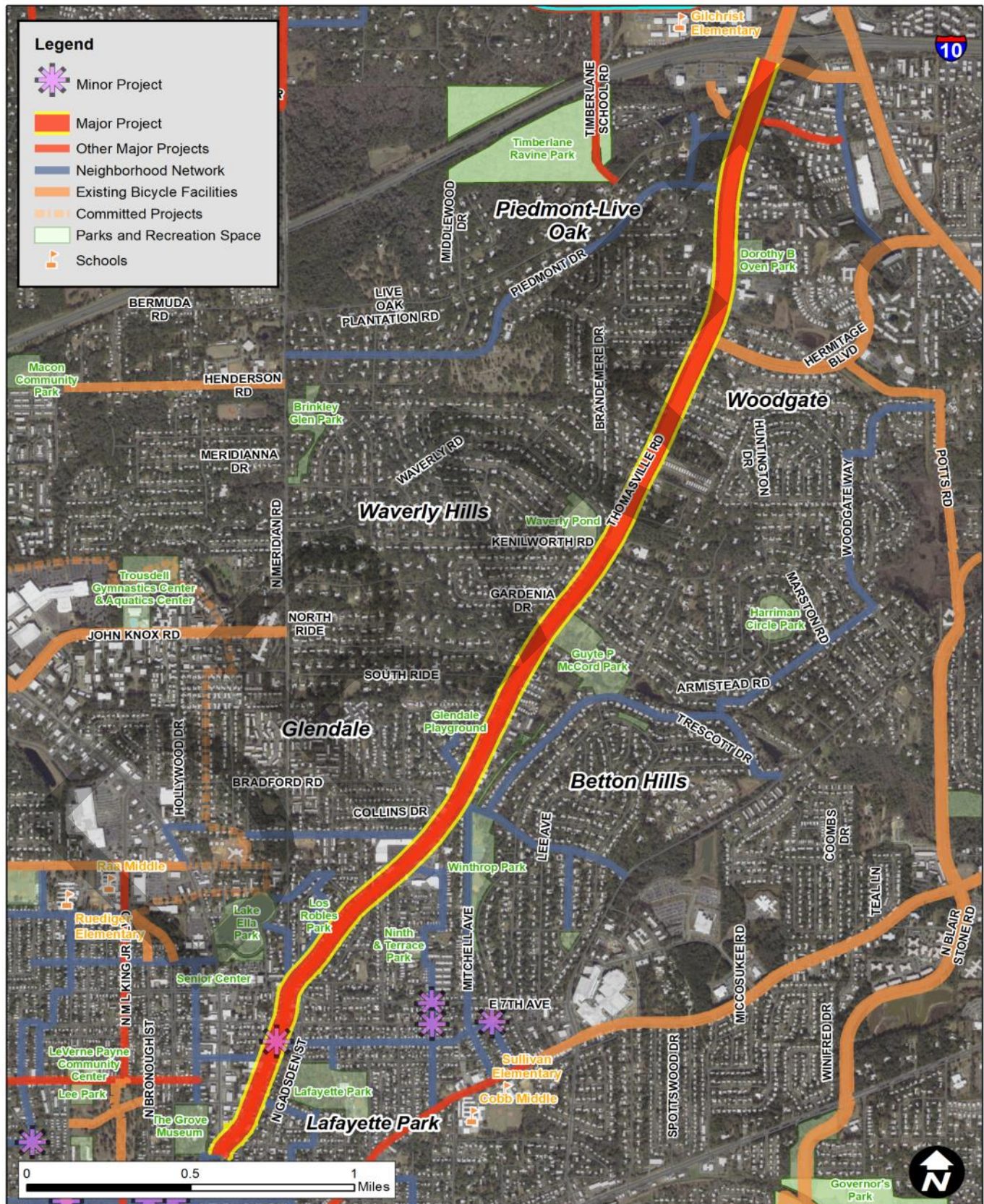




Major Project: Thomasville Road

E. 1st Ave. to Raymond Diehl Rd.



Tier I Major Project

Major Project: Thomasville Road

Project Description

Thomasville Road is one of the most utilized north-south arterials in Tallahassee and Leon County. The corridor begins in Midtown and terminated at the Georgia State Line while serving many residential areas with access to businesses and services along its entirety. It also is a primary choice for commuters traveling in either direction and is a vital missing link in the Bicycle Network. Thomasville Road is a high volume corridor, with a posted speed limit that ranges between 25 and 45 MPH, with a majority of the corridor posted at 45 MPH. It is made up of varying widths, numbers of lanes, and median sizes. There are several driveways and natural features along the corridor, which limit the availability of right of way. Currently, there are 4 to 5-foot bicycle lanes on both sides that begin just north of Waverly Road and continue to Metropolitan Boulevard, where they become marked, designated bicycle lanes. There are sidewalks on both sides of Thomasville Road, but are inadequate in some areas due to overgrowth of weeds or lack of a buffer between pedestrians and traffic. Overall, this lack of adequate and protected facilities discourages bicyclists and pedestrians from using Thomasville Road as a connection.

Project Details

Project Length: 3.97 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Right of way constraints need to be determined and coordination with existing planning projects

Project Costs

Feasibility Study Cost Estimate: \$150,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$1,429,200—\$4,764,000

Planning Consistency

This project is consistent with the Tallahassee–Leon County Greenways Master Plan, Midtown Area Transportation Plan, Midtown Placemaking, and Market District Placemaking.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

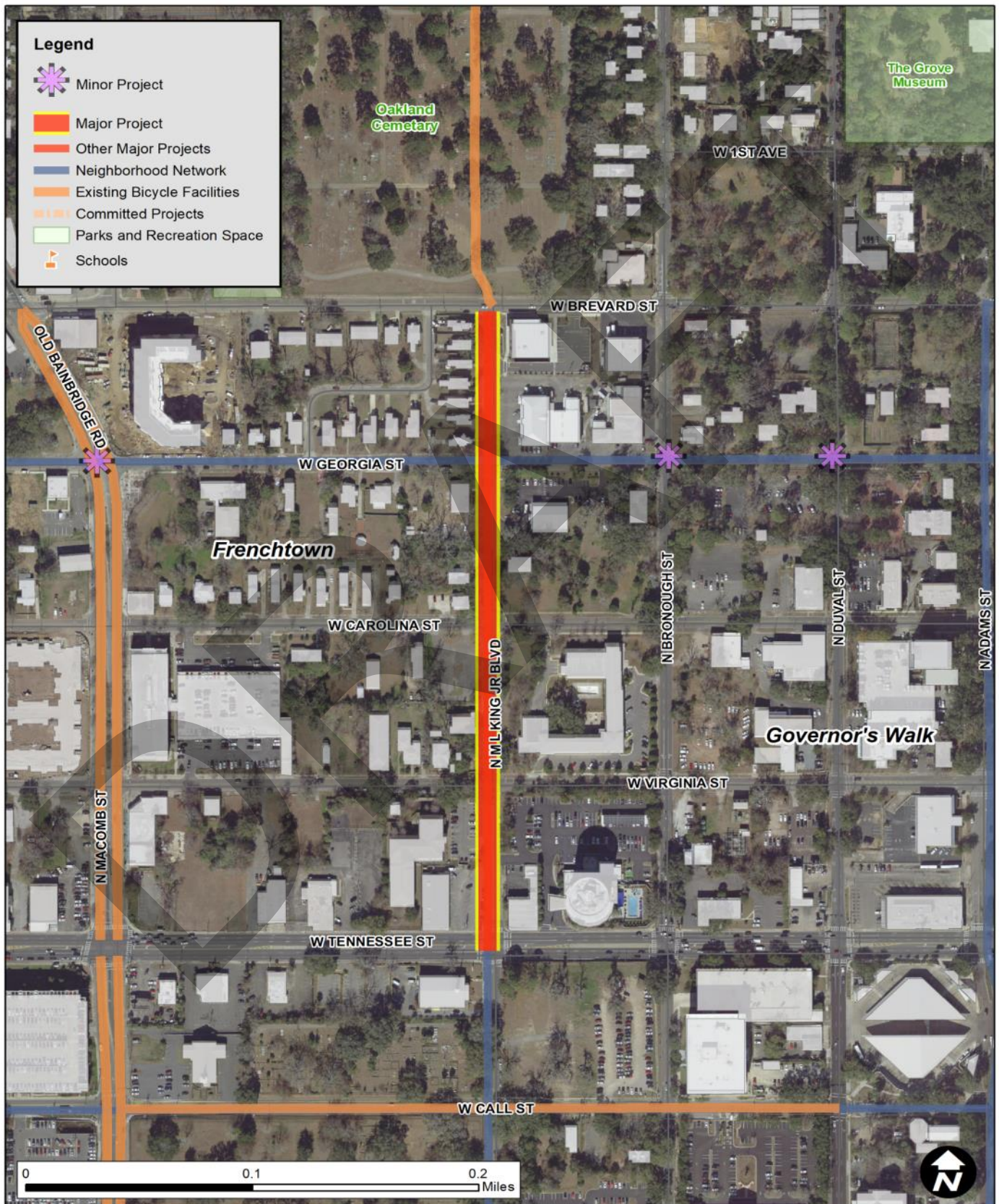


HEALTH



Major Project: N. Martin Luther King Jr. Boulevard (South)

W. Tennessee St. to W. Brevard St.



Tier I Major Project

Major Project: N. Martin Luther King Jr. Boulevard (South)

Project Description

N. Martin Luther King Jr. Boulevard is a north-south corridor that runs from Tharpe Street to the All Saints neighborhood south of Gaines Street. This section identified for a major project begins at W. Brevard Street to W. Tennessee Street. Public input received indicated that this segment is a popular corridor with bicyclists because it is relatively flat and provides a direct north and south connection. Due to high travel speeds and a history of conflict between motorists and bicyclists, there are safety concerns along this corridor. This was reflected in input received from the public. In 2018, a bicyclist was struck and killed while traveling along this part of MLK. In order to make this route safer for a variety of bicyclist types as well as pedestrians, a major project is recommended.

Project Details

Project Length: .3 miles

Next Steps: Feasibility Study

Proposed Improvements: Removal of on-street parking for two-way cycle track, widening of sidewalk to at least 10 feet

Special Considerations: Right of way constraints and the need for on-street parking need to be determined, and coordination with existing planning projects

Project Costs

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$30,024-\$42,364

Planning Consistency

This project is consistent with the Frenchtown Placemaking Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



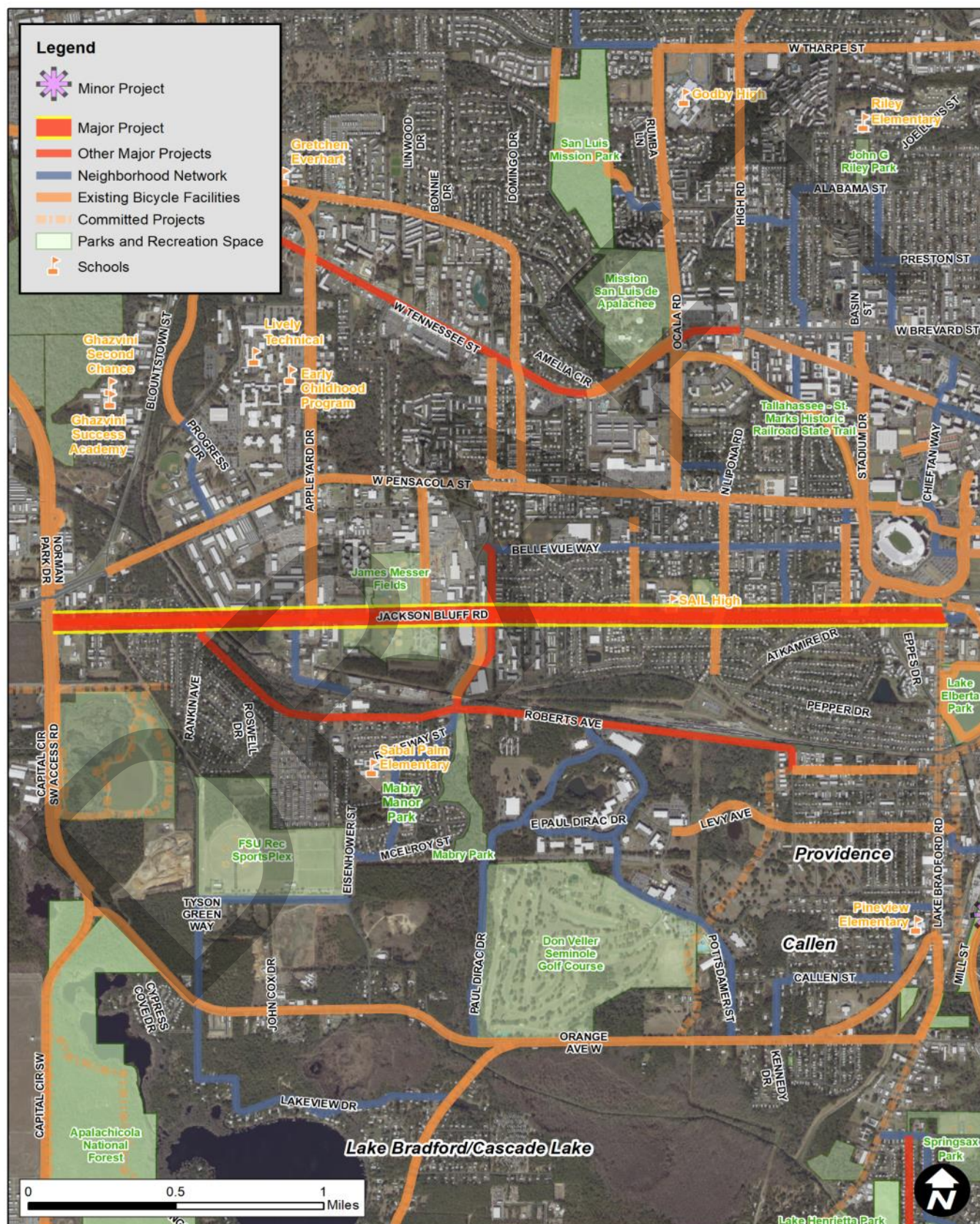
CONNECTIVITY



HEALTH

Major Project: Jackson Bluff Road

Capital Circle SW to N. Lake Bradford Rd.



Tier I Major Project

Major Project: Jackson Bluff Road

Project Description

Jackson Bluff Road is an east-west corridor that connects Capital Circle SW to Downtown near the Gaines Street district. This corridor has the potential to connect parts of TCC and FSU campuses to Downtown. It is characterized by an inadequate bicycle comfort level due to elevation changes and high traffic volumes. Currently, Jackson Bluff Road has sidewalks on both sides of the corridor from Capital Circle SE to Rankin Avenue, where the road is split at the railroad tracks. This project would need to include improvements for passing over these tracks. On the east side of the railroad tracks, there are no sidewalks until Appleyard Drive, where sidewalks resume on both sides of the corridor. From this point on, sidewalks on both sides of the road begin and end intermittently until Hayden Road, where both sides are maintained until N. Lake Bradford Road. There are also sharrows and signage that indicates that the road is intended to be shared with bicyclists along the entire length of this section. Pedestrians in this area are common due to its location between several university campuses.

Project Details

Project Length: 3.02

Next Steps: Feasibility Study

Proposed Improvements: Remove continuous left turn lane and convert the road to two lanes with designated buffered bicycle lanes and intersection improvements

Special Considerations: Right of way constraints need to be determined and coordination with existing planning projects

Project Costs

Feasibility Study Cost Estimate: \$35,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$302,241 — \$426,472

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: N. Woodward Avenue

Tennessee St. to Alabama St.



Tier I Major Project

Major Project: N. Woodward Avenue

Project Description

N. Woodward Avenue is a north-south corridor that connects Griffin Heights, Frenchtown, and several areas that are predominately student housing. N. Woodward Avenue is a gateway to the FSU Campus, entering near the Oglesby Union, and one of the campus' main pedestrian corridors. Students often park along N. Woodward Avenue as far west as W. Brevard Street, and students using bicycles or walking to campus also use this road to access FSU, making the intersection of W. Tennessee Street and N. Woodward Avenue a heavily uses intersection. N. Woodward Avenue in this area is considered a minor collector, and can become busy and congested between class times.

This project is to coordinate a feasibility study for removing the on-street parking on N. Woodward Avenue to allow for bicycle lanes to be installed. Another option to be considered is to add a two-way cycle track on the side of the corridor where the on-street parking is currently located.

Project Details

Project Length: .70

Next Steps: Feasibility Study

Proposed Improvements: Remove on-street parking and convert to designated bicycle lanes, or two-way cycle track where on-street parking is currently located

Special Considerations: Right of way constraints and the need for on-street parking need to be determined, and coordination with existing planning projects

Project Costs

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$70,056 — \$98,851

Planning Consistency

This project is consistent with Frenchtown Placemaking Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

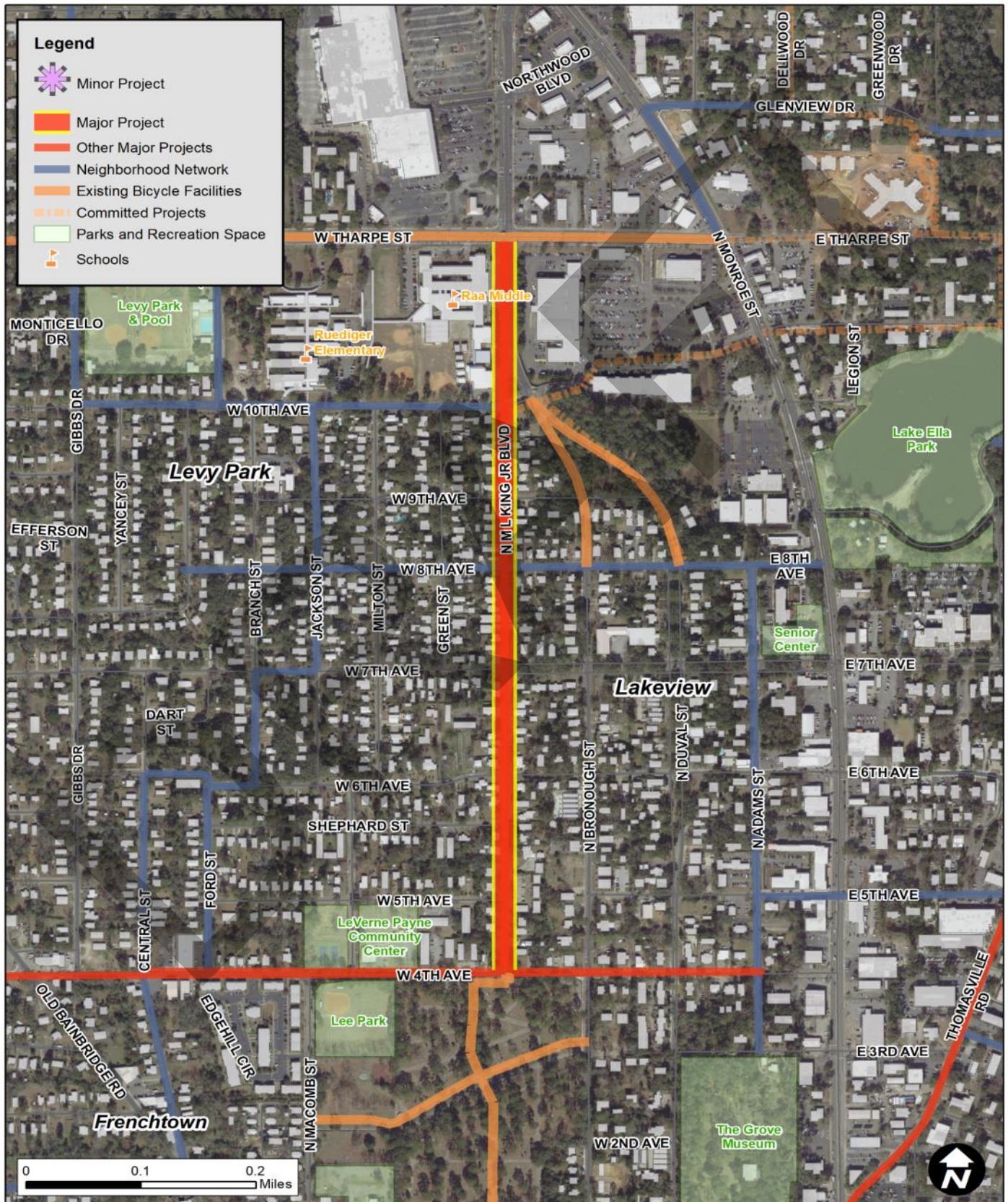


HEALTH



Major Project: N. Martin Luther King Jr. Blvd (North)

W. 4th Ave. to Tharpe St.



Tier I Major Project

Major Project: N. Martin Luther King Jr. Blvd. (North)

Project Description

N. Martin Luther King Jr. Boulevard is a north-south corridor that runs from Tharpe Street south to the All Saints neighborhood south of Gaines Street. This section identified for a major project is from W. Tharpe Street south to the Oakland Cemetery path, providing a north-south connection between neighborhoods near Midtown and Downtown, and those north of W. Tharpe Street. Public input received indicated that this segment is a popular corridor with bicyclists because it is relatively flat and provides a direct north and south connection. In order to make this route safer for a variety of bicyclist types as well as pedestrians, a major project is recommended.

This major project is to remove on-street parking to install a designated or buffered bicycle lane. It would also include traffic calming, such as speed bumps, and signage to ensure that drivers at intersections are aware that this corridor is part of the bicycle network and bicyclists will be present. A feasibility study and public outreach are recommended to determine the impact of removing the on-street parking, as well as specifics regarding potential right-of-way constraints.

Project Details

Project Length: .68 miles

Next Steps: Feasibility Study

Proposed Improvements: Remove on-street parking and convert to a designated or buffered bicycle lane

Special Considerations: Right of way constraints and the need for on-street parking need to be determined, and coordination with existing planning projects

Project Costs

Feasibility Study Cost Estimate: \$30,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$244,800 — \$816,000

Planning Consistency

This project is consistent with the Midtown Placemaking Plan and the Frenchtown Placemaking Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: Ridge Road

Springsax Rd. to Crawfordville Rd.



Tier I Major Project

Major Project: Ridge Road

Project Description

Ridge Road runs both east-west and north-south on the south side of Tallahassee. It traverses several neighborhoods, most notably the historic Jake Gaither neighborhood, and connects to Crawfordville Road and the Tallahassee-St. Marks Historic Railroad State Trail. Ridge Road is a minor collector and is not characterized by major congestion. However, through public input, travel speeds and lack of multimodal facilities along this road were identified as sources of concern. Nearly 10-15% of the households in this area do not own a vehicle, indicating the need for well-connected bicycle and pedestrian facilities (ACS, 2017). Currently, there are sidewalks on both sides of the corridor beginning at S. Adams Street heading west, but the sidewalk on the north side of the corridor ends abruptly near Blue Jay Drive. There are no bicycle facilities.

To improve facilities on Ridge Road, a multi-use path is recommended. This can be achieved through the widening of the sidewalk on either side of the road. If the north/east side of the corridor is selected, the path will need to be extended along the entire length of the corridor. The amount of right of way available should be evaluated in a future feasibility study to determine the best location and width for the multi-use path.

Project Details

Project Length: 1.98 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Right of way constraints need be determined and coordination with existing planning projects

Project Costs

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$712,800—\$2,376,000

Planning Consistency

This project is consistent with the Southwest Area Transportation Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: Apalachee Parkway

Sutor Rd. to Conner Blvd.



Tier I Major Project

Major Project: Apalachee Parkway

Project Description

Apalachee Parkway runs from the heart of Downtown east out of the city as US 27. This section of Apalachee Parkway is identified for a major project to connect an existing multi-use path on Conner Boulevard and a committed project including bicycle facilities with the realignment of Biltmore Avenue from the Southwood community. Currently, this section of Apalachee Parkway has sub-standard, undesignated bicycle lanes, and no sidewalks. This section has an inadequate bicycle comfort level due to high-traffic volumes and a posted speed limit of 45 MPH, conditions that are not conducive to safe on-street bicycle travel. With appropriate facilities, this section will provide a connection between the Southwood community and neighborhoods along Conner Boulevard, as well as recreational areas such as Tom Brown Park and Lafayette Heritage Trails Park. Additionally, this major project will extend connectivity to Lincoln High School and Apalachee Elementary School via designated bicycle lanes on Sutor Road.

A multi-use path is recommended on this section of Apalachee Parkway. A feasibility study is recommended to determine availability of right of way and viability of sidewalk expansion and provide safe access for less confident users to facilities on Conner Boulevard.

Project Details

Length: .60 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Coordination with existing planning projects

Project Details

Feasibility Study Cost Estimate: \$15,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$216,000 — \$720,000

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: Blair Stone Road

Orange Ave. to Governor Square Blvd.



Tier I Major Project

Major Project: Blair Stone Road

Project Description

Blair Stone Road is major north-south corridor on the east side of Tallahassee that has some bicycle and pedestrian facilities. This identified section will complete a major gap in the bicycle network on Blair Stone Road from Governor's Square Boulevard to Orange Avenue. Currently, Blair Stone Road has a bicycle lane and sidewalk on the east side of the corridor north of Governor's Square Boulevard, which becomes a separated multi-use path near Governor's Park. South of Governor's Square Boulevard to Orange Avenue, there are no existing bicycle facilities, but a sidewalk is present on the west side of the corridor, and the east side picks up shortly thereafter. From there, both sides continue to Orange Avenue. The bicycle comfort level of this corridor is poor due to high traffic volumes.

Project Details

Project Length: 1.81 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path, or designated buffered bicycle lanes

Special Considerations: Right of way constraints need to be determined, and coordination with existing planning projects

Project Costs

Feasibility Study Cost Estimate: \$45,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$651,600 — \$2,172,000

Project Costs

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH