of data collection and stakeholder and public engagement, a preferred alternative was selected for each of the segments. The preferred alternative was selected based on technical information. The preferred alternatives for each segment are detailed below.



Thomasville Road

Segment 1: Betton Road to Armistead Road

Preferred Alternative: Thomasville Road East

The preferred alternative for Segment 1 is Thomasville Road East, as shown in **Figure 29**.

This alternative was selected based on the overall unsuitability of the other options. Each of the options, including the preferred alternative, have varying degrees of challenges, however, were not outright “unfeasible.” The information below summarizes the challenges for each of the evaluated alternatives:

- **Thomasville Road West** is characterized by limited right-of-way to accommodate a multi-use path and buffer, and several curb cuts in quick succession. Even with the addition of gore areas and relocation and reconstruction of curb and gutter along this segment, the path would likely need to be narrowed to 8 feet with a minimal buffer, which is not considered safe along a corridor characterized by high speeds.
- **Thomasville Road East** has similar characteristics to Thomasville Road West, with several curb cuts in quick succession, as well as large oak trees within the right-of-way. However, Thomasville Road East has slightly more right-of-way, that in conjunction with the removal of the gore areas and relocation and reconstruction of curb and gutter, could support an adequate multi-use path and buffer.
- **McCord Park/McCord Ditch** presents challenges in that the feasibility of constructing a multi-use path on top of the future structure is still unknown. Additionally, the structure will only cover a portion of the existing drainage ditch, and will not provide connectivity to McCord Park. This connectivity is also lacking on the southern terminus of the ditch where it intersects with Betton Road between pedestrian crossing locations at the intersection with Thomasville Road, and the rectangular rapid flashing beacon (RRFB) located on the east side of Trescott Drive connecting to Winthrop Park. Additionally, there was significant public opposition to the McCord Park/McCord Ditch option.
- **Trescott Drive** was omitted from consideration early in the alternatives analysis due to a high number of residential driveways along a short segment, which could contribute to path user and motorist conflict, negatively impacting safety. Additionally, there was significant public opposition to the Trescott Drive option.
- **Post Road/McCord Ditch (covered portion)** was added at the September 13, 2021 CRTPA Board meeting. The Project Team received and reviewed the plans for the construction of a box culvert along the McCord Ditch from Betton Road moving north approximately 1,500 feet, of which 1,200 feet would potentially be used for the connection from Post Road to Betton Road.
- **Post Road “Loop” Option** was proposed by the Betton Hills Neighborhood Association as an opportunity to avoid the McCord Ditch and McCord Park, both of which are highly opposed by the neighborhood association and many members of the public. This option includes limited available right-of-way behind existing businesses along Thomasville Road, and concerns were voiced by the owners of these businesses for locating a path along the access road.

Based on this analysis, Thomasville Road is the recommended option for the construction of a multi-use path. Thomasville Road East has available right-of-way for a multi-use path and buffer with the removal of the existing gore areas and relocation and reconstruction of curb and gutter to gain additional space. This option also provides connectivity to recommendations from the Midtown Area Transportation Plan, which included a multi-use path on the east side of Thomasville Road from 7th Avenue to Betton Road. However, despite its feasibility, obstructions are located along this segment including several trees, curb cuts, and landscaping, which will need to be addressed in future design phases. Conceptual renderings for the Thomasville Road east option were developed to give a general idea of how the multi-use path would appear along the corridor on this segment between Betton Road and Armistead Road. These renderings are shown with alongside existing photos in **Figures 30 to 33**.

Figure 29. Segment 1 Preferred Alternatives

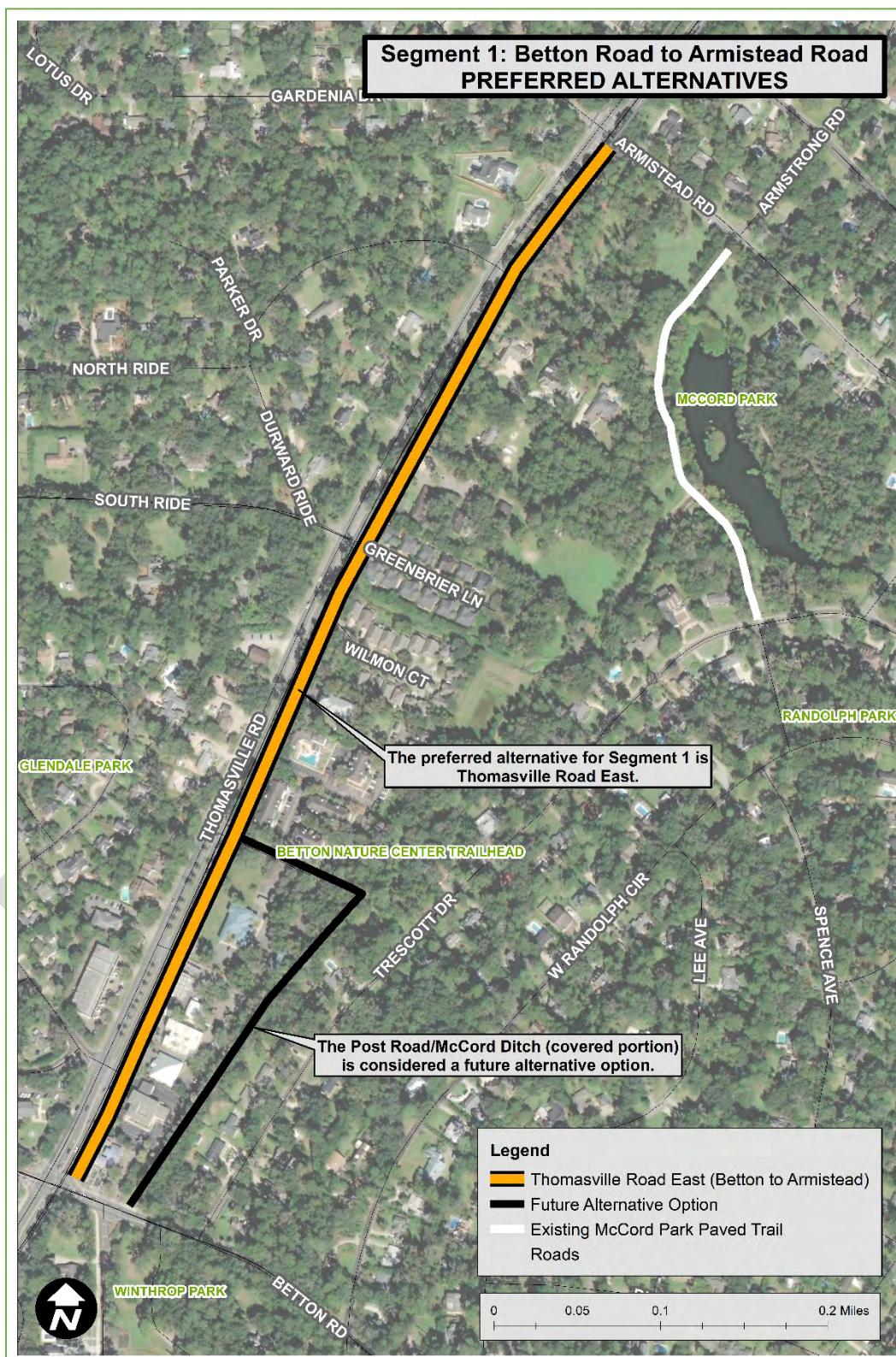


Figure 30. Segment 1: Post Road - Existing Conditions



Figure 31. Segment 1: Post Road – Conceptual Rendering



Figure 32. Segment 1: In front of Centennial Bank near Betton Road – Existing Conditions



Figure 33. Segment 1: In front of Centennial Bank near Betton Road – Conceptual Rendering



Segment 2: Armistead Road to Woodgate Way

Preferred Alternative: Thomasville Road East

Additional Recommendation: Sidewalk from Waverly Road to Woodgate Way

The selected alternative for Segment 2 from Armistead Road to Woodgate Way is Thomasville Road East. Both of the options, including the preferred alternative, have varying degrees of challenges which will need to be evaluated in future design phases. The information below summarizes the challenges associated with each evaluated alternative:

- **Thomasville Road West** presents challenges for a multi-use path in that it has limited right-of-way due to obstructions within the right-of-way, including several large oak trees and landscaping. There are also major changes in grade along this segment that would make ADA-compliance difficult when constructing a multi-use path
- **Thomasville Road East** has sufficient right-of-way with the removal of the bicycle lanes relocation and reconstruction of curb and gutter to gain additional space for a multi-use path and buffer. Some areas along this segment have ample right-of-way which would allow the path to incorporate a meandering design. However, several curb cuts and large oak trees are located along this segment as well.

Based on this analysis, the Thomasville Road East option presents the best opportunity for a multi-use path with a buffer. To accommodate the path along this alternative, on-street bicycle lanes will need to be removed, and curb and gutter will need to be relocated and reconstructed to provide an appropriate buffer.

For this segment, an ADA compliant sidewalk on the west side of Thomasville Road between Waverly Road and Woodgate Way is also recommended. An improved sidewalk would provide connectivity for residents on the west side of Thomasville Road. The preferred alternative for this segment is shown in **Figure 34**.

Conceptual renderings for the Thomasville Road East option were developed to give a general idea of how the multi-use path would appear along the corridor on this segment between Armistead Road and Woodgate Way, and can be found in **Figures 35 through 44**.

Figure 34. Segment 2 Preferred Alternative

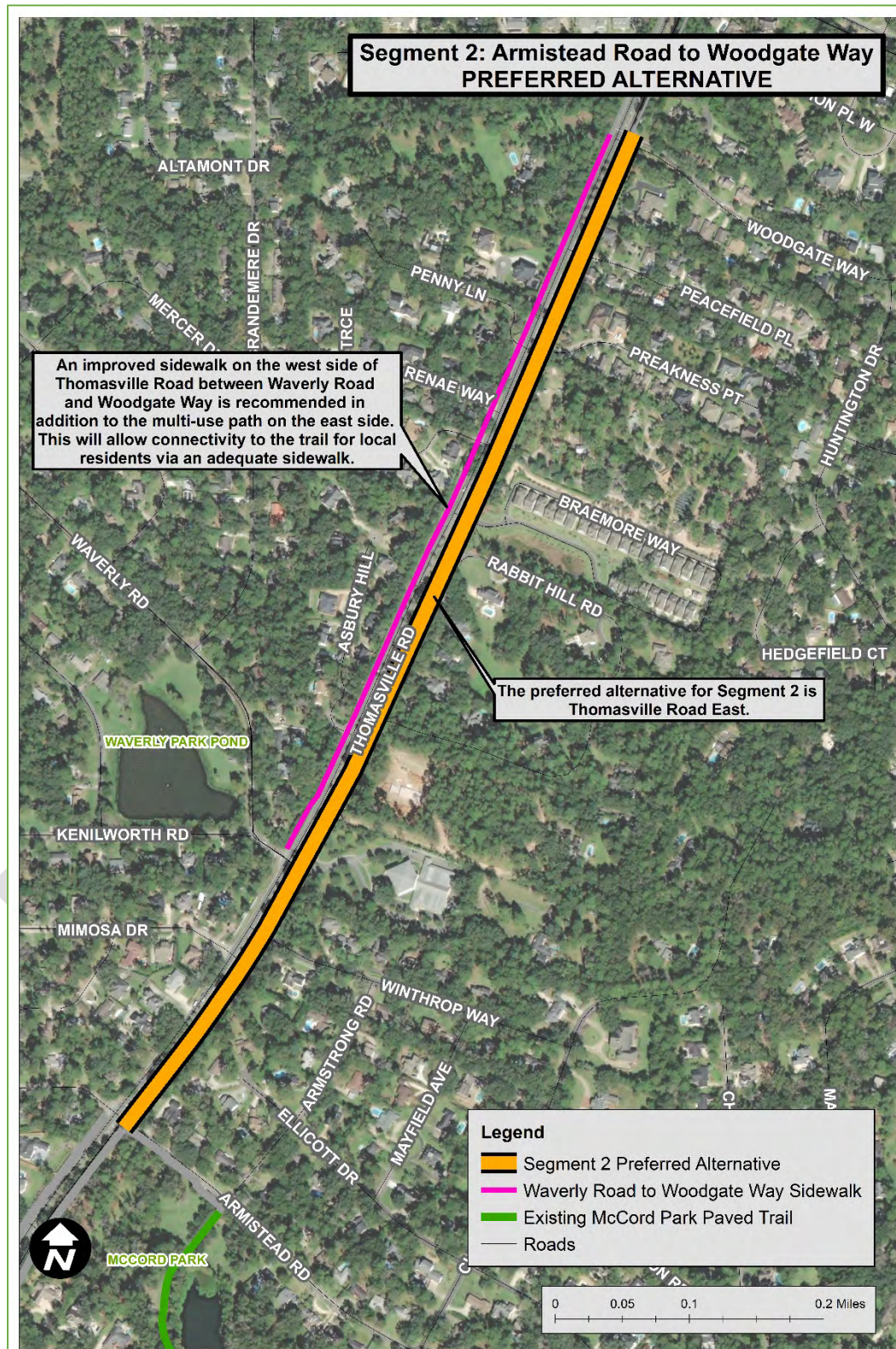


Figure 35. Segment 2: Rabbit Hills Road – Existing Conditions



Figure 36. Segment 2: Rabbit Hills Road – Conceptual Rendering



Figure 37. Segment 2: Tallahassee Nurseries - Existing Conditions



Figure 38. Segment 2: Tallahassee Nurseries – Conceptual Rendering



Figure 39. Segment 2: Peacefield Place, facing north – Existing Conditions



Figure 40. Segment 2: Peacefield Place, facing north – Conceptual Rendering



Figure 41. Segment 2: Peacefield Place, facing south – Existing Conditions



Figure 42. Segment 2: Peacefield Place, facing south – Conceptual Rendering



Figure 43. Segment 2: Sidewalk from Waverly Road to Woodgate Way – Existing Conditions



Figure 44. Segment 2: Sidewalk from Waverly Road to Woodgate Way – Conceptual Rendering



Segment 3: Woodgate Way to Metropolitan Boulevard

Preferred Alternative: Thomasville Road West

The selected alternative for Segment 3 from Woodgate Way to Metropolitan Boulevard is Thomasville Road West. Both of the options, including the preferred alternative, have varying degrees of challenges which will need to be evaluated in future design phases. The information below summarizes the challenges associated with each evaluated alternative:

- **Thomasville Road West** is characterized by constrained right-of-way in some areas, however, allows opportunities for connectivity to the School of Arts and Sciences and the Live Oak Plantation Road, part of the Market District Connection. Few large oak trees are located along this segment; however, some constrained points do exist due to obstructions such as fences and utility poles.
- **Thomasville Road East** is similar to Thomasville Road West in that there are specific locations that have constrained right-of-way, including the front of Dorothy B. Owen Park and the fire station. Even with the removal of the bicycle lanes and relocation of curb and gutter, these areas would remain significantly constrained, limiting the width of the path, and therefore compromising safety.

Thomasville Road West was selected as the preferred alternative because it allows for connectivity to the Market District, while avoiding the Interstate 10 (I-10) Interchange on Thomasville Road, located north of Metropolitan Boulevard. It also avoids tree impacts and several areas of constrained right-of-way on the east side, such as in front of Dorothy B. Owen Park and the fire station. Constructing the multi-use path on the west side of Thomasville Road also allows opportunities for cyclists and pedestrians to access the School of Arts and Sciences on Thomasville Road. This alternative will ultimately continue through to Live Oak Plantation Road, which will likely be part of the Market District Connection in the future.

Improvements will be needed at the Live Oak Plantation Road intersection with Thomasville Road, which presents safety concerns for crossing path users. Ideally, users will not have to cross at Live Oak Plantation Road unless they wish to access Metropolitan Boulevard or destinations beyond that. To accommodate the path along this alternative, on-street bicycle lanes will need to be removed for additional space, and curb and gutter will need to be relocated and reconstructed to provide an appropriate buffer.

While a path on Thomasville Road east is not preferred, opportunities exist to continue the path from the terminus of Segment 2 to just north of Hermitage Boulevard to allow for a connection to the Goose Pond Trail. This would provide path users with opportunities to either continue north on Thomasville Road and access the Market District Connection via the west side, or to head north and then east via Thomasville Road east to access the Goose Pond Trail and further destinations, such as the multi-use path on Blair Stone Road or Tom Brown Park. **Figure 45** shows the preferred alternative for Segment 3.

A rendering for the Thomasville Road west option was developed to give a general idea of how the multi-use path would appear along the corridor on this segment between Woodgate Way and Metropolitan Boulevard. **Figure 46** and **Figure 47** show the path near Piedmont Drive on the west side.

Figure 45. Segment 3 Preferred Alternative



Figure 46. Segment 3: Thomasville Road west near Piedmont Drive – Existing Conditions



Figure 47. Segment 3: Thomasville Road west near Piedmont Drive – Conceptual Rendering



Market District Connection

Preferred Alternative: Live Oak Plantation Road, Timberlane School Road, Gilchrist Elementary Electric Easement, Timberlane Road, Martin Hurst Road

Several alternatives were evaluated for Market District. The preferred alignment focused on maintaining the path on existing roadways with available right-of-way that is already being used by bicyclists to access Market District or Thomasville Road. This alternative allows path users to avoid crossing the Live Oak Plantation corridor unless users prefer to continue traveling north on Thomasville Road. The preferred improvements are as follows:

- **Live Oak Plantation Road:** Multi-use path on the south side of the corridor, where right-of-way is available;
- **Timberlane School Road:** Multi-use path on the east side of the corridor, where right-of-way is available;
- **Gilchrist Elementary Easement:** Access private road to enter electric easement, where a multi-use path will be located on the western edge of the easement. Fences will be required to separate the path from the school;
- **Timberlane Road:** Widen sidewalk to accommodate a multi-use path. This will need to be explored further due to the location of trees and an existing sidewalk easement;
- **Martin Hurst Road:** 8 to 12-foot multi-use path on the west side of the corridor Based on the availability of right-of-way. Right-of-way appears constrained along this road due to the recent construction, which would limit path width.

At the terminus of Martin Hurst Road, the multi-use path will connect to planned facilities along Maclay Commerce Drive and Maclay Boulevard, projects being undertaken by Blueprint and the City of Tallahassee. Moving forward, additional analysis will be needed to determine the most appropriate location for a crossing on Timberlane Road. The project team briefly evaluated crossings at Martin Hurst Road and the Market Street Intersection, but further analysis is needed.

In the past, several opportunities to construct a sidewalk along Live Oak Plantation Road have met substantial resistance and not moved forward. Therefore, the FDOT right-of-way should be considered an alternative option. The preferred alternative and this alternative option are shown in **Figure 48**.

A rendering was developed to show a multi-use path on the south side of Live Oak Plantation Road, shown in **Figure 49 and Figure 50**.

Figure 48. Market District Connection Preferred Alternative

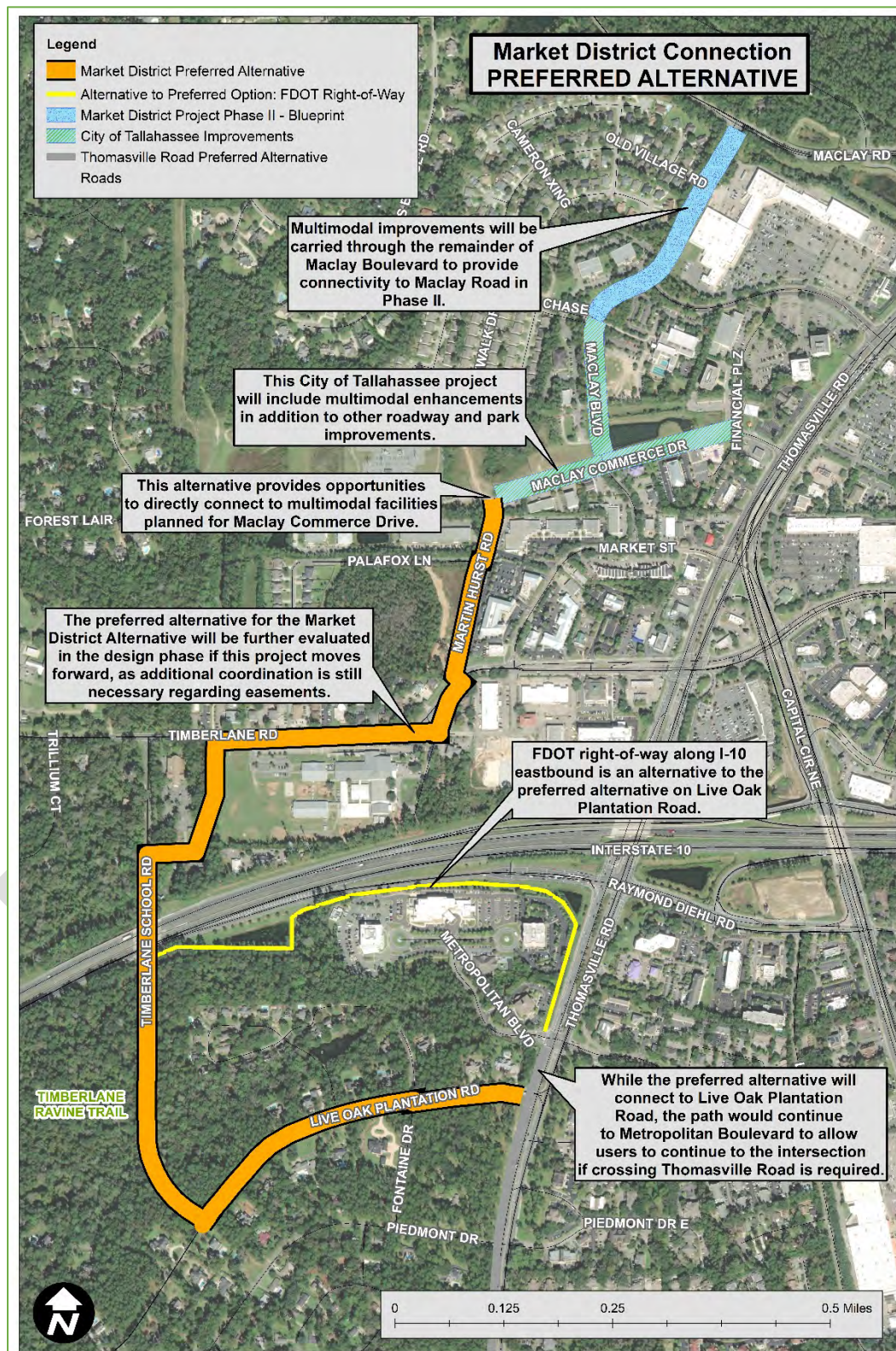


Figure 49. Market District Connection: Live Oak Plantation Road – Existing Conditions



Figure 50. Market District Connection: Live Oak Plantation Road – Conceptual Rendering



Overall Preferred Alternative

The preferred alternative for the Thomasville Road Multi-Use Path from Betton Road to Metropolitan Boulevard is as follows:

- Segment 1: Thomasville Road East
- Segment 2: Thomasville Road East
- Segment 3: Thomasville Road West

For the Market District segment, the following roads are preferred:

- Live Oak Plantation Road (South)
- Timberlane School Road (East)
- Gilchrist Elementary Electric Easement
- Timberlane Road (South)
- Martin Hurst Road (TBD)

Additional opportunities recommended by the project team include:

- Sidewalk on west side of Thomasville Road between Waverly Road and Woodgate Way;
- Spur trail connection from Thomasville Road East to Goose Pond Trail along drainage ditch.

Preferred Crossing Location on Thomasville Road: Woodgate Way

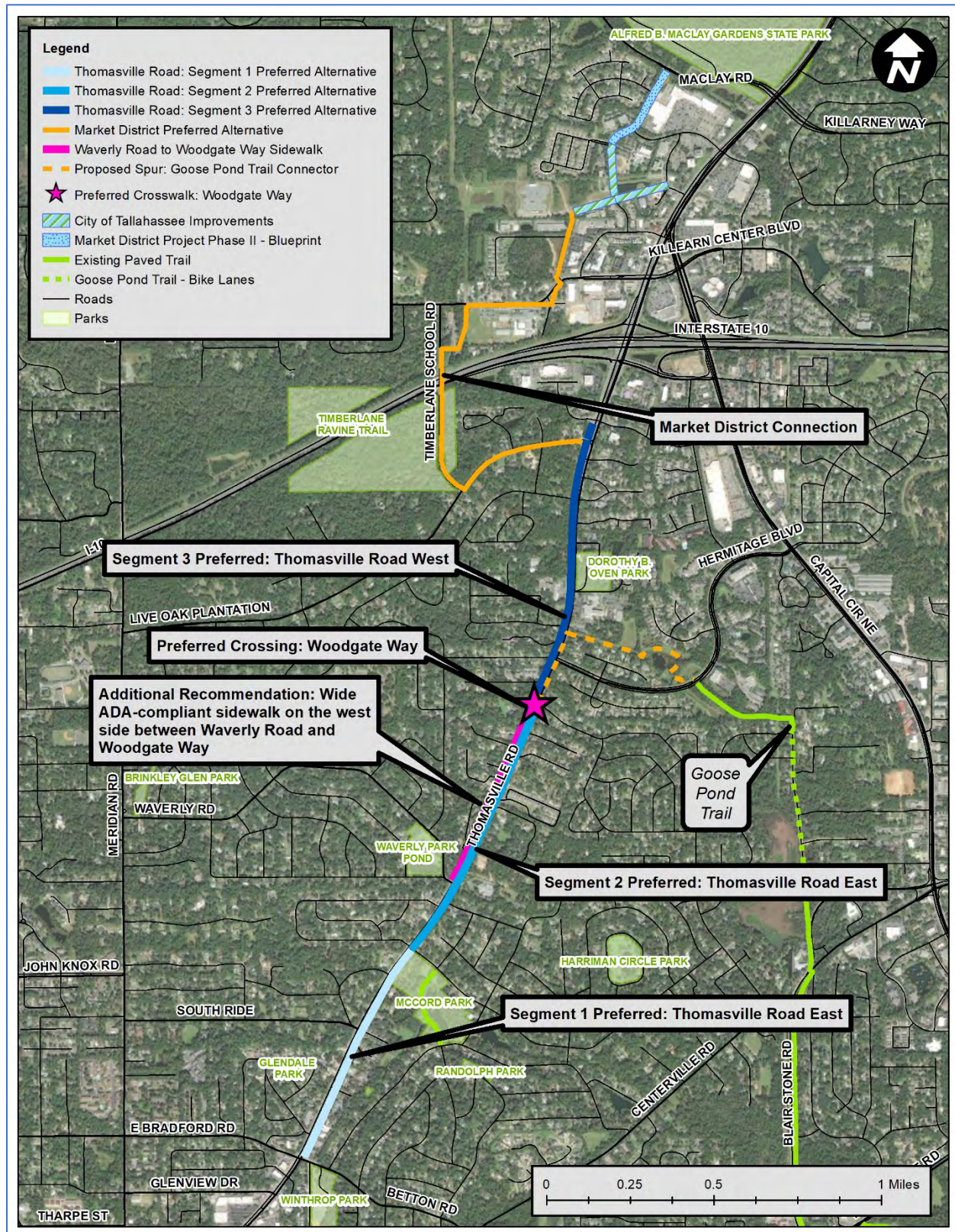
In order to traverse Thomasville Road from the east side to the west side between Segments 2 and 3, a crossing is required. Whether or not the path was on the east or west side, the project team anticipated a crossing being needed based on the topography of Thomasville Road and the eventual need to access the west side of the corridor to get to Market District along an alternate route that did not include Thomasville Road north of Metropolitan Boulevard. Hermitage Boulevard and Woodgate Way were evaluated as potential crossing locations. Based on the analysis shown below in **Table 20**, Woodgate Way is the preferred crossing location. This crosswalk is recommended for the south side of the intersection, where a crosswalk does not currently exist.

Table 20. Intersection Information

Hermitage Boulevard	Woodgate Way
<ul style="list-style-type: none"> ✗ Major collector ✓ Connects two major corridors (Capital Circle NE and Thomasville Road) ✓ Allows connectivity to bicycle lanes on Hermitage Boulevard and Goose Pond Trail ✗ Free flow right-turn lanes ✗ 4-way intersection 	<ul style="list-style-type: none"> ✓ Minor collector ✓ Neighborhood entrance ✓ 3-way intersection ✓ Opportunity to provide options for connectivity to Goose Pond Trail via spur trail

The overall preferred alternative is shown in **Figure 51**.

Figure 51. Preferred Alternative



COST ESTIMATES

Preliminary planning-level cost estimates have been developed using Florida Department of Transportation (FDOT) Long Range Estimates with a cost per mile model to obtain a general understanding of costs associated with the preferred alternative and roadway reconfiguration. These cost estimates will be updated with more specificity in future design phases as appropriate. **Table 21** details these cost estimates.

Table 21. Cost Estimates for Preferred Alternative

Segment	Range of Costs
<u>Segment 1:</u> Thomasville Road East	\$590,000 - \$767,000
<u>Segment 2:</u> Thomasville Road East Sidewalk from Waverly Road to Woodgate Way (west side)	\$620,000 - \$806,000
<u>Segment 3:</u> Thomasville Road West	\$1,019,000 - \$1,325,000
<u>Market District Connection</u>	\$2,601,000 - \$3,307,000
TOTAL COST	\$4,830,000 - \$6,205,000

DESIGN RECOMMENDATIONS

Based on the existing conditions analysis and feedback received from the public, the following design guidelines are recommended if this project moves forward:

Meandering Design

A meandering design will allow the multi-use path to weave in and out of obstructions, such as large trees, and can aid bicyclists in slowing down when approaching intersections or driveways, while also improving the overall aesthetic and experience for path users. A meandering design along Thomasville Road would be beneficial as it addresses large oak trees, topography, and grade changes, and will add to the overall aesthetic of the corridor. Meandering should be incorporated in specific areas where right-of-way permits

Crossing Treatments and Signage

Evaluation of every driveway and road crossing along the corridor will be completed in the design phase. However, some treatments that are recommended for these driveways include the following:

- Crosswalk markings that are highly visible and/or decorative to match the aesthetic of the Thomasville Road corridor;
- Stop bars and MUTCD appropriate signage at all driveway crossings, including private, to stop motorists before crossing the path;
- MUTCD appropriate signage on the path to stop path users before proceeding into the crosswalk, including yield signage detailing trail user etiquette, and trail speed limit signs. This would be addressed following construction to identify areas of high conflict.

As noted in the existing conditions section of this Study, there are numerous driveways along both sides of the corridor. In order to address this and maintain safety for both path users and motorists, it is important that crosswalk treatments are targeted and innovative. Crossing treatments may vary by driveway type, but should remain generally consistent in the type of markings and signage provided.



Downtown Orlando Loop Crossing Example (KHA)

Sight Distance

Throughout public engagement, several members of the public voiced concerns about sight distance



St. Marks Trail has clear sight distance at some crossings for both trail users and motorists

when exiting their neighborhoods onto Thomasville Road. The majority of sight distance concerns along the corridor are related to overgrown foliage, landscaping, and topography that block motorists' views of oncoming traffic. The wider path and improving sight distance of the motorists will benefit path users while improving motorist's sight distance as well. Horizontal and vertical clearance along the path should also be maintained for the safety and comfort of path users, and will also ensure adequate sight distance in certain situations. Sight distance analysis along the corridor is recommended to determine appropriate crossing treatments that benefit motorists and trail users.

Wide Buffers

Buffers of at least 4 feet are recommended between the inner edge of the multi-use path and the back of curb for the Thomasville Road corridor. According the Florida Department of Transportation Design Manual, a minimum acceptable buffer for a multi-use path on a 45 mile-per-hour or higher road is 4 feet from the back of curb (FDOT Design Manual, 2021). Where feasible, buffers should exceed this 4-foot minimum separation from the travel lanes to accommodate the safety and comfort of path users.

Constrained Areas

Tallahassee is well known for wanting to protect trees for all projects, not just transportation efforts. In this report there is a section which discusses trees along the study area corridor, but this is not a complete list. A strong effort should be made to minimize the impacts to trees along the corridor should the project move forward. Shown in Figures 52, 53, and 54 on the following pages, areas of constrained right-of-way in association with large oak trees were identified along the preferred alternative route. These maps identify areas which should be further evaluated during the design phase to determine innovative solutions to preserve the tree canopy and reduce impacts.

Users

In the past, bicyclists and pedestrians have been the primary user types associated with multi-use paths in urban and suburban areas. However, in recent years, micromobility options including electric bicycles (e-bikes) and electric scooters (e-scooters) have become increasingly prevalent due to the convenience they provide. According to Florida Statute, e-bikes and e-scooters are permitted on sidewalks and multi-use paths. The statute allows local municipalities to regulate the operation of these micromobility options at their discretion, which Tallahassee and Leon County have begun to do. The City of Tallahassee has outlined rules of etiquette for e-scooters, and have noted that e-scooters are to abide by the same rules as bicyclists when in use, which includes requirements for speed, passing, and parking. Signage should be installed on the Thomasville Road Multi-Use Path that indicates which users yield in each type of situation, and the appropriate use of both e-bikes and e-scooters on the path.



Example of yield signage on a multi-use path

Figure 52. Constrained Areas for Innovative Solutions – Preferred Alternative Segment 1

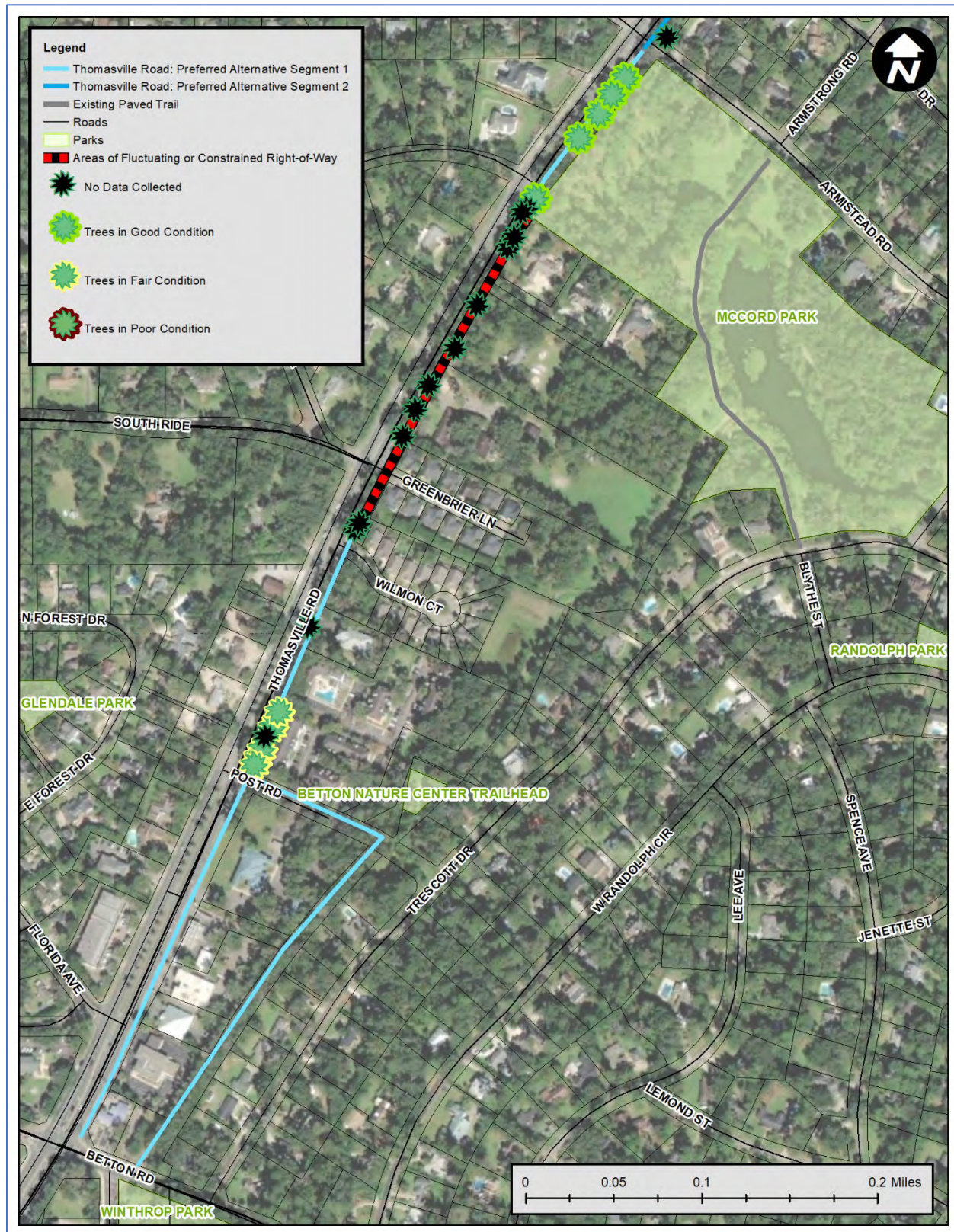


Figure 53. Constrained Areas for Innovative Solutions – Preferred Alternative Segment 2

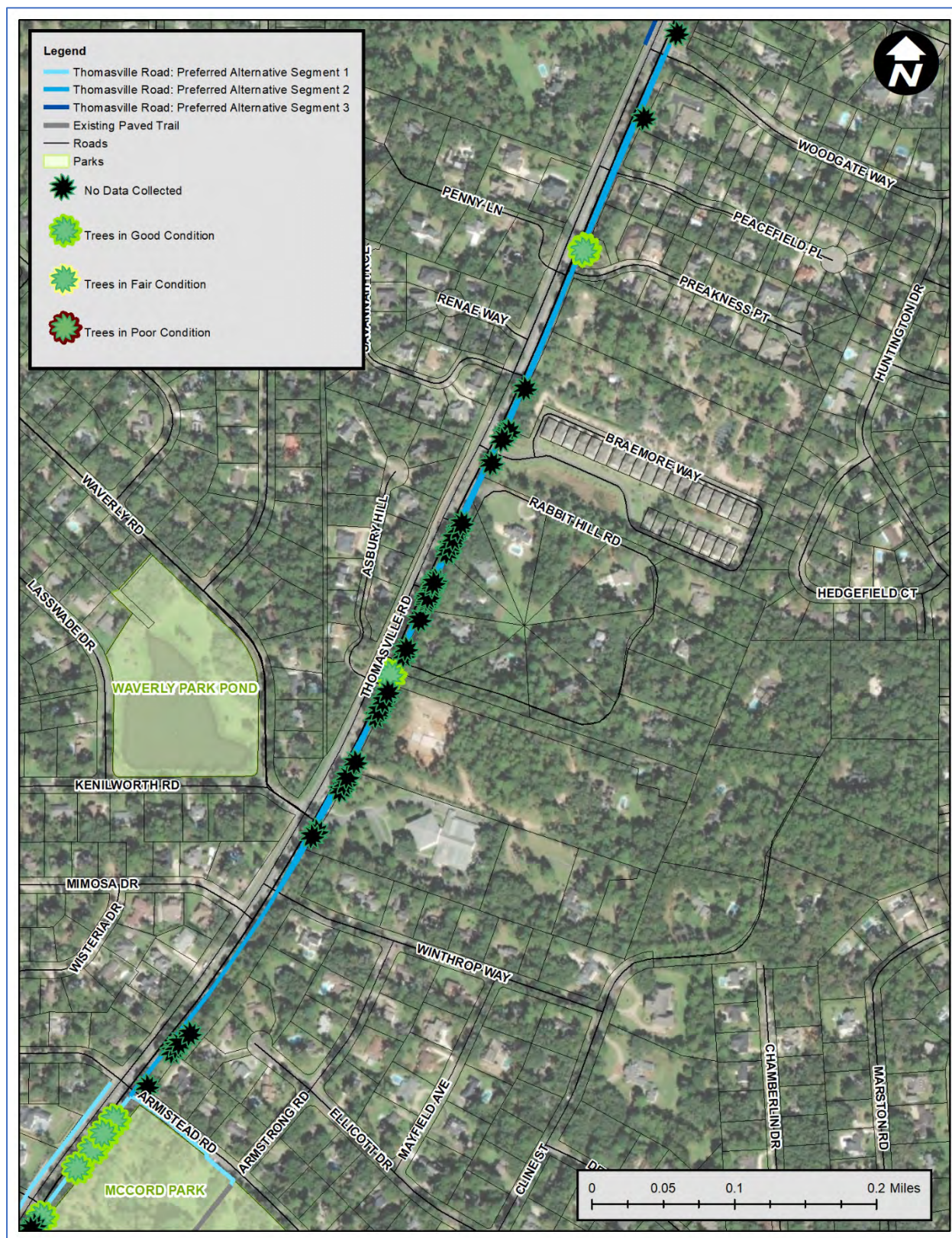


Figure 54. Constrained Areas for Innovative Solutions – Preferred Alternative Segment 3

