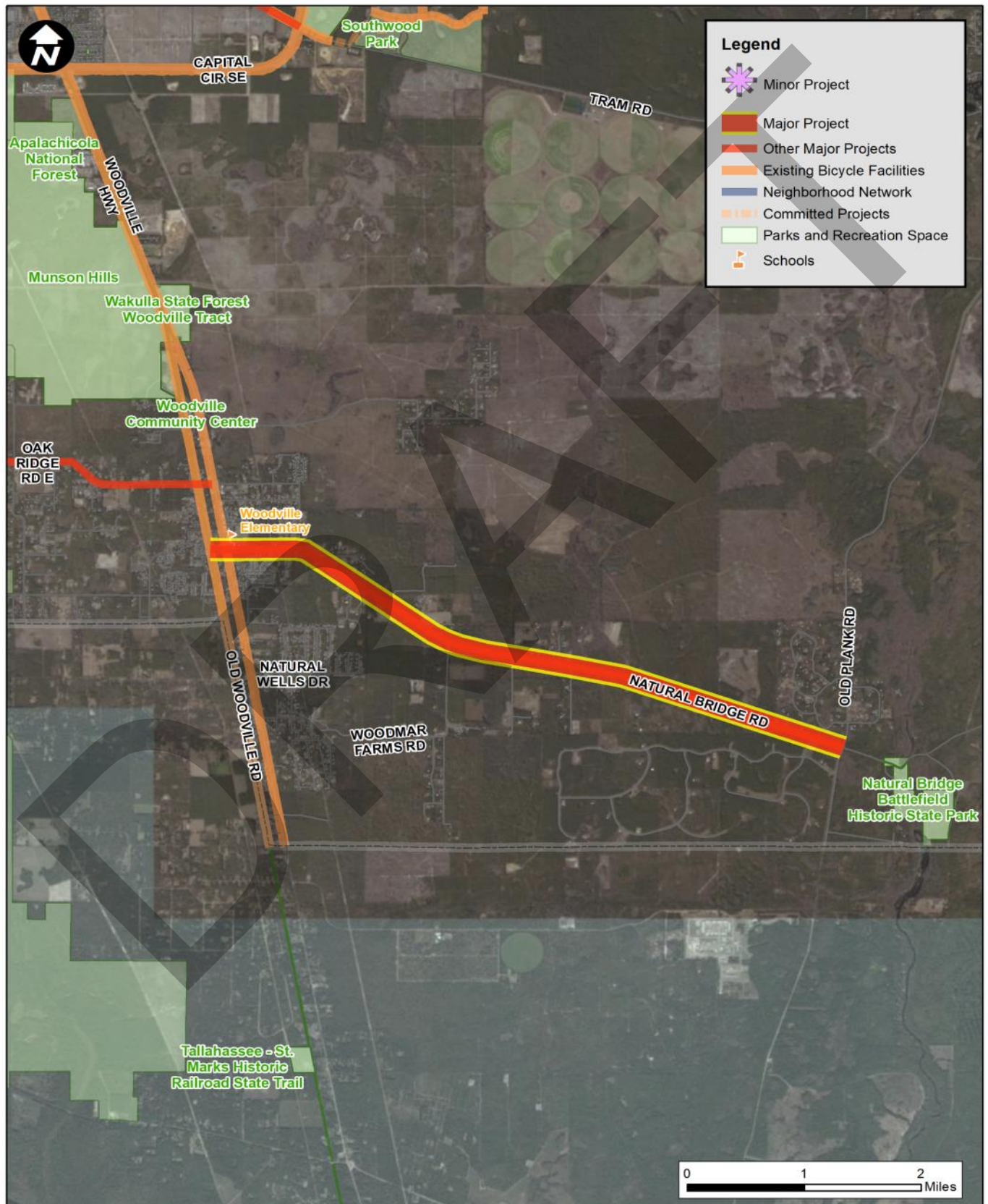




Major Project: Natural Bridge Road

Woodville Highway to Old Plank Rd.



Tier III Major Project

Major Project: Natural Bridge Road

Project Description

Natural Bridge Road is a major collector in southern Leon County. This area is characterized by rural residential development and natural areas such as the Apalachicola National Forest and the Natural Bridge Battlefield Historic State Park. A major project on this road will serve a scenic connection between Woodville Highway and the Tallahassee-St. Marks Historic Railroad State Trail, and natural areas and state parks west of Old Plank Road. There are no sidewalks or bicycle facilities on this road. It has an insufficient bicycle comfort level due to a posted speed limit of 45 MPH.

A multi-use path is recommended on Natural Bridge Road. A feasibility study is recommended to determine availability of right of way, path location, and other details associated with this project.

Project Details

Project Length: 5.8 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Consideration: Right of way constraints need to be determined

Project Costs

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency):
\$2,088,000—\$6,960,000

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

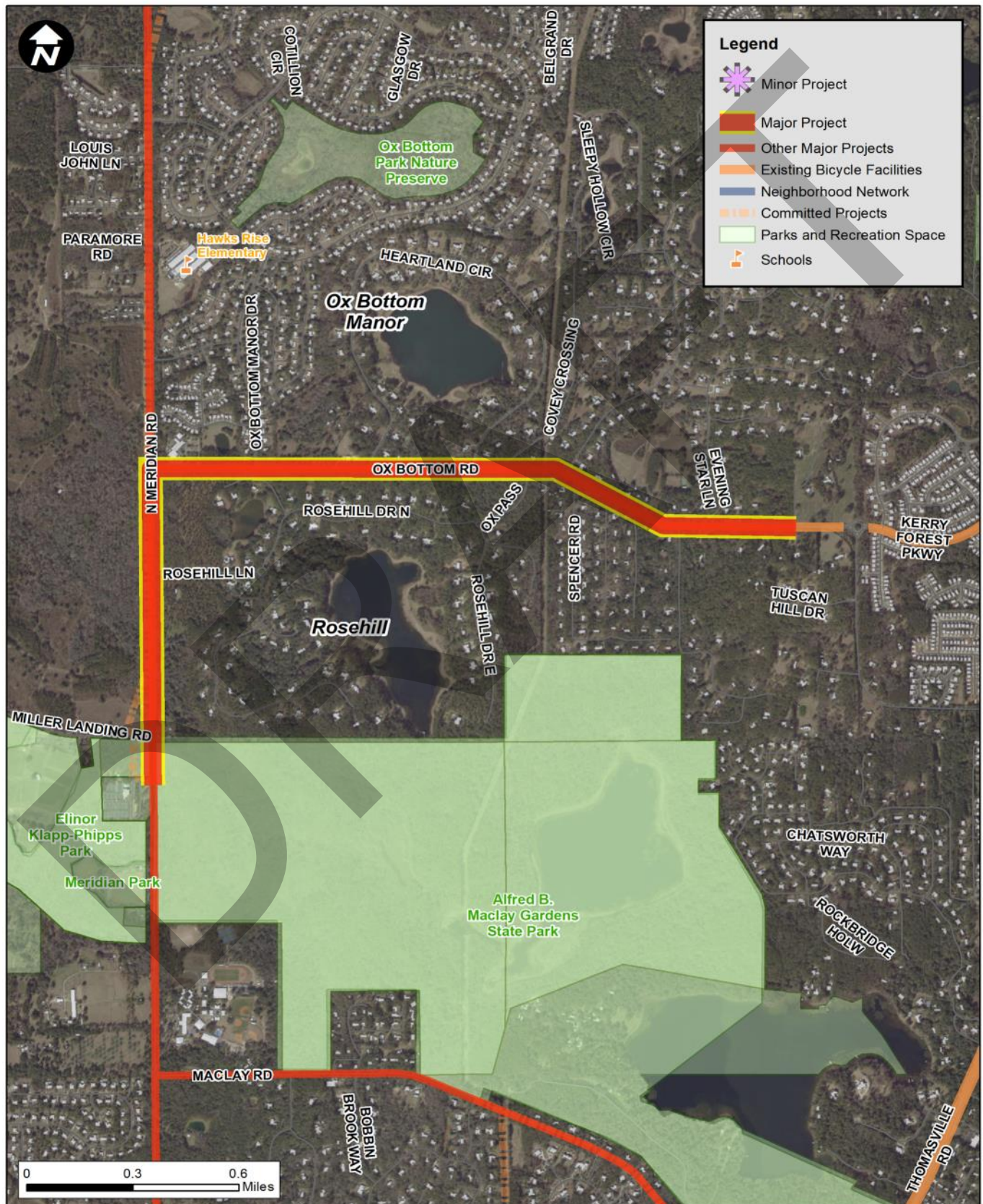


HEALTH



Major Project: Ox Bottom Road & N. Meridian Road

N. Meridian Rd. to Witchtree Acres



Tier III Major Project

Major Project: Ox Bottom Road & N. Meridian Road

Project Description

Ox Bottom Road and this section of N. Meridian Road are important roads on the northside of town for connecting highly residential areas with Elinor Klapp-Phipps Park and Alfred B. Maclay Gardens State Park. Ox Bottom Road is a major collector, and N. Meridian Road is considered a minor arterial, which indicates that both roads experience traffic and high-speeds that are not conducive for on-street bicycle facilities. This is further indicated by insufficient bicycle comfort levels on both Ox Bottom Road and this section of N. Meridian Road. There are currently no sidewalks nor bicycle facilities along either road associated with this major project. This project will provide facilities where they are currently lacking, and provide connectivity between existing facilities on Kerry Forest Parkway, and major projects on N. Meridian Road and Maclay Road.

Project Details

Project Length: 2.82 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

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

Project Costs

Feasibility Study Cost Estimate: \$20,000

Planning Level Construction Costs Estimate Range (with 20% contingency):
\$1,015,200—\$3,384,000

Planning Consistency

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

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

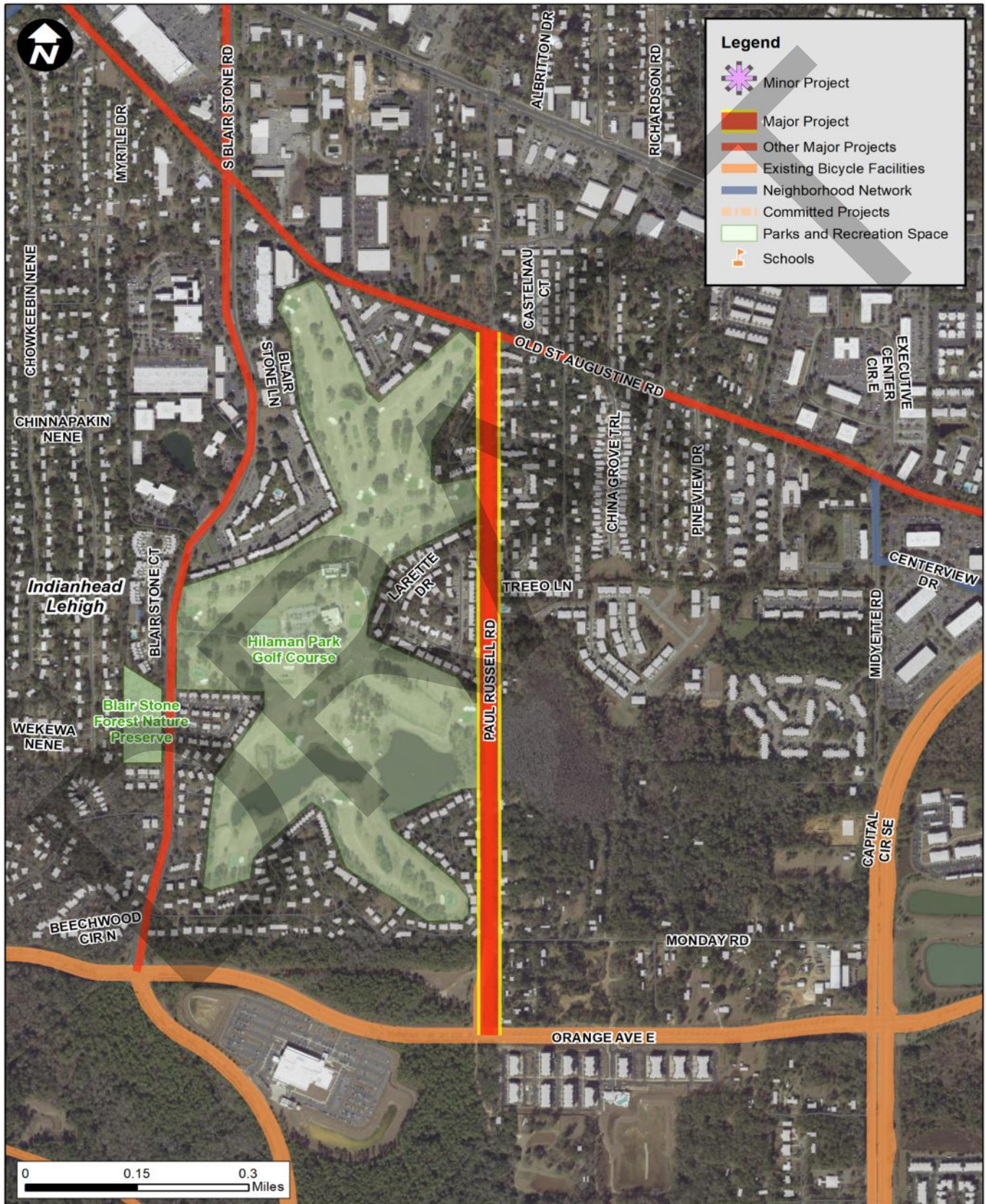


HEALTH



Major Project: Paul Russell Road

Apalachee Parkway to Orange Ave.



Tier III Major Project

Major Project: Paul Russell Road

Project Description

This section of Paul Russell Road provides a north-south connection between a major project on Old St. Augustine Road and existing sidewalks and bicycle facilities on Orange Avenue. There are no sidewalks along Paul Russell Road from Old St. Augustine Road to Monday Road. Sidewalks are present on the corridor from Monday Road to Orange Avenue. Bicycle facilities on Paul Russell Road include sharrows and signage, indicating that bicyclists may use the full lane until the intersection with Monday Road, where on-street bicycle lanes begin and continue to Orange Avenue. Despite offering some facilities, Paul Russell Road north of Monday Road has an inadequate bicycle comfort level for accommodating different types of bicyclists.

Project Details

Project Length: 1.00 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):
\$360,000—\$1,200,000

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

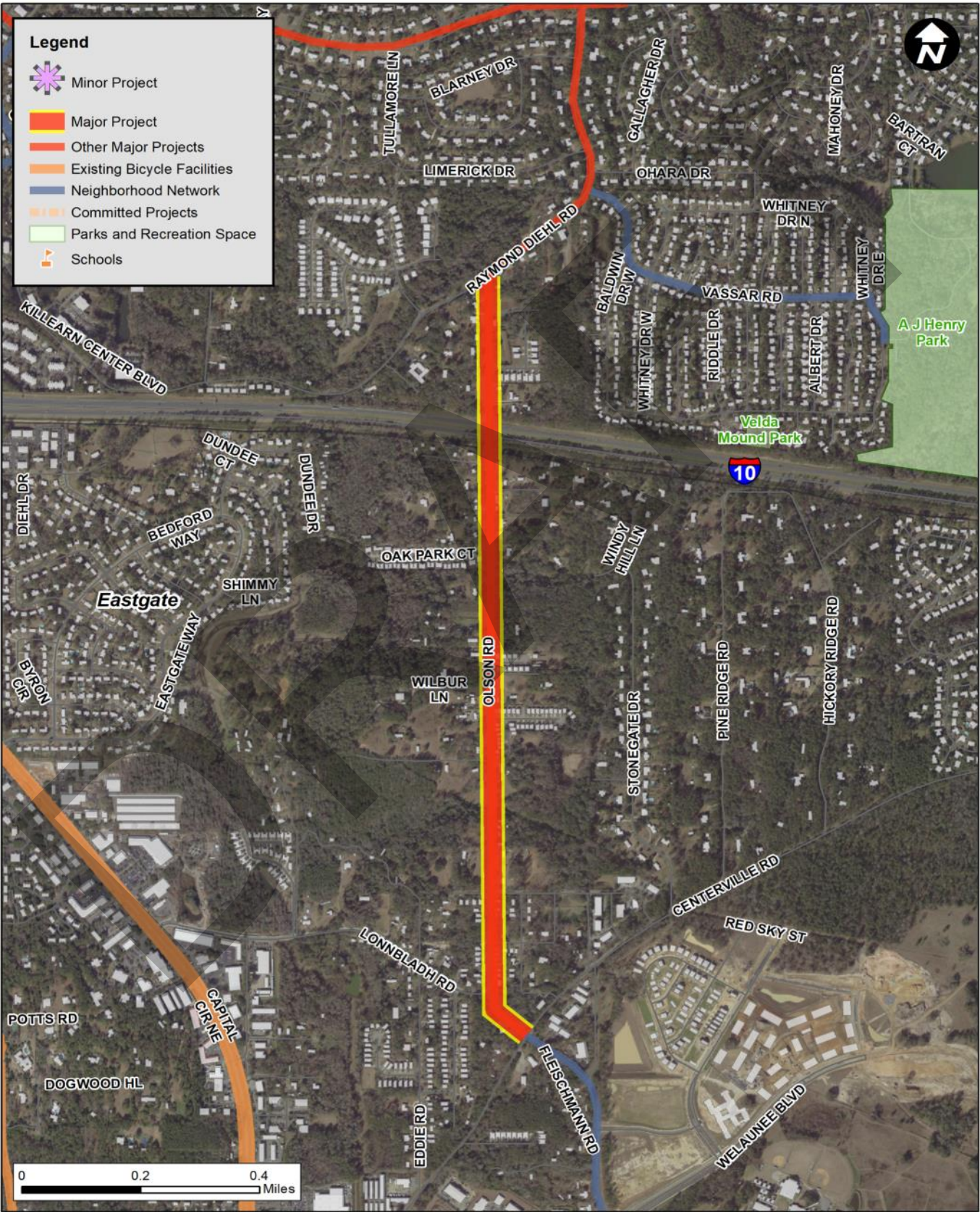


HEALTH



Major Project: Olson Road

Centerville Rd. to Raymond Diehl Rd.



Tier III Major Project

Major Project: Olson Road

Project Description

Olson Road provides north-south connectivity between neighborhoods in the Killearn area and those south of I-10, such as Eastgate. Olson Road is a major collector, and is typically used as an alternative to Capital Circle NE for commuting between neighborhoods on the northside and workplaces closer to the City center. There are sidewalks on the east side of the corridor with a grass buffer between the sidewalk and traffic lanes, until just south of Baltic Avenue, the sidewalk is adjacent to the roadway. There are no bicycle facilities currently on Olson Road. A major project will provide a safe option for both bicyclists and pedestrians that connects to major projects on Raymond Diehl Road and Killarney Way, as well as neighborhood network routes on Fleischman Road and Vassar Road

To address these issues, a multi-use path is recommended on Olson Road. A feasibility study is recommended to determine availability of right of way, location of path, and whether or not the sidewalk can be widened in this section to provide a multi-use path.

Project Details

Project Length: 1.37 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): \$493,200—\$1,644,000

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

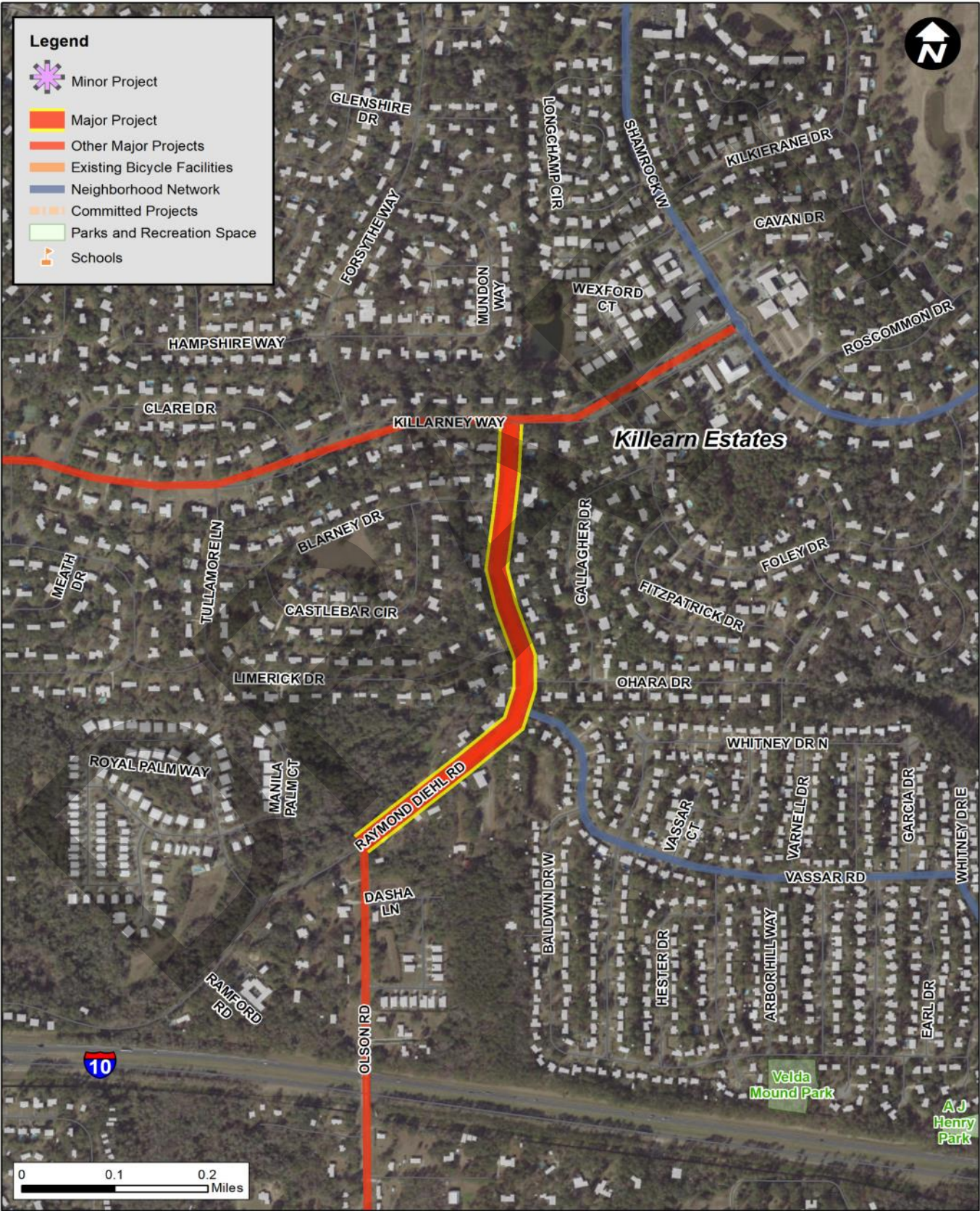


HEALTH



Major Project: Raymond Diehl Road

Olson Rd. to Killarney Way



Tier III Major Project

Major Project: Raymond Diehl Road

Project Description

This section of Raymond Diehl Road runs exclusively through a residential area, providing an alternative route for traveling north and south other than Thomasville Road. Like Olson Road, Raymond Diehl Road has a lot of thru-traffic associated with commuters accessing workplaces in other areas of Tallahassee and Leon County. While the posted speed limit is 30 MPH, the lack of intersections and traffic calming as well as wide travel lanes facilitate higher speeds. A sidewalk is located on the east side of the corridor from Vassar Road to Olson Road, but is not present on the rest of this section. No bicycle facilities exist.

To address this, buffered bicycle lanes are recommended on this section of Raymond Diehl Road. Travel lanes are very wide in this area, and additional space may be reallocated during restriping to accommodate a buffered bike lane while also creating friction on the road that would encourage motorists to slow down. Vertical delineators between the buffered bicycle lane and the travel lanes are an option for adding additional safety measures. A feasibility study is recommended to determine lane widths and the determine if sufficient space is available to accommodate a buffered bicycle lane that is at least 7 feet wide.

Project Details

Project Length: .56 miles

Next Steps: Feasibility Study

Proposed Improvements: 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: \$15,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$201,600 — \$672,000

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

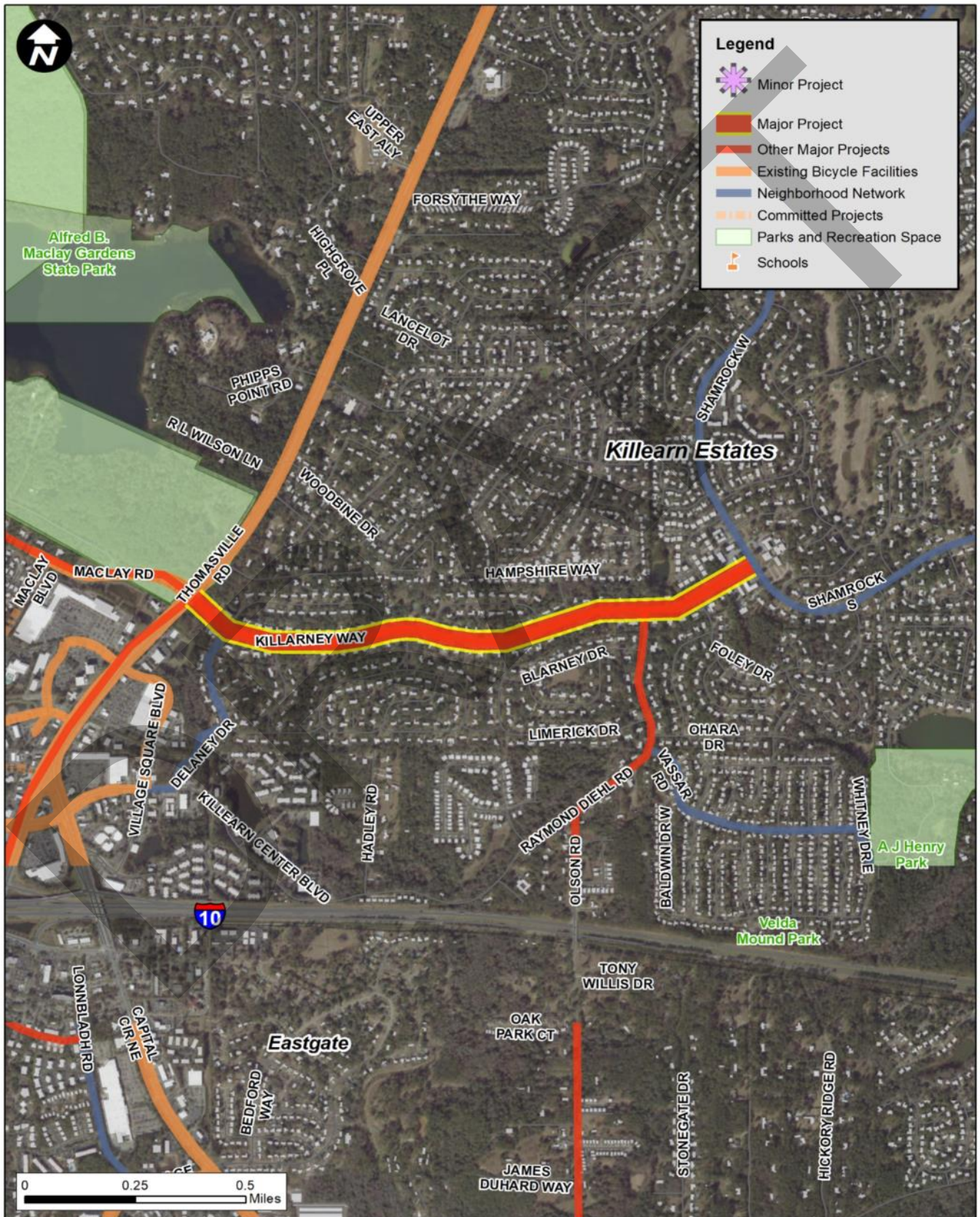


HEALTH



Major Project: Killarney Way

Thomasville Rd. to Shamrock Rd.



Tier III Major Project

Major Project: Killarney Way

Project Description

Killarney Way is considered the main entrance to the Killearn neighborhoods located on the north side of Tallahassee. Killarney Way provides both an entry and exit to a densely populated residential area. Killarney Way is significant to the bicycle and pedestrian network because it provides connectivity to other major projects on Maclay Road, Thomasville Road, Raymond Diehl Road, a minor project on Shamrock Street, and existing facilities in the area. Not including Killarney Way in the network would significantly hinder connectivity in this area. Currently, there is a sidewalk on the south side of the corridor, while sidewalks on the north side are not present until the eastern entrance of Monaghan Drive. Sharrows and shared-lane signage are present along the road. A wide, grassy median appears sporadically. Despite the presence of some bicycle facilities, Killarney Way has an inadequate bicycle comfort level, likely due to high traffic volumes and some variation in elevation.

Project Details

Project Length: 1.35 miles

Next Steps: Feasibility Study

Proposed Improvements: Designated buffered bicycle lanes

Special Considerations: Right of way constraints need to be determined

Project Costs

Feasibility Study Cost Estimate: \$30,000

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

\$135,108 — \$190,641

Planning Consistency

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

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

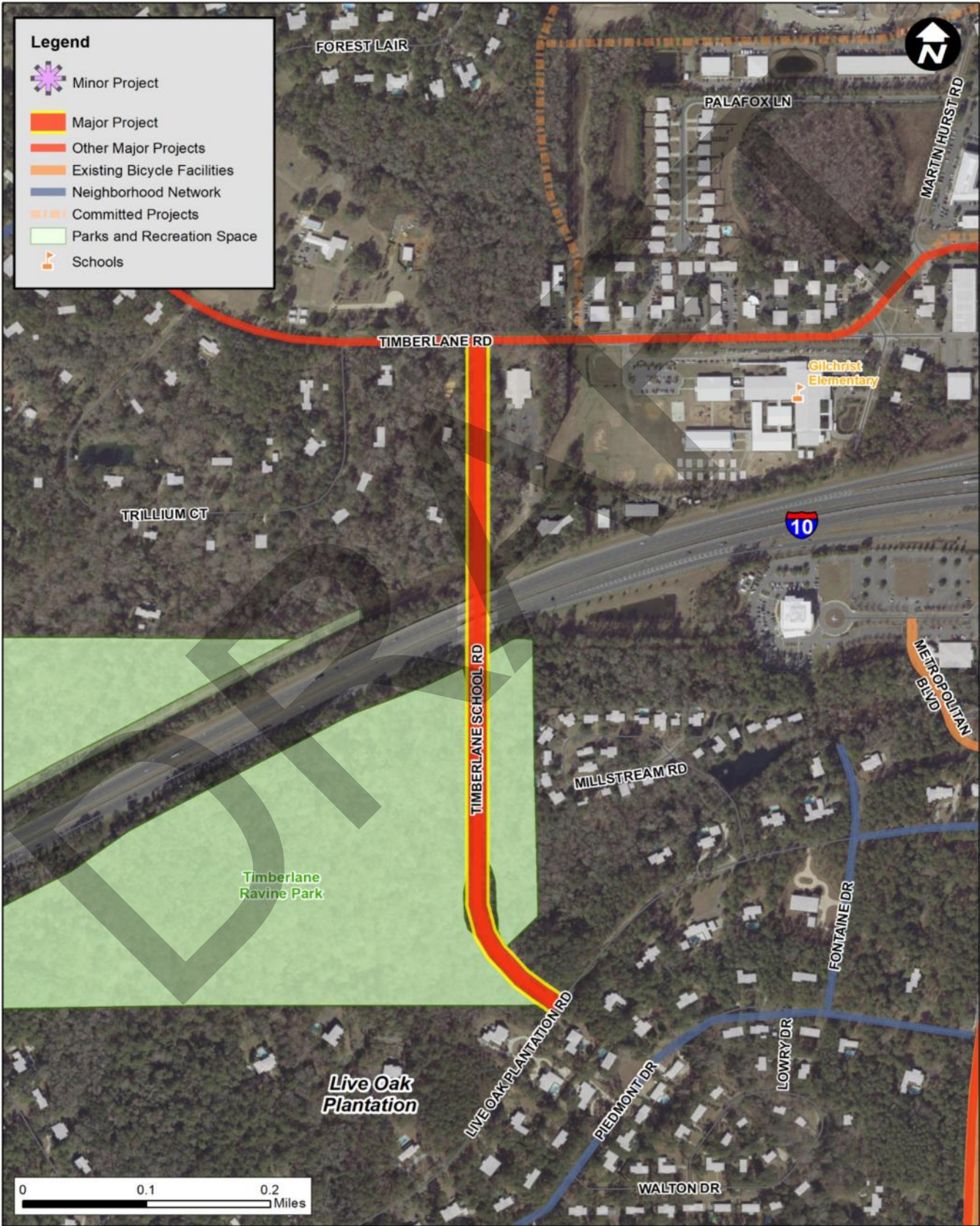


HEALTH



Major Project: Timberlane School Road

Live Oak Dr. to Timberlane Rd.



Tier III Major Project

Major Project: Timberlane School Road

Project Description

Timberlane School Road is a north-south connecting road between Timberlane Road and Live Oak Plantation Road. It provides alternative access to locations north and south of I-10, allowing bicyclists and pedestrians to avoid Thomasville Road. Lack of traffic calming and thru-traffic accessing Timberlane Ravine Park, Gilchrist Elementary School and Market Square make this road not ideal for bicyclists or pedestrians. There is also some variation in elevation and a wide curve in the road, which can be a safety hazard for bicyclists. There are sidewalks on the east side of the corridor for a short distance from Timberlane Road to the KinderSchool entrance, but the rest of the corridor lacks sidewalks. There are no bicycle facilities.

A multi-use path is recommended on Timberlane School Road. Currently, there are no sidewalks or bicycle facilities on Live Oak Plantation Road, but it is suggested that bicyclists and pedestrians follow this short section of road east to access neighborhood network routes in the area and the major project on Thomasville Road. A feasibility study is recommended to determine availability of right of way, path location, and other details related to this project.

Project Detail

Project Length: .58 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):
\$208,800 — \$696,000

Planning Consistency

This project is consistent with Market Square Placemaking Plan.

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

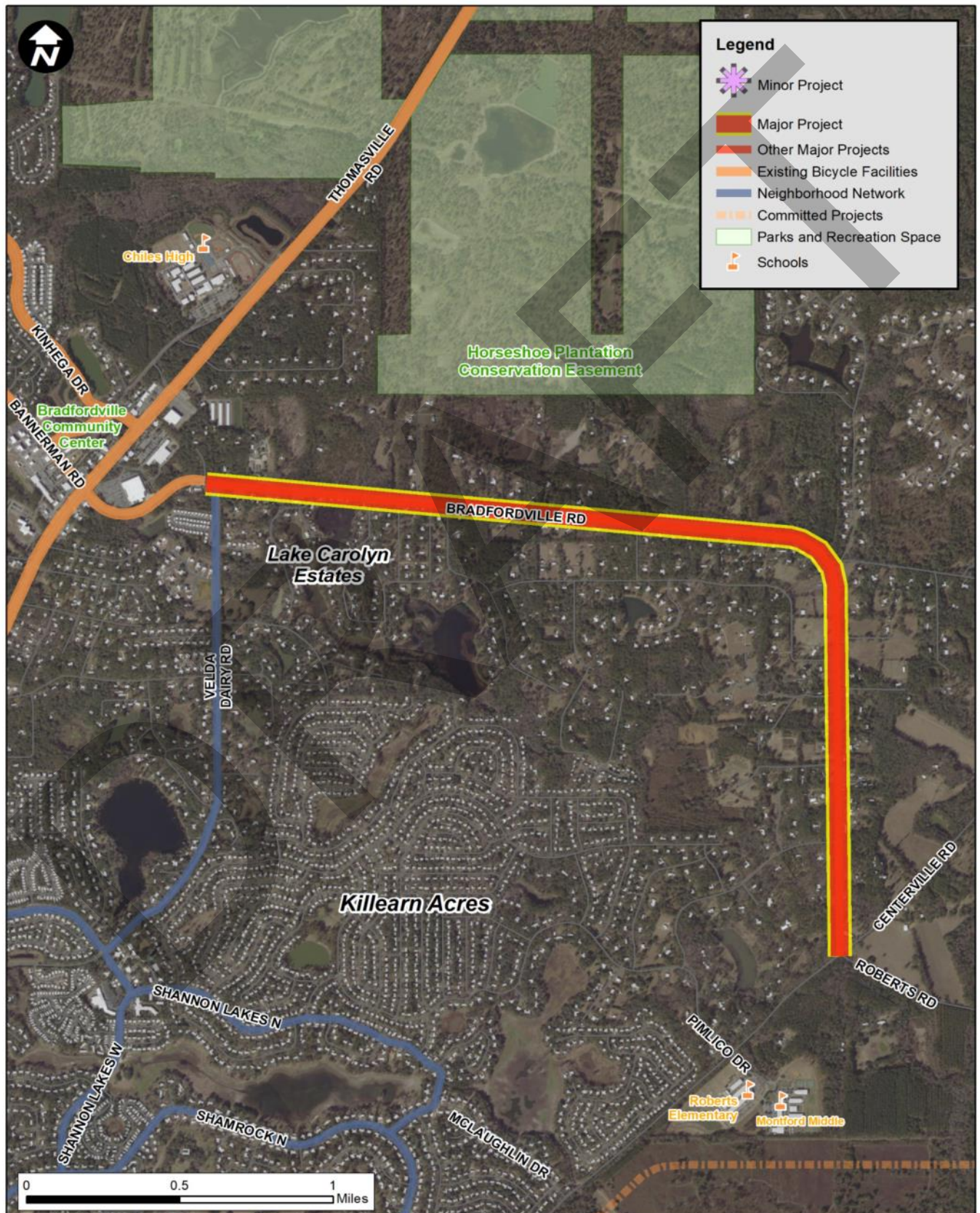


HEALTH



Major Project: Bradfordville Road

Velda Dairy Rd. to Centerville Rd.



Tier III Major Project

Major Project: Bradfordville Road

Project Description

Bradfordville Road is located in northern Leon County and serves an area of low density residential development. Bradfordville Road provides residents in this area with access to Centerville Road and Thomasville Road, which are both highly connective corridors in Tallahassee and Leon County. This section of Bradfordville Road was identified as a major project because it does not have sidewalks nor bicycle facilities. This route is known to be used by strong and confident cyclists, but the bicycle comfort is extremely inadequate for accommodating less confident or non-skilled bicyclists. This bicycle comfort level is likely due to a high posted speed limit of 45 MPH, which is not safe for any type of bicyclist. A multi-use path is recommended on Bradfordville Road to provide a scenic, shaded connection from residential areas to areas of interest such as Bannerman Crossing, Bradfordville Community Center, and other destinations on Thomasville Road. This path will also provide access to Centerville Road and natural areas to the east. There are several schools in the area that may benefit from connectivity with surrounding residential areas via this project. This major project will connect to a Blueprint IA project to provide bicycle and pedestrian facilities from Bannerman Crossing to N. Meridian Road. A feasibility study is recommended to determine availability of right of way, path location, and other details associated with this project.

Project Details

Project Length: 3.38 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): \$1,216,800 — \$4,056,000

Planning Consistency

N/A

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: N. Meridian Road

Ox Bottom Road to Bannerman Road



Tier III Major Project

Major Project: N. Meridian Road

Project Description

This section of N. Meridian Road provides a north-south connection to the Orchard Pond Parkway Trail with residential areas including Summerbrook and Ox Bottom Manor. 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 to be completed at once. With the completion of the other two sections of this road, users will have the opportunity to use N. Meridian for a significant distance and connect to major projects on Ox Bottom Road and Maclay Road, existing facilities, and neighborhood network routes. Along this section, there are no sidewalks and no bicycle facilities. It has an extremely insufficient bicycle comfort levels due to a high posted speed limit of 45 MPH facilitated by the rural nature of the road.

Project Details

Project Length: 2.77 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

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: \$30,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$997,200 — \$3,324,000

Planning Consistency

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

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Major Project: Pedrick Road

Mahan Dr. to Buck Lake Rd.



Tier III Major Project

Major Project: Pedrick Road

Project Description

Pedrick Road runs north-south through a residential area, and is the main entrance point for accessing neighborhoods in the Buck Lake area from Mahan Drive. Pedrick Road connects to the J.R. Alford Greenway to the south, and borders Pedrick Pond at the intersection of Mahan Drive. This road has a sidewalk on the east side of the corridor, but does not have bicycle facilities on this section. South of Pedrick Road, there are existing, yet insufficient bicycle lanes due to lack of markings and intermittent starting and ending.

To address this, a multi-use path is recommended along Pedrick Road. This could be achieved through widening of the existing sidewalk, or the addition of the multi-use path on the west side of the 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: .87 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

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: \$20,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$87,069 — \$122,857

Planning Consistency

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

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH