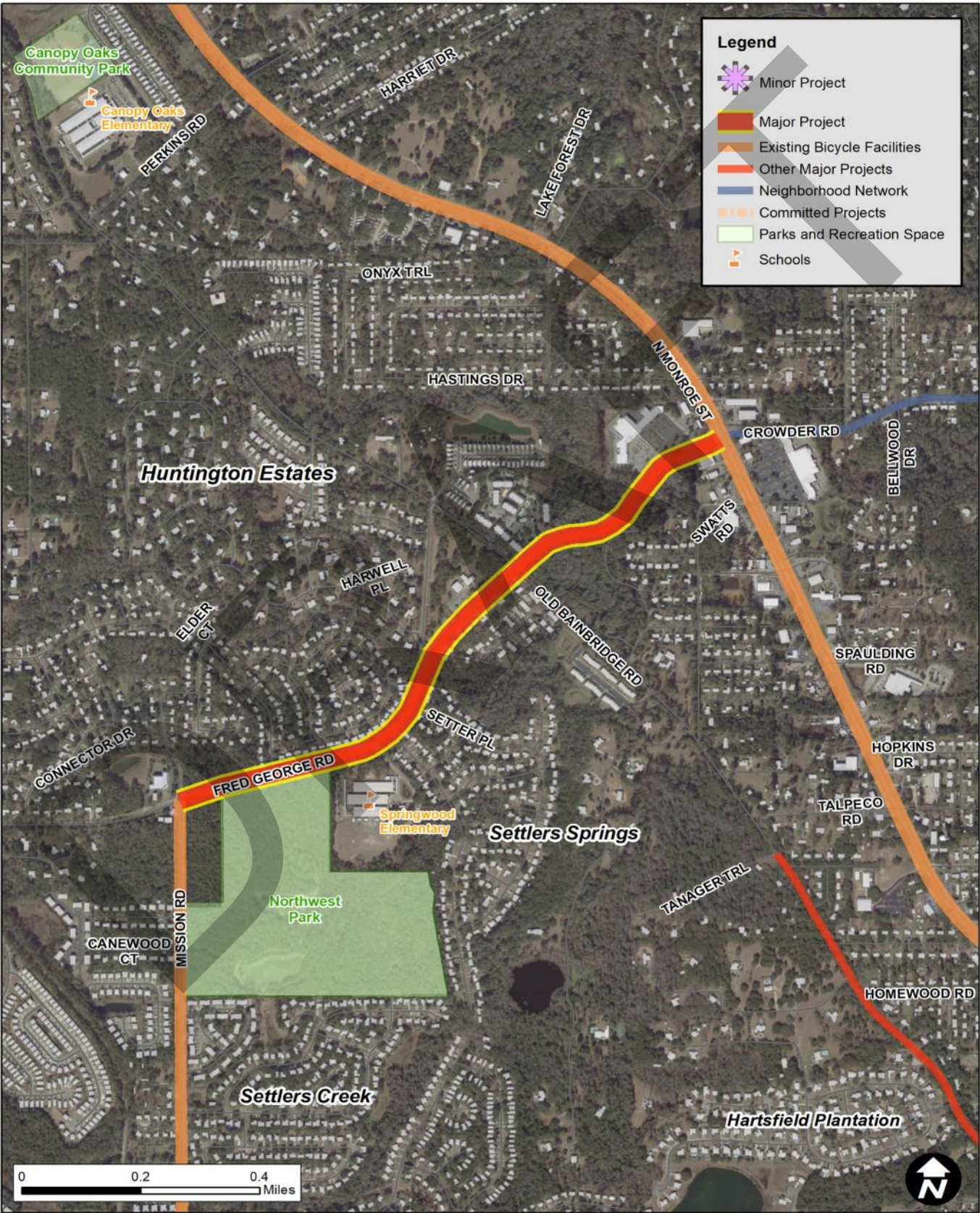




Major Project: Fred George Road

Mission Rd. to N. Monroe St.



Tier II Major Project

Major Project: Fred George Road

Project Description

Fred George Road is located on the northwest area of Leon County, in the midst of a predominately residential area. This project provides connectivity between Mission Road and N. Monroe Street, and provides access to Northwest Park. Fred George Road has sidewalks on the northern side of the corridor along this section, with ample right of way and generous grass buffers between the vehicular travel lanes until St. Louis Church Way. A wide grassy median is on the roadway from there to the intersection with N. Monroe Street. No bicycle facilities are currently along this corridor. This major project will connect to a neighborhood network route on Crowder Road that will lead to Lake Jackson Mounds State Park and provide connectivity to the Lake Jackson Greenway. This area will be eventually be able to connect to Lake Ella via the Lake Jackson Greenway route without having to use main corridors that lack adequate bicycle facilities

A multi-use path is recommended along this section of Fred George Road. A feasibility study is recommended to determine right of way availability, if the widening of the existing sidewalk will suffice, and other details.

Project Details

Project Length: 1.17 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: \$40,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$421,200—\$1,404,000

Planning Consistency

This project is consistent with Lake Jackson Town Center at Huntington “Sense of Place” Initiative.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

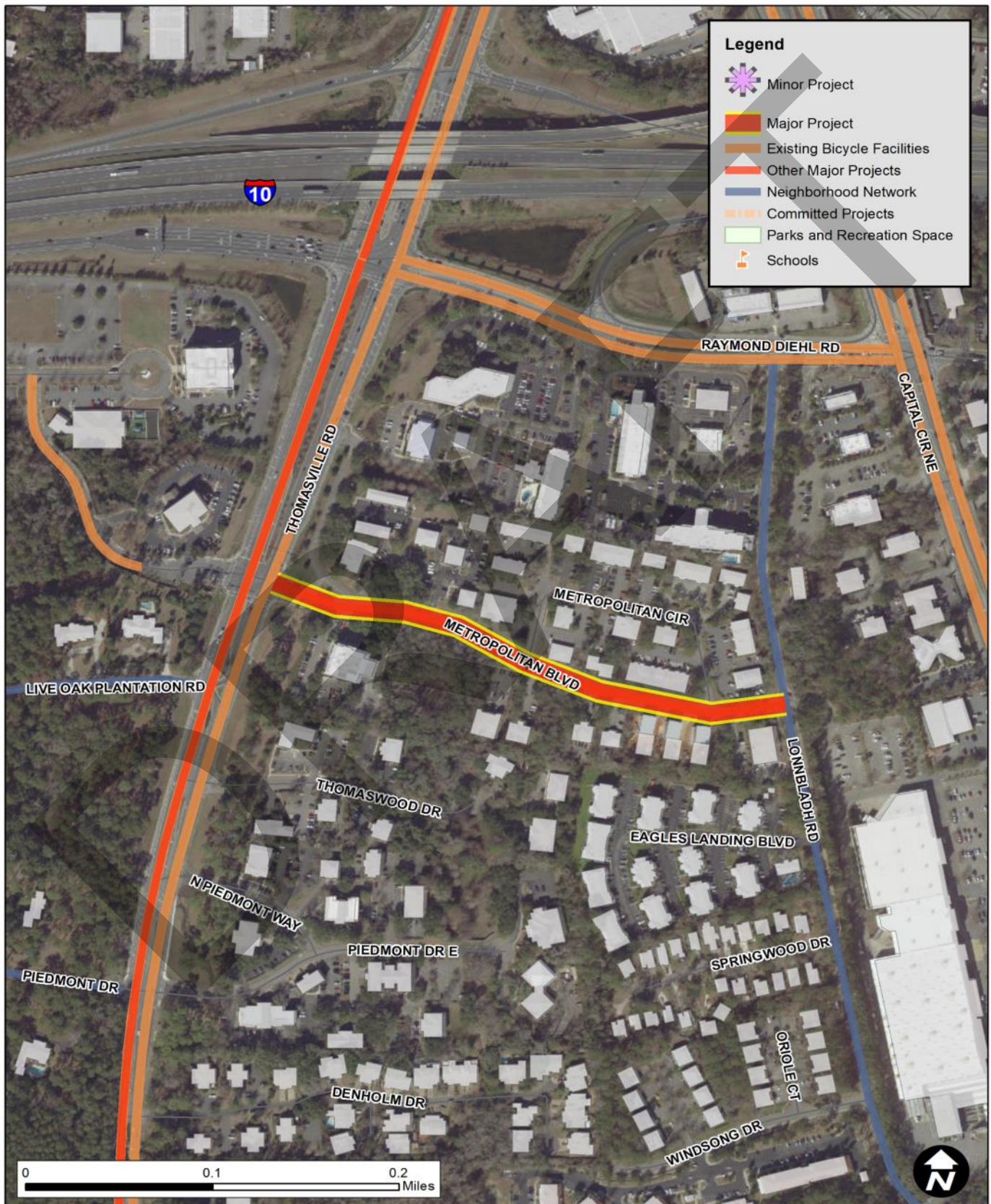


HEALTH



Major Project: Metropolitan Boulevard

Thomasville Rd. to Lonnbladh Rd.



Tier II Major Project

Major Project: Metropolitan Boulevard

Project Description

Metropolitan Boulevard is located between Thomasville Road and Lonnbladh Road and allows access to businesses and office parks east of Thomasville Road. Metropolitan Road currently connects to designated bicycle lanes on Thomasville Road. With implementation of this network, this project will connect to another major project on Thomasville Road, as well as a neighborhood network route on Lonnbladh Road. This will create important connectivity between routes that will extend north-south throughout the City and County. Metropolitan Avenue has an inadequate bicycle comfort level likely due to high traffic volume associated with cut-through traffic from surrounding neighborhoods. It has sidewalks on the southern side of the corridor with a grass buffer between the travel lanes. There are no existing bicycle facilities.

Project Details

Project Length: .29 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: \$15,000

Planning Level Construction Costs Estimate Range (with 20% contingency):
\$29,023 — \$40,952

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: Iamonia St.

Stuckey Ave. to Roberts Ave.



Tier II Major Project

Major Project: Iamonia St.

Project Description

Iamonia Street is a north-south road on the south side of Tallahassee. It does not have sidewalks or bicycle facilities. This shorts section was identified as a major project to make the connection between a major project on Roberts Avenue and existing bicycle lanes and sidewalks on Stuckey Avenue. This major project will connect to the proposed road from Blueprint's Airport Gateway Project. This major project will facilitate bicycle and pedestrian connectivity with the FAMU-FSU engineering campus and Innovation Park.

A multi-use path is recommended on either side of the corridor to extend the multi-use path recommended on Roberts Avenue to complete the connection. This project will likely be associated with a feasibility study for Roberts Avenue.

Project Details

Project Length: .07 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: \$4,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$25,200—\$84,000

Planning Consistency

This project is consistent with the Airport Gateway Project.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

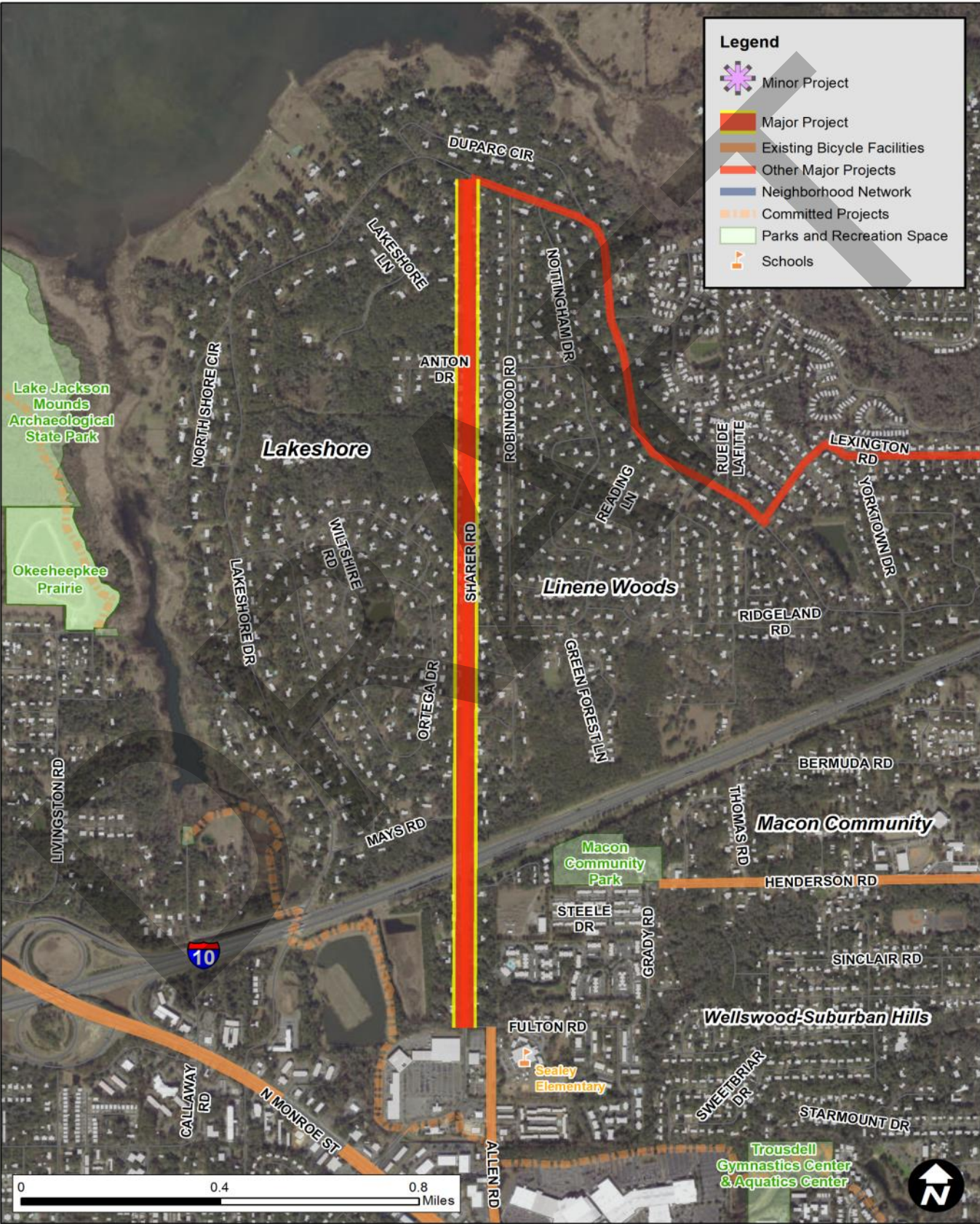


HEALTH



Major Project: Sharer Road

Lakeshore Dr. to Fulton Rd.



Tier II Major Project

Major Project: Sharer Road

Project Description

Sharer Road is a north-south road in a residential area in the northwest area of the City. Although it has an inadequate bicycle comfort level likely due to elevation fluctuation, this corridor is an important addition to the bicycle network because it provides a direct north and south connection for residential areas on the north side of town wanting to access other facilities, routes, and areas of activity. It also connects to a major project on Lakeshore Drive and existing facilities on Allen Road, which provide additional options for accessing destinations throughout the County. Sidewalks are not present on the majority of this section, and begin just south of Sandy Drive. There are speedbumps south of I-10. There are currently no bicycle facilities along the corridor.

Project Details

Project Length: 1.78 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: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$640,800 — \$2,136,000

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

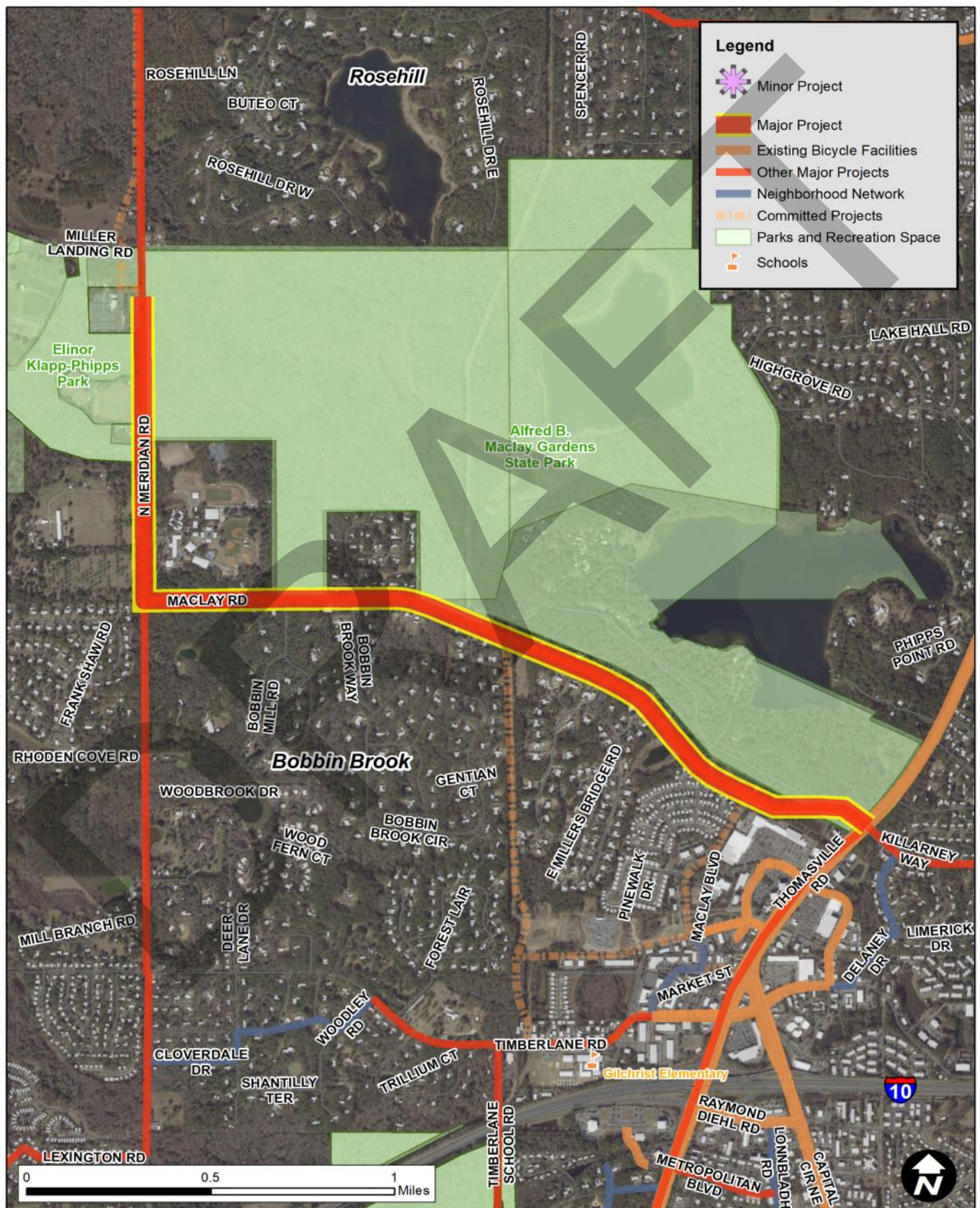


HEALTH



Major Project: N. Meridian Road & Maclay Road

Meadows Park Entrance to Maclay Boulevard



Tier II Major Project

Major Project: N. Meridian Road & Maclay Road

Project Description

These sections of N. Meridian Road and Maclay Road provide important connections between natural areas, commercial areas, and residential areas on the north side of Tallahassee. Currently, Maclay Road only has sidewalks and designated bicycle lanes on both sides of the corridor from Maclay Boulevard to Thomasville Road. This section of N. Meridian does not have sidewalks or bicycle facilities. This section of N. Meridian Road is one of three sections identified in this Plan, which were divided up to provide critical connections without requiring the entirety be completed. Both of these roads have inadequate bicycle comfort level due to high traffic volumes and high posted speed limits between 40 and 45 MPH. Comments received during the public engagement process indicated that sidewalks are needed on Maclay Road.

A multi-use path is recommended on N. Meridian Road, and wide sidewalks or a multi-use path is recommended on Maclay Road. A feasibility study is recommended to determine right of way availability and where the most appropriate location for the path on N. Meridian Road to comply with local rules and regulations related to canopy roads.

Project Details

Project Length: 3.03

Next Steps: Feasibility Study

Proposed Improvements: Multi-use path, or wide sidewalks on Maclay Road

Special Considerations: Right of way constraints needs to be determined and coordination with existing planning projects, and local canopy roads regulations need to be considered

Project Costs

Feasibility Study Cost Estimate: \$35,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$1,090,800 — \$3,636,000

Planning Consistency

This project is consistent with the Tallahassee-Leon County Greenways Master Plan, Market District Placemaking Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: Mabry Street

Jackson Bluff Rd. to Bellevue Way



Tier II Major Project

Major Project: Mabry Street

Project Description

This major project is located along a canal adjacent to Mabry Street on the east side, and coincides with a project outlined in the Tallahassee-Leon County Greenways Master Plan. The canal is associated with a utility corridor that currently has a “goat path,” or a marked area that indicates pedestrian use and the need for formal facilities, such as a sidewalk. The section of Mabry Street identified in this project currently has sidewalks and bicycle lanes, however, this road is characterized by an insufficient bicycle comfort level due to high traffic volumes due to thru-traffic, making it uncomfortable for less confident bicyclists.

A major project is recommended to provide a multi-use path. Strong and confident bicyclists may opt to use existing bicycle lanes on Mabry Street, but an additional, separated facility is recommended to provide opportunities for all user types. A feasibility study is recommended to determine right of way availability, if existing sidewalks on Mabry can be widened, and other details associated with this project.

Project Details

Project Length: .65 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: \$20,000

Planning Level Construction Costs Estimate Range (with 20% contingency):

\$234,000 — \$780,000

Planning Consistency

This project is consistent with the Tallahassee-Leon County Greenways Master Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

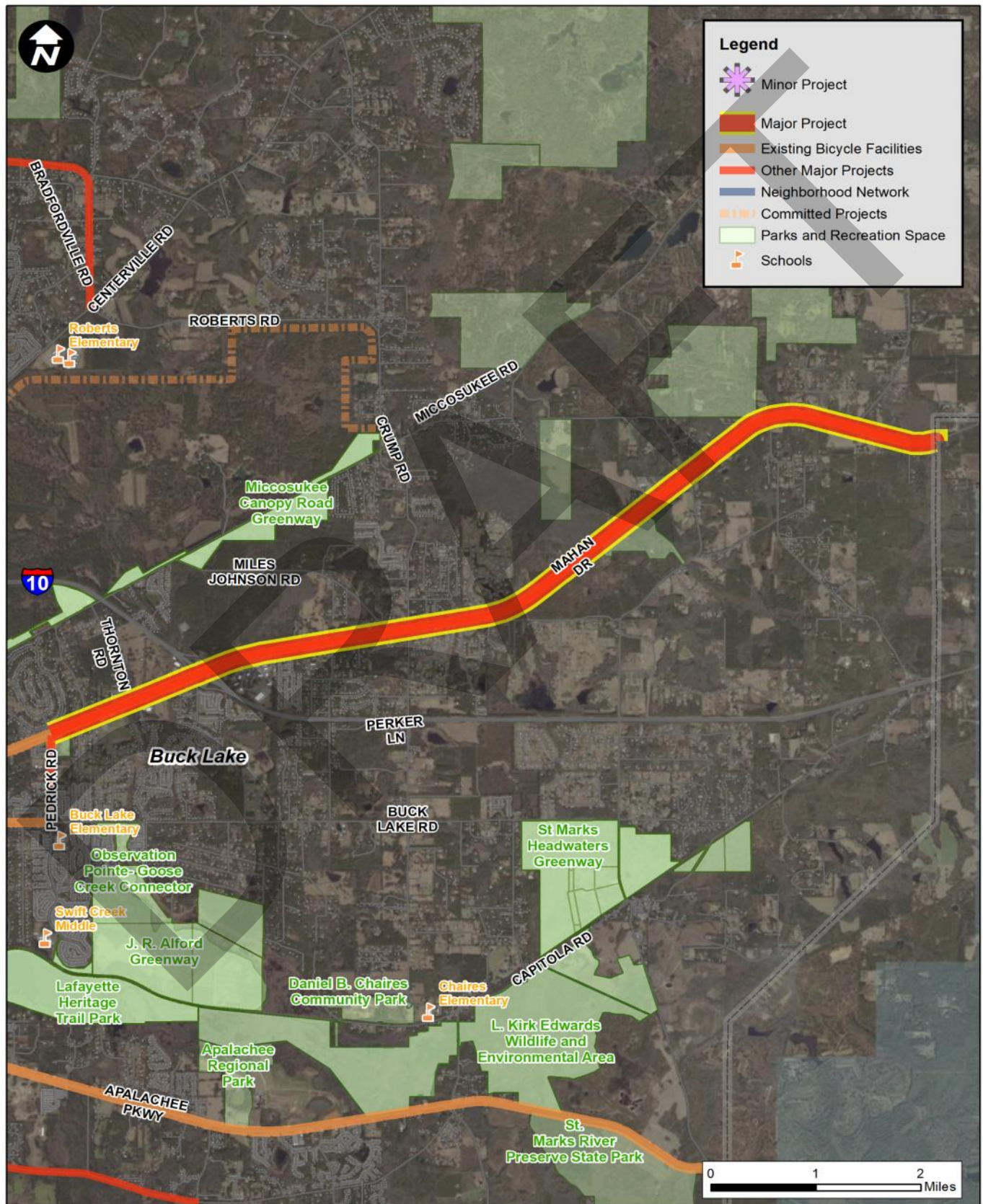


HEALTH



Major Project: US 90

Pedrick Rd. to Leon County Line



Tier II Major Project

Major Project: US 90

Project Description

This section of US 90 is known as Mahan Drive in Leon County. This section begins as a four-lane road, but narrows to two lanes near Apex Road northeast of I-10. This entire identified section of US 90 has an insufficient bicycle comfort level due to high traffic volumes and a high posted speed limit that ranges between 45 MPH and 55 MPH. While there are currently designated bicycle lanes and sidewalks from Pedrick Road to Walden Road, these facilities are not adequate to offer a safe option for all types of bicyclists.

A feasibility study is currently underway by CRTPA to identify an appropriate route for connecting Tallahassee and Monticello via US 90, which includes this identified section. Several different types of bicycle and pedestrian facilities are being considered, including a multi-use path, buffered bike lanes, and signalized pedestrian crossings.

Project Details

Project Length: 9.35 miles

Next Steps: Feasibility Study in Progress

Proposed Improvements: Multi-use Path

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

Project Costs

Planning Level Construction Costs Estimate Range (with 20% contingency):

\$3,366,000 — \$11,200,000

Planning Consistency

This project is consistent with the Tallahassee-Leon County Greenways Master Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: Timberlane Road

N. Meridian Rd. to Market Square



Tier II Major Project

Major Project: Timberlane Road

Project Description

Timberlane Road is an east-west corridor on the north side of Tallahassee, and provides connectivity between residential areas, schools, and commercial areas, including Market Square and other businesses located along Thomasville Road. The road is characterized by large, sloping hills. This section of Timberlane Road has a poor bicycle comfort level and does not accommodate less confident bicyclists. Sidewalks are present on the south side of the corridor the entire length of the proposed major project section, from Woodley Road to Market Street. As Timberlane Road approaches Market Square and Thomasville Road, sidewalks transition to both sides of the corridor, beginning at Martin Hurst Road and continuing to Thomasville Road. There are currently no existing bicycle facilities on this section of Timberlane Road, but there are designated bicycle lanes on both sides of the corridor from Market Square to Thomasville Road.

Project Details

Project Length: .84 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: \$15,000

Planning Level Construction Costs Estimate Range (with 20% contingency):

\$302,400 — \$1,008,000

Planning Consistency

The project is consistent with the Tallahassee-Leon County Greenways Master Plan, and Market District Placemaking Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: Easterwood Drive

Connor Blvd. to Weems Dr.



Tier II Major Project

Major Project: Easterwood Drive

Project Description

Easterwood Drive is located on the east side of Tallahassee, and is partially located within Tom Brown Park, which is a major area of activity. It provides connectivity between Conner Boulevard, Weems Road, and Trojan Trail, and allows users to avoid roads with high volumes and travel speeds such as Capital Circle NE. This area is highly recreational, and currently has facilities for bicyclists and pedestrians that range from trails to on-street designated bicycle lanes. Easterwood Drive currently has intermittent sidewalks on the western end of the road near Weems Road, but end when entering Tom Brown Park. There are sharrows on the road indicating that the road is to be shared with bicyclists. As is, this route is adequate for Strong and Confident cyclists, but facilities to accommodate all user types and pedestrians are needed. There are no traffic calming measures in place besides a low speed limit of 25 miles per hour. Despite the low speed limit and sharrows, Easterwood Drive has a poor bicycle comfort level.

Project Details

Project Length: 1.29 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Coordination with existing planning projects

Project Costs

Feasibility Study Cost Estimate: \$20,000

Planning Level Construction Costs Estimate Range (with 20% contingency):
\$464,400—\$1,548,000

Planning Consistency

This project is consistent with the Tallahassee-Leon County Greenways Master Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

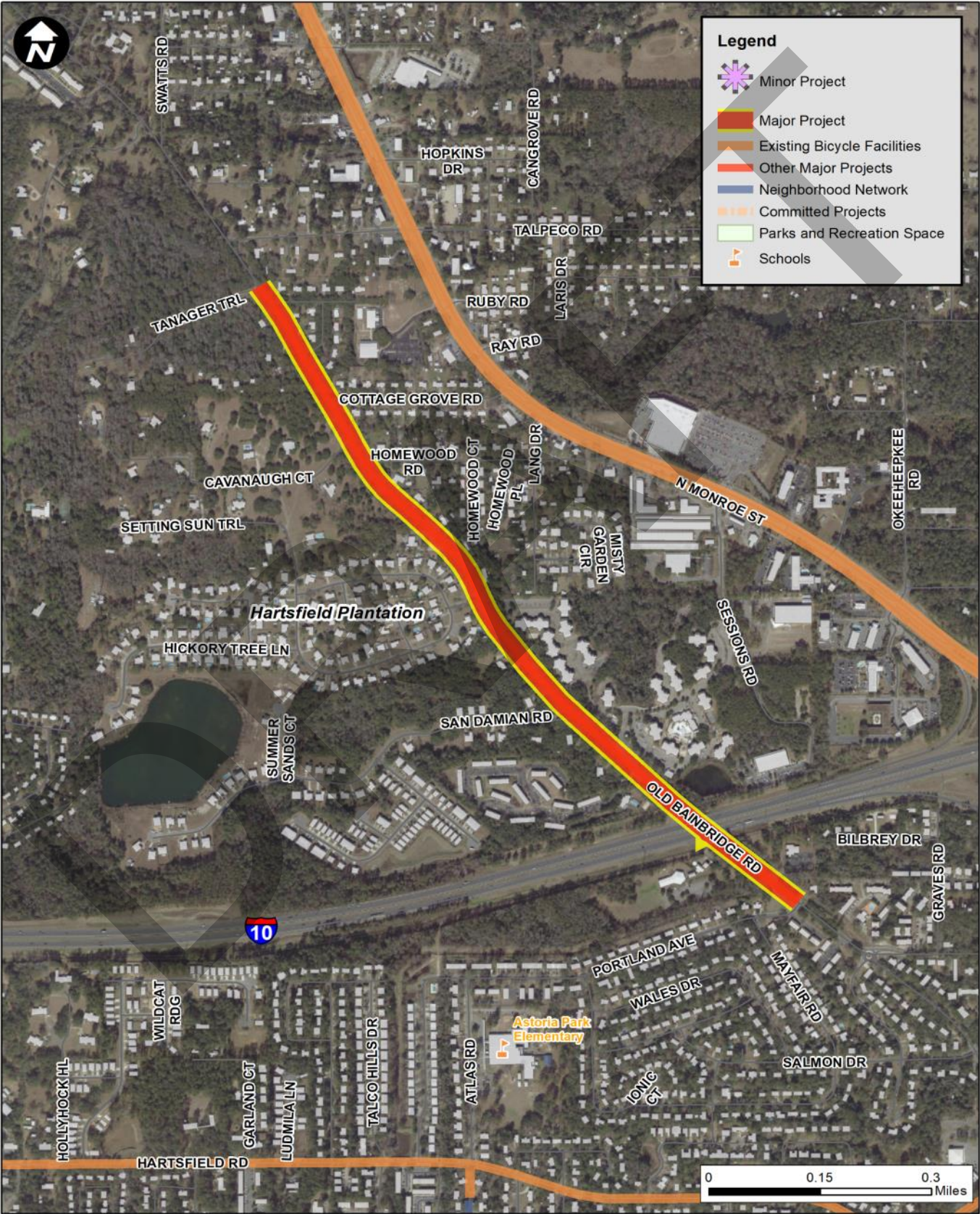


HEALTH



Major Project: Old Bainbridge Road

Portland Ave. to Tangier Trail



Tier II Major Project

Major Project: Old Bainbridge Road

Project Description

This section of Old Bainbridge Road is located on the northwest side of Tallahassee. There are no sidewalks or bicycle facilities along this section of the road, the posted speed limit is 35 miles per hour. This section is in need of facilities to give students in this residential area access to the Tallahassee School of Math and Science, located just south of the northern limits of this proposed major project.

Project Details

Project Length: 1.15 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path or wide sidewalk

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

Project Costs

Feasibility Study Cost: \$25,000

Planning Level Cost Estimate Range (with 20% contingency): \$414,000 — \$1,380,000

Planning Consistency

This project is consistent with Safe Routes to School and the Lake Jackson Town Center at Huntington "Sense of Place" Initiative.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH