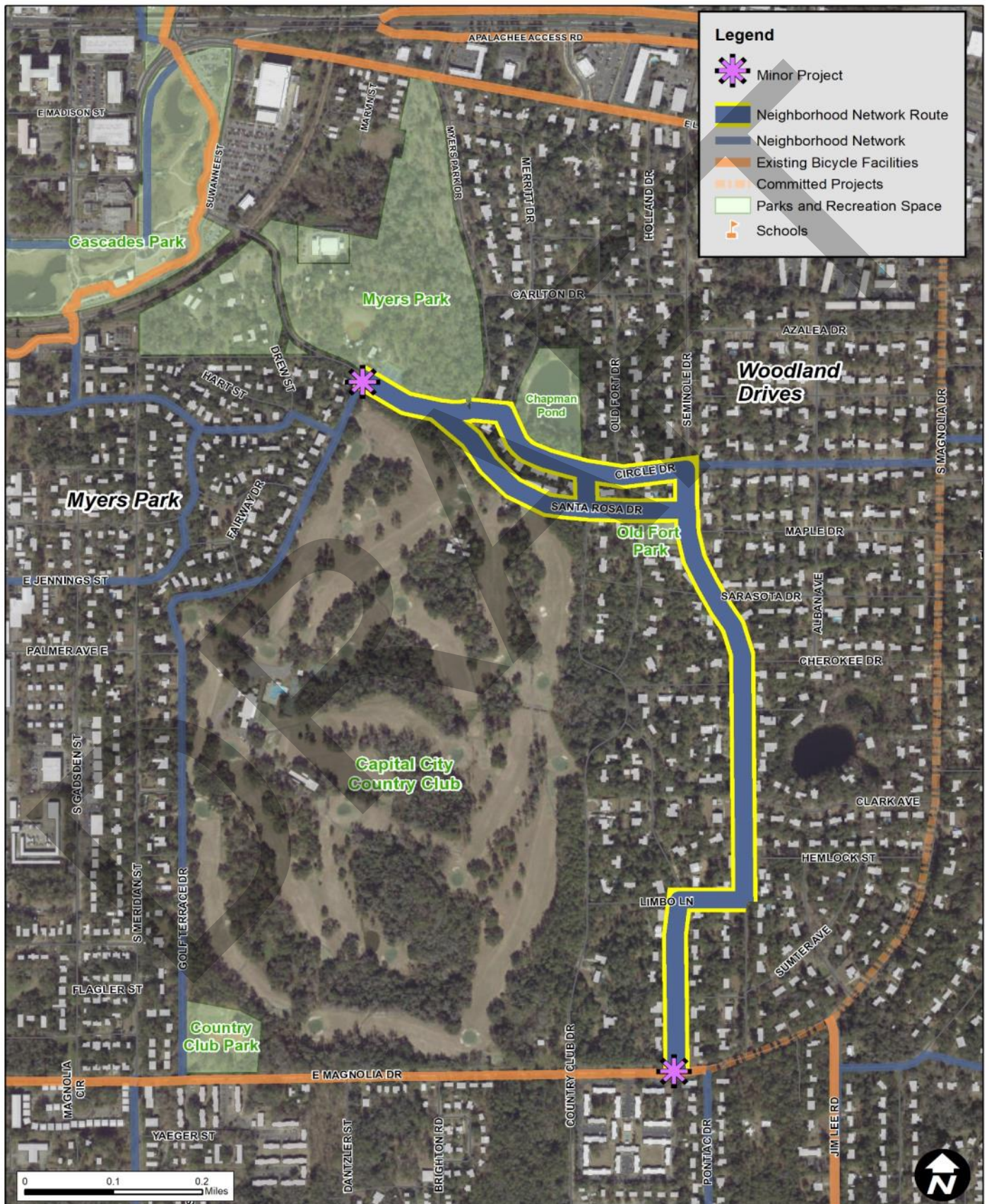


## Neighborhood Network Route: 1A



## Tier I Neighborhood Network Route: 1A

Seminole Drive, Santa Rosa Drive, Old Fort Road, Limbo Lane, Country Club Drive, Circle Drive

### Route Description

This neighborhood network route in the Myers Park area is important for connecting this part of the City to other focus areas identified in this Master Plan. Not only does it provide local connectivity between the historic Myers Park and Indianhead Lehigh neighborhoods, but it also provides a safe alternative route for connecting users to these neighborhoods, Myers Park, Cascades Park, and the Capital Cascades Trail. It will connect users from this area to Magnolia Drive, which is currently under construction to provide a multi-use path that will connect to Apalachee Parkway to the north, and Monroe Street and FAMU to the west. This route will also connect to other neighborhood network routes in the area and beyond, giving users an opportunity to use low volume roads to access destinations. This route is anticipated to serve a high number of users, given the highly residential nature of the area. While this route runs through an area of low incidence of poverty, it provides connectivity to neighborhoods south of Magnolia Drive where nearly 50% of individuals are below the poverty rate and approximately 30% of households lack access to a vehicle (ACS, 2017).

### Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFBs at intersection E. Magnolia Drive and Seminole Drive to give users access coming from south of Magnolia Drive.
- A raised intersection at the intersection of Gulf Terrace and Myers Park Drive to slow traffic in this area due to the high numbers of pedestrians and cyclists.

### Route Details

Project Length 1.51 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$84,023 — \$132,035

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

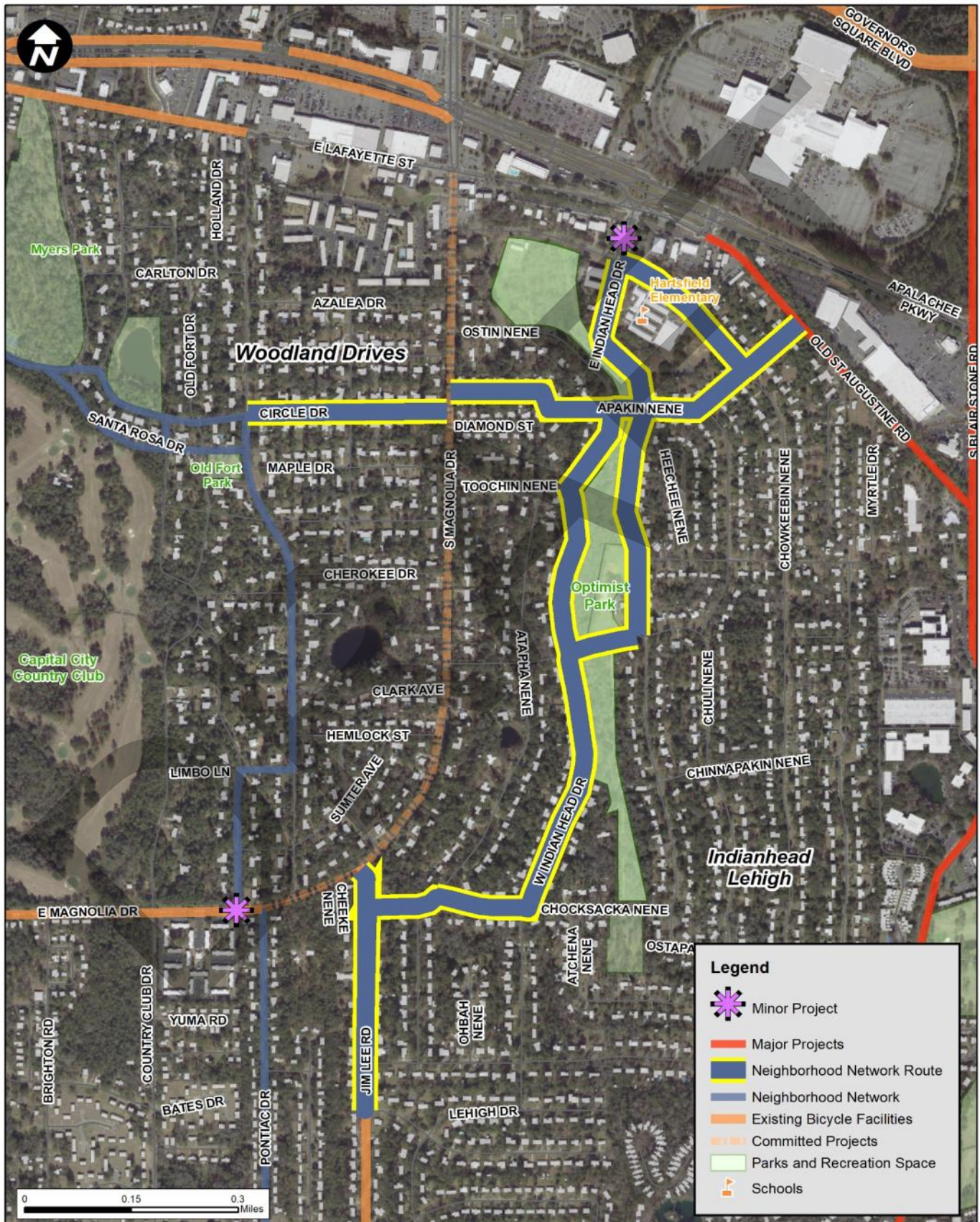


HEALTH





# Neighborhood Network Route: 1C





## Tier I Neighborhood Network Route: 1C

Maple Drive, E. Indianhead Drive, Tootchin Nene, Apakin Nene, W. Indianhead Drive, Hokolin Nene, Chowkeebin Nene, Chocksacka Nene, Jim Lee Road

### Route Description

This neighborhood network route in the Indianhead Lehigh neighborhood provides connectivity to destinations including Myers Park, Cascades Park, and the Capital Cascades Trail. Bicyclists will also have the opportunity to safely access businesses on Apalachee Parkway and East Lafayette Street through the recommended minor project for this route. The Indianhead Lehigh neighborhood is a tight-knit community and is popular with families, with only about 15% of the population in the area over the age of 65 (ACS, 2017). Despite this, the community lacks multi-modal facilities outside of narrow sidewalks on E. Indianhead Drive and Chowkeebin Nene. Little traffic calming exists, making speeding a major issue, which residents have responded to by creating their own “slow down” signs that can be seen throughout the neighborhood. This route will provide signage and facilities that will aid in creating a safe environment for residents to opt for bicycle use when making short trips to nearby areas of interest. This route is also anticipated to allow bicyclists to connect to the multi-use trail that will be constructed on Magnolia Drive.

Associated Minor Projects:

- Improved bicycle facilities, either a designated or buffered bicycle lane, are recommended on E. Lafayette Street and a portion of E. Indianhead Drive north of Chowkeebin Nene when future resurfacing occurs.

### Route Details

Project Length: 3.41 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$82,230 — \$123,346

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



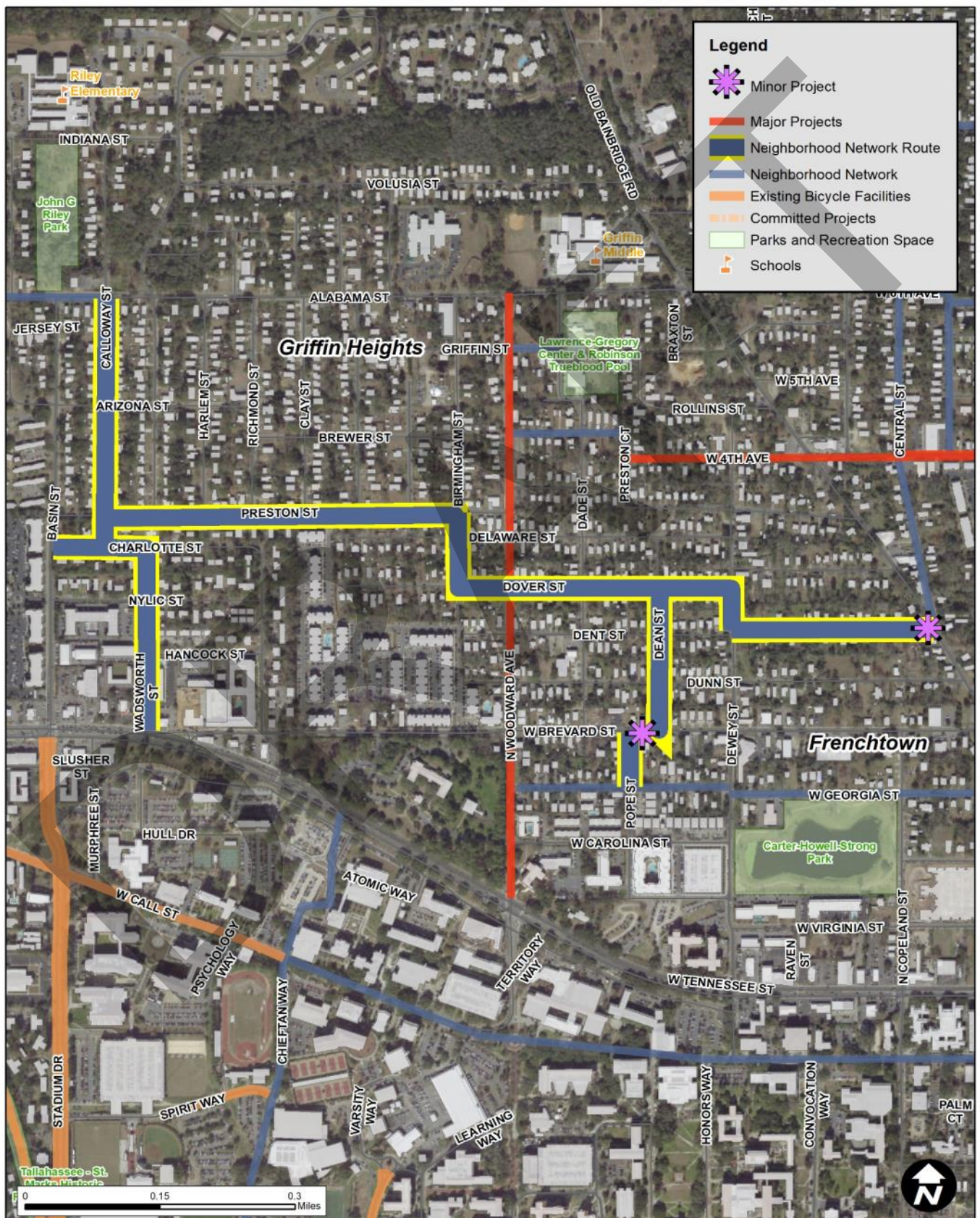
CONNECTIVITY



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# Neighborhood Network Route: 2A





## Tier I Neighborhood Network Route: 2A

Dent Street, Calloway Street, Wadsworth Street, Preston Street, Dean Street, Charlotte Street, Dover Street, Pope Street, Birmingham Street, Dewey Street, W. Brevard Street

### Route Description

This neighborhood network route runs through the historic neighborhoods of Griffin Heights and Frenchtown. In some areas surrounding this route, nearly 30% of households do not have access to a vehicle, and have a rate of individuals below the poverty line at nearly 70% (ACS, 2017). This route provides east-west connections for local neighborhoods as well as to a higher percentage of renters due to the type of housing available in this area. There are several community centers, parks, churches, and businesses located in the vicinity of this route that can benefit from safer multimodal opportunities. While the majority of the roads in this route have an adequate bicycle comfort level, Alabama Street has higher traffic volumes and would benefit from additional traffic calming, such as speed bumps. W. Brevard Street is also characterized by higher traffic volumes, but due to the connectivity it provides to W. Tennessee Street and W. Brevard Street, it is included in this route. While this section is short, traffic-calming and a signalized pedestrian crossing to access Dean Street are recommended. Use of the sidewalk along this short section is encouraged.

### Associated Minor Projects:

- Pedestrian crossing with pavement markings, RRFBs, and signage at intersection of Old Bainbridge Road and Central Street/Dent Street.
- Pedestrian crossing with pavement markings, RRFBs, and signage at W. Brevard Street and Dean Street.

### Route Details

Project Length: 1.82 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$79,666 — \$125,500

## Goal Satisfaction



SAFETY



MULTIMODAL



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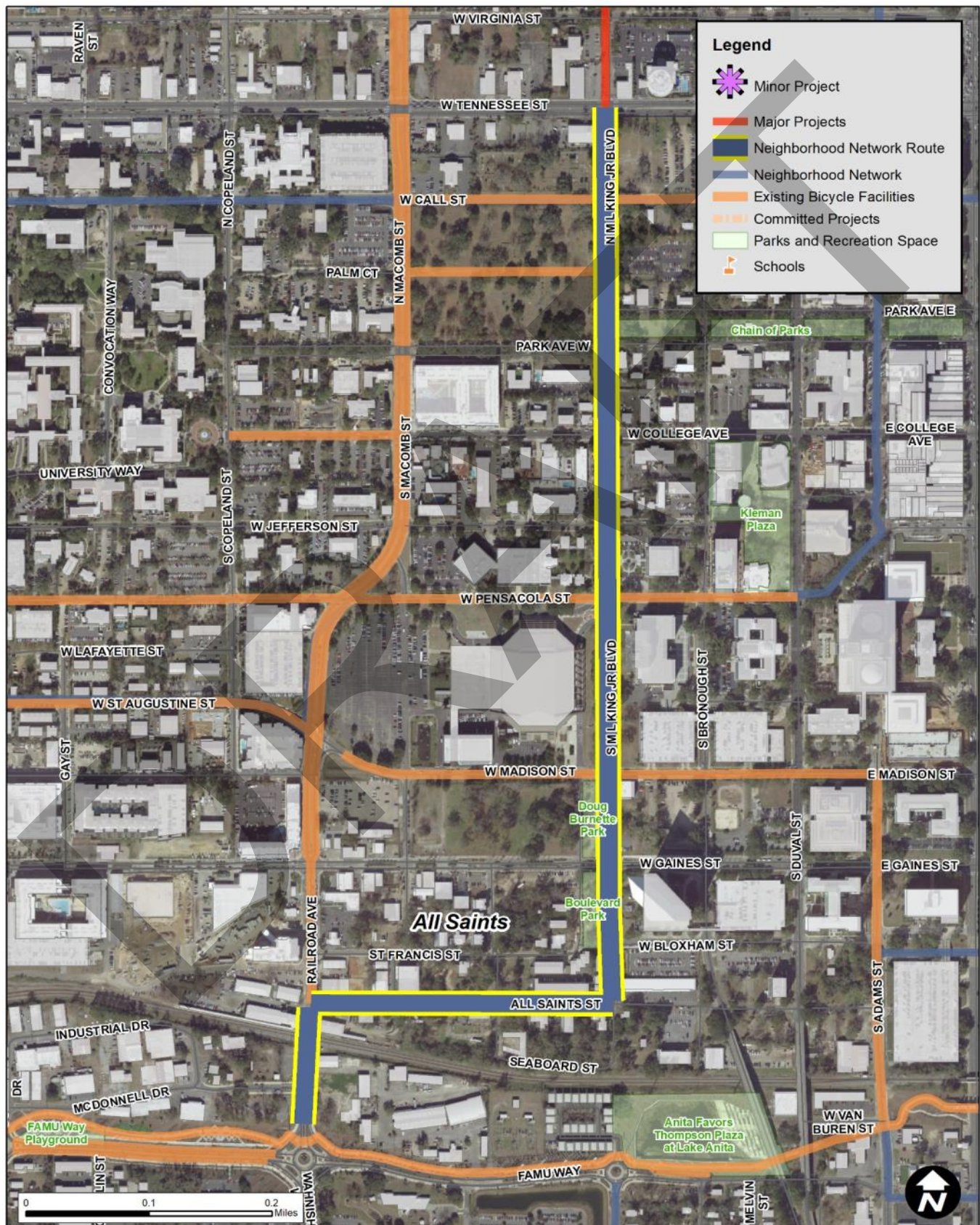


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## Neighborhood Network Route: 2B





## Tier I Neighborhood Network Route: 2B

Martin Luther King Jr. Boulevard, All Saints Street, Railroad Avenue

### Route Description

This neighborhood network route provides connectivity along Martin Luther King Jr. Boulevard (MLK Jr. Boulevard) between the Frenchtown, Griffin Heights, and All Saints neighborhoods, as well as homes surrounding FAMU and the Capital Cascades Trail. This area is characterized by a high percentage of individuals below the poverty rate (70%) (ACS, 2017). MLK Jr. Boulevard is considered a bicycle boulevard, and is marked by greenback sharrows and limited signage. Due to recent development and construction in the area, some sharrows have been covered up or compromised by the addition of curbs and chicanes. As part of implementing the neighborhood network, the sharrows and signage should be relocated to better accommodate the new development in the area. This route will continue across Gaines Street, which has a signalized pedestrian crossing on MLK, and will lead users through the All Saints neighborhood to access Railroad Square, FAMU, and the Capital Cascades Trail. From there, users can access Cascades Park, Downtown, the southside area of Tallahassee, and neighborhood network routes in Myers Park and Indianhead Lehigh. North of Tennessee Street, there will be a dedicated facility along MLK, but it was determined that existing facilities along with additional signage and sharrows in this area will be sufficient for providing important north-south connections that give users the opportunity to access different areas of Tallahassee without having to drive.

### Route Details

Project Length: 1.09 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$26,189 — \$39,283

## Goal Satisfaction



SAFETY



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## Tier I Neighborhood Network Route: 2D

### Georgia Street

#### Route Description

This route provides an east-west connection between Midtown, Downtown, and the FSU Campus, and provides a direct connection to the historic Frenchtown neighborhood. It traverses areas where the percentage of individuals below the poverty level ranges from 27% to 70%, and between 23% and 28% of households do not have access to a vehicle (ACS, 2017). Georgia Street has an adequate bicycle comfort level, providing an option for bicyclists to access N. Woodward Avenue, which is a gateway to the FSU campus. N. Woodward Avenue is also a major project, so facilities will connect to the Georgia Street neighborhood network route and provide a safe and easily accessible route to the university. This route also connects to N. MLK Jr. Boulevard, which is identified as a major project in this Plan.

#### Associated Minor Projects:

- Pedestrian crossings with pavement markings, RRFBs, and signage at N. Duval Street
- Pedestrian crossings with pavement markings, RRFBs, and signage at N. Bronough Street.
- Pedestrian crossings with pavement markings, RRFBs, and signage at Old Bainbridge Road.

#### Route Details

Project Length: 1.24 miles

#### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$541,011 — \$1,124,717

### Goal Satisfaction



SAFETY



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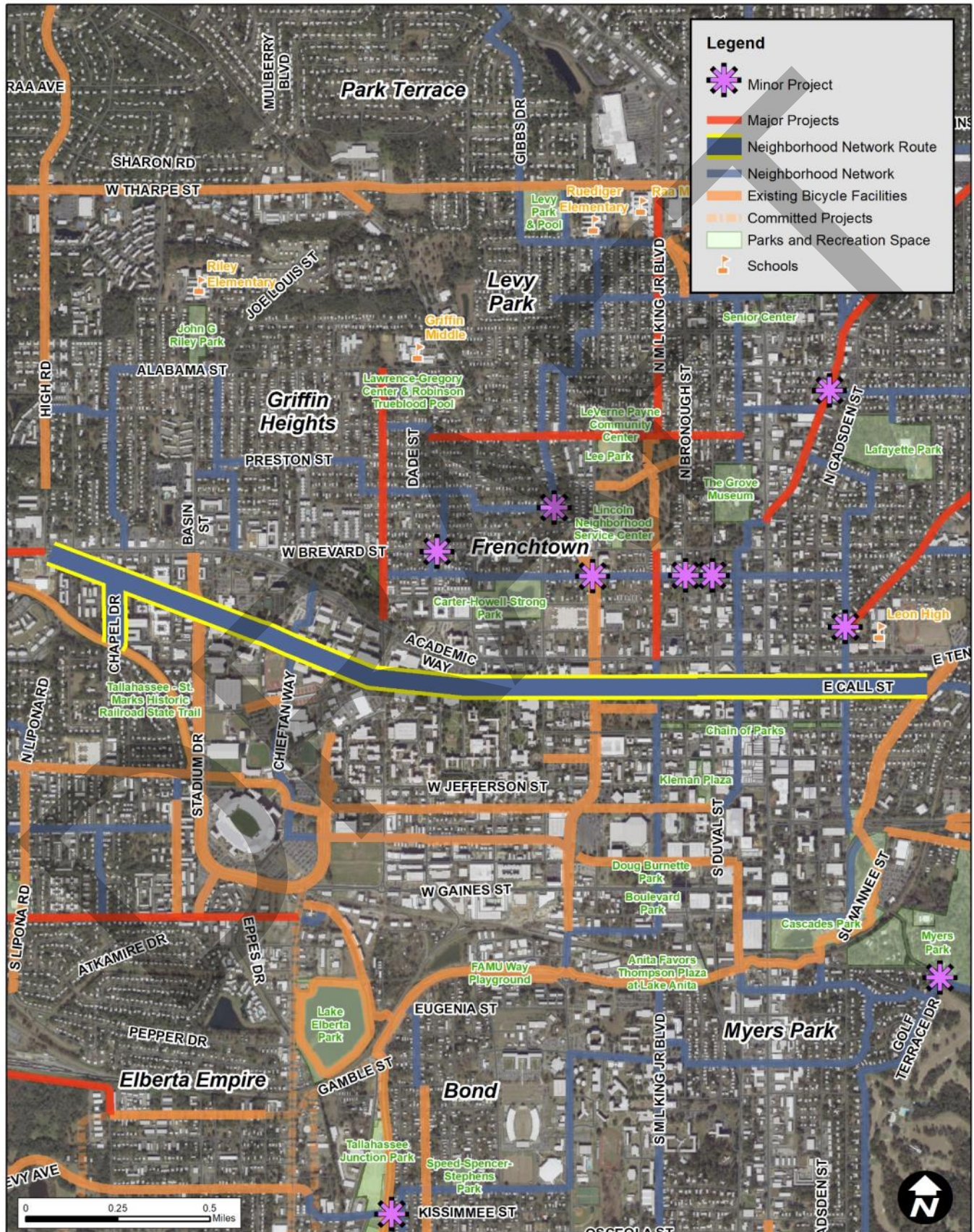


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# Neighborhood Network Route: 2E





## Tier I Neighborhood Network Route: 2E

### W. Call Street, Chapel Drive

#### **Route Description**

This neighborhood network route includes West Call Street and Chapel Drive, which are both used by students to access FSU, businesses, and entertainment on both W. Call Street and W. Tennessee Street. This route traverses many different areas, with some having a percentage of individuals below the poverty level as high as 72%. There are also areas where nearly 30% of households do not have access to a vehicle (ACS, 2017). W. Call Street currently has bicycle facilities, including on-street bicycle lanes and bicycle boxes from W. Tennessee Street to Monroe Street. A segment of W. Call Street passes through a paved, pedestrian area on the FSU campus, providing a protected east-west option for traversing the campus. Because this route serves an area of high density due to student housing, it is highly used by bicyclists and pedestrians because it connects directly to FSU, whether from W. Call Street or a pedestrian path that can be accessed from Chapel Drive. From campus, users can access any number of other routes depending on their end destination. Additional bicycle lane symbols and signage are recommended to bolster the existing facilities on West Call Street. It is recommended that sharrows and signage be put on Chapel Drive as well.

#### **Route Details**

Project Length: 2.63 miles

#### **Route Costs**

Planning Level Cost Estimate Range (including 20% contingency):  
\$63,129 — \$94,709

### Goal Satisfaction



SAFETY



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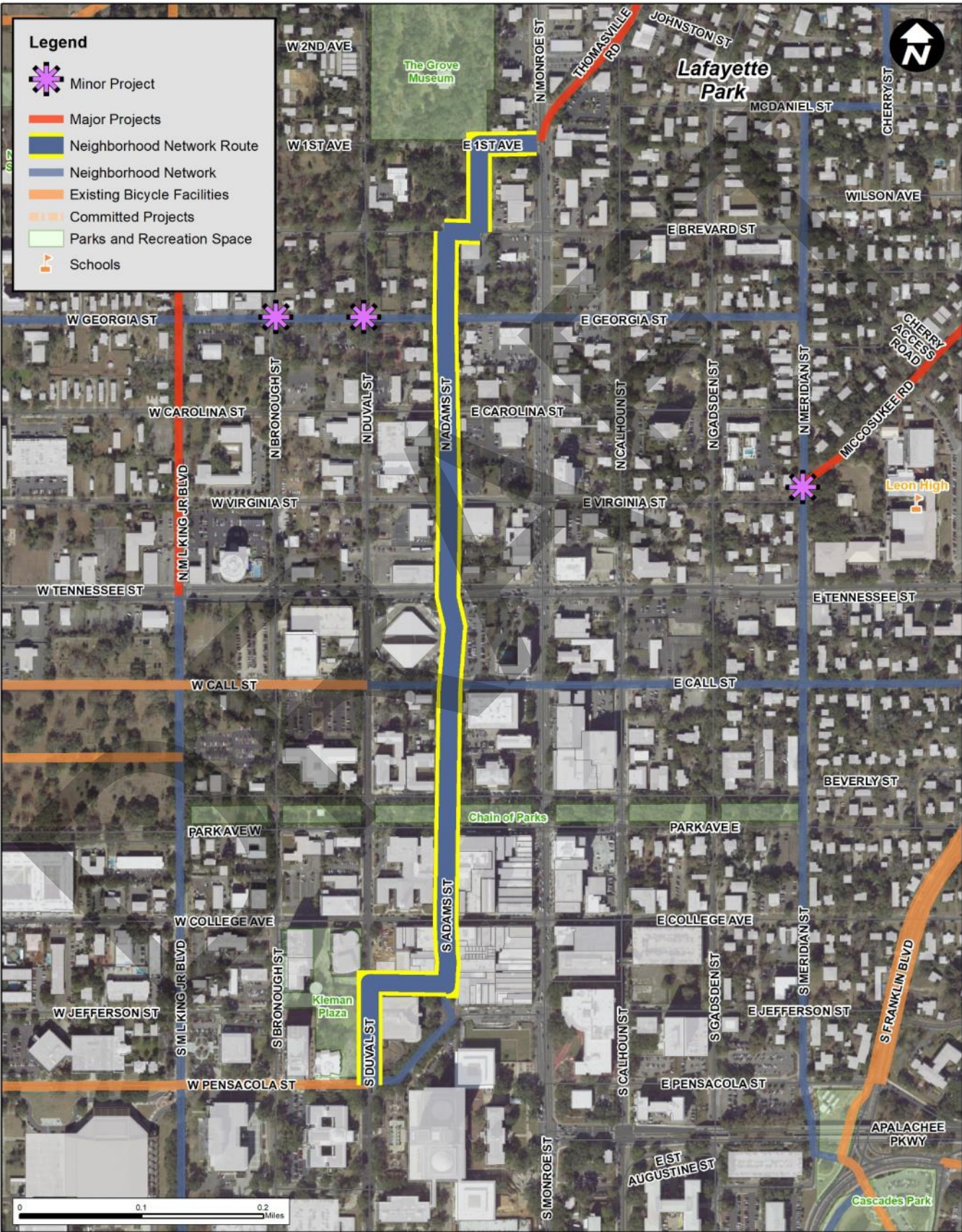


HEALTH





# Neighborhood Network Route: 2F



## Tier I Neighborhood Network Route: 2F

W. Jefferson Street, W. Pensacola Street, S. Adams Street, N. Monroe Street, Parking lot at the Grove

### Route Description

This neighborhood network route provides an additional north-south connection between Midtown and Downtown, as well as FAMU and FSU. This area is characterized by 27% of individuals below the poverty level, and 24% of households lacking access to a vehicle. Additionally, about 25% of the population in this area is over the age of 65, indicating the usefulness of alternative transportation opportunities as well as different options for accessing areas of interest north of W. Tennessee Street and south of it (ACS, 2017). This route connects to a proposed major project on Thomasville Road, and connects to Adams Street, which runs through the Downtown area and brings users to Kleman Plaza, a significant area of entertainment. This route also gives access to the Chain of Parks along Park Avenue, which frequently hosts festivals, farmers markets, and other events. This route provides connectivity to an existing separated bicycle lane on Pensacola Street, providing opportunities to access the Collegetown area, FSU, Railroad Square, FAMU and beyond.

### Route Details

Project Length: .93 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$22,367 — \$33,551

## Goal Satisfaction



SAFETY



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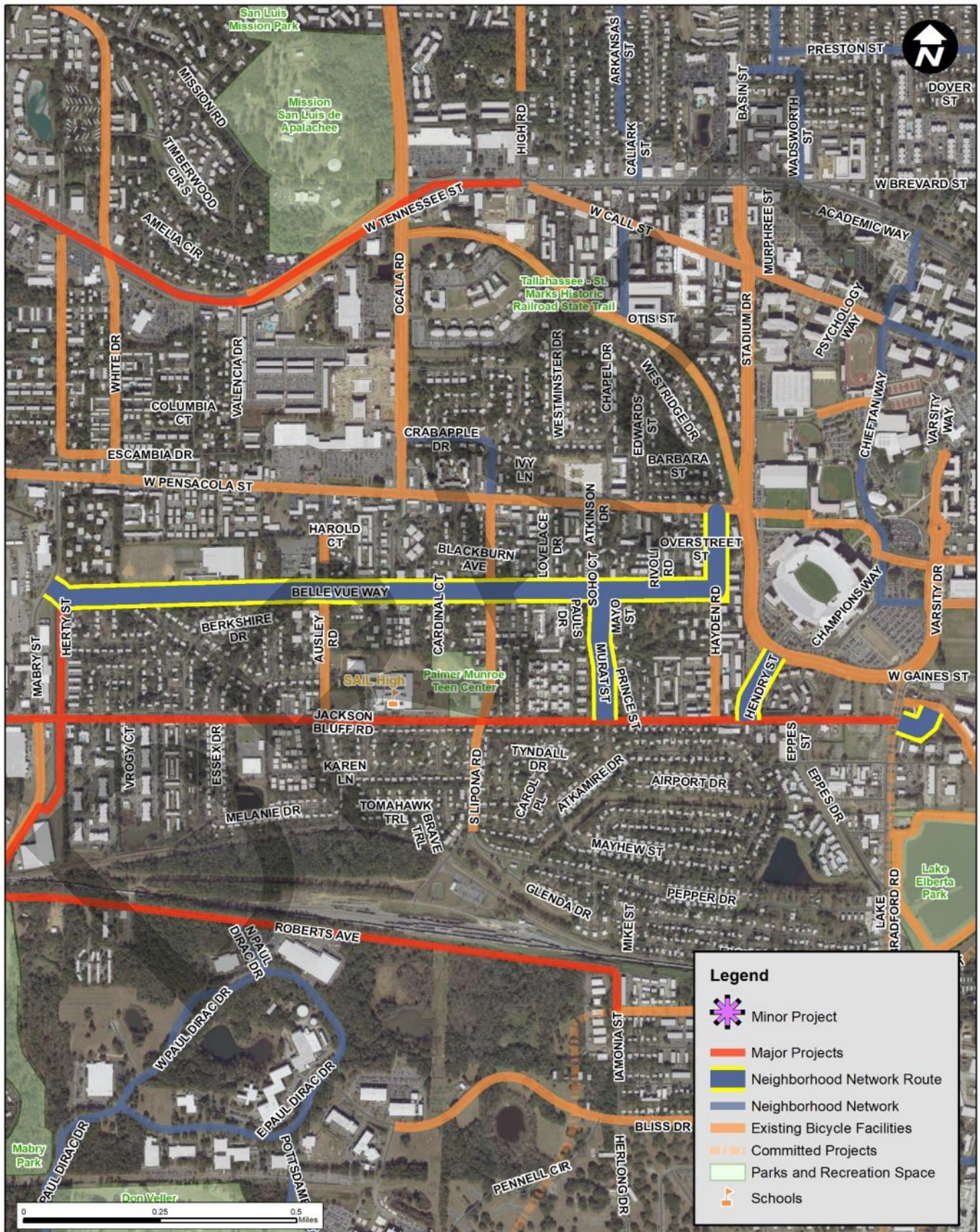


HEALTH





# Neighborhood Network Route: 2H





## Tier I Neighborhood Network Route: 2H

Murat Street, Hendry Street, Hayden Road, Belleview Way, Bank of America Cut-through

### Route Description

This neighborhood network route serves a large student population who are accessing FSU, FAMU, Innovation Park, and the FSU-FAMU engineering campus south of this area. This area is characterized by high percentages of individuals below the poverty level, ranging between 45% and 73% (ACS, 2017). Comments received from the public indicated that Belleview Way felt unsafe and that speeding occurs, citing a need for facilities and signage to inform drivers of the likely presence of bicyclists. This route also uses neighborhood roads (Murat Street, Hayden Road, and Hendry Street) to connect students to a pedestrian tunnel under Stadium Drive leading to campus, a crosswalk on Stadium Drive south of Doak Campbell Stadium, and to a proposed major project on Jackson Bluff Road. The cut-through built behind the Bank of America on N. Lake Bradford Road also provides an opportunity to connect this route to the Tallahassee-St. Marks Historic Railroad State Trail and the Capital Cascades Trail.

### Route Details

Project Length: 1.84 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$44,161 — \$66,241

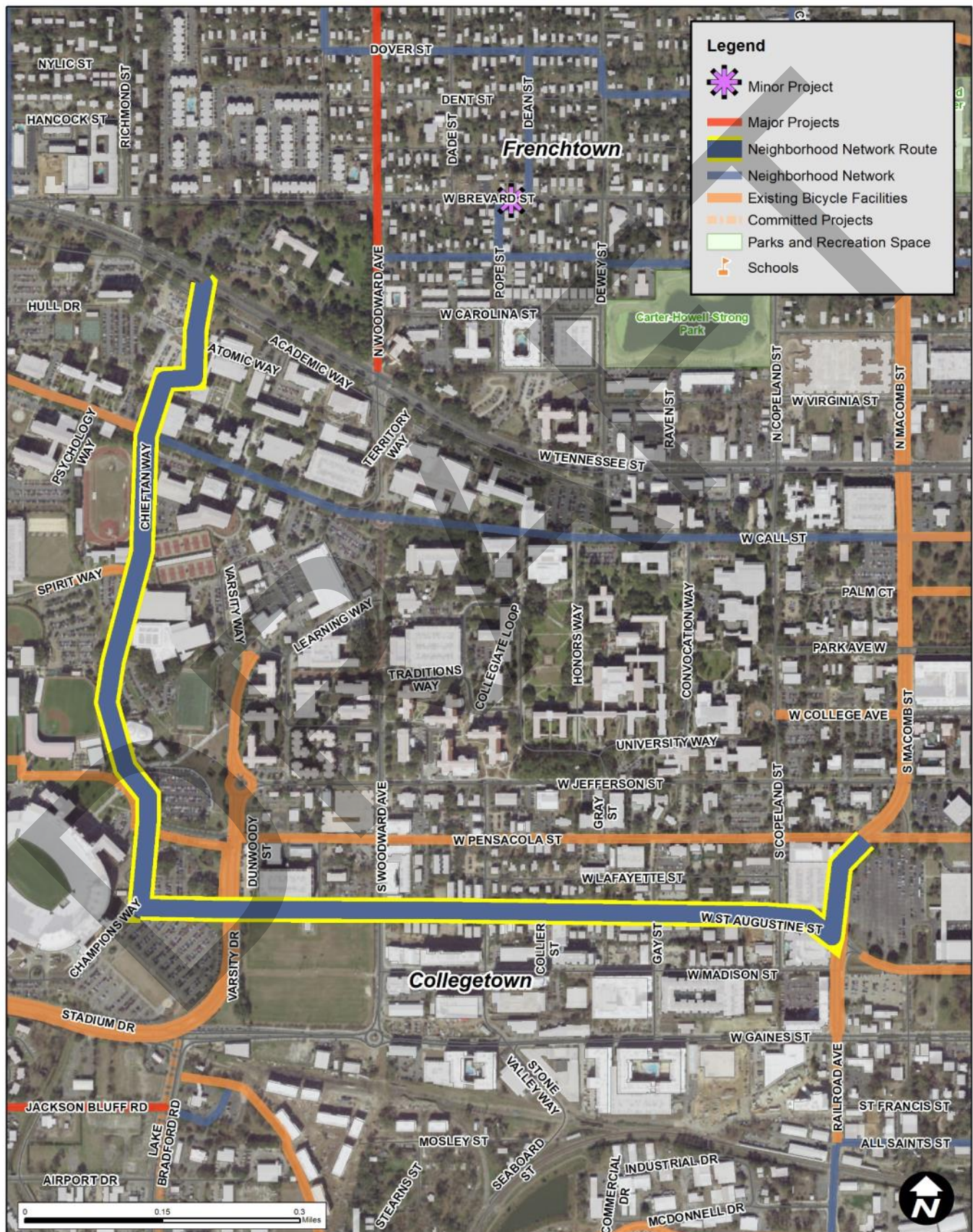
## Goal Satisfaction







# Neighborhood Network Route: 2J





## Tier I Neighborhood Network Route: 2J

W. St. Augustine Street, Chieftan Way/Champions Way, S. Macomb Street

### Route Description

This neighborhood network route traverses through the FSU campus along Chieftan Way, which is highly used by both pedestrians and bicyclists, but also permits vehicular traffic. Some signage and sharrows are currently present on the road, but additional sharrows and signage are needed to ensure that drivers recognize that they are sharing the road in this area. University campuses provide the opportunity to encourage bicycle and pedestrian use, so prioritizing these facilities near FSU may encourage students and faculty to choose alternative forms of transportation when accessing campus.

W. St. Augustine Street currently has a buffered bicycle lane along its entirety, but because of high speeds related to the road being a one-way, the bicycle comfort level indicates that this road is not well-suited for bicyclists who do not identify as strong and fearless. Safety concerns should be addressed by adding physical delineators to the buffered bicycle lane. This will improve the bicyclists' perception of safety as well as create a more obvious facility that vehicles will be aware.

### Route Details

Project Length: 1.63 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$39,129 — \$58,693

## Goal Satisfaction



SAFETY



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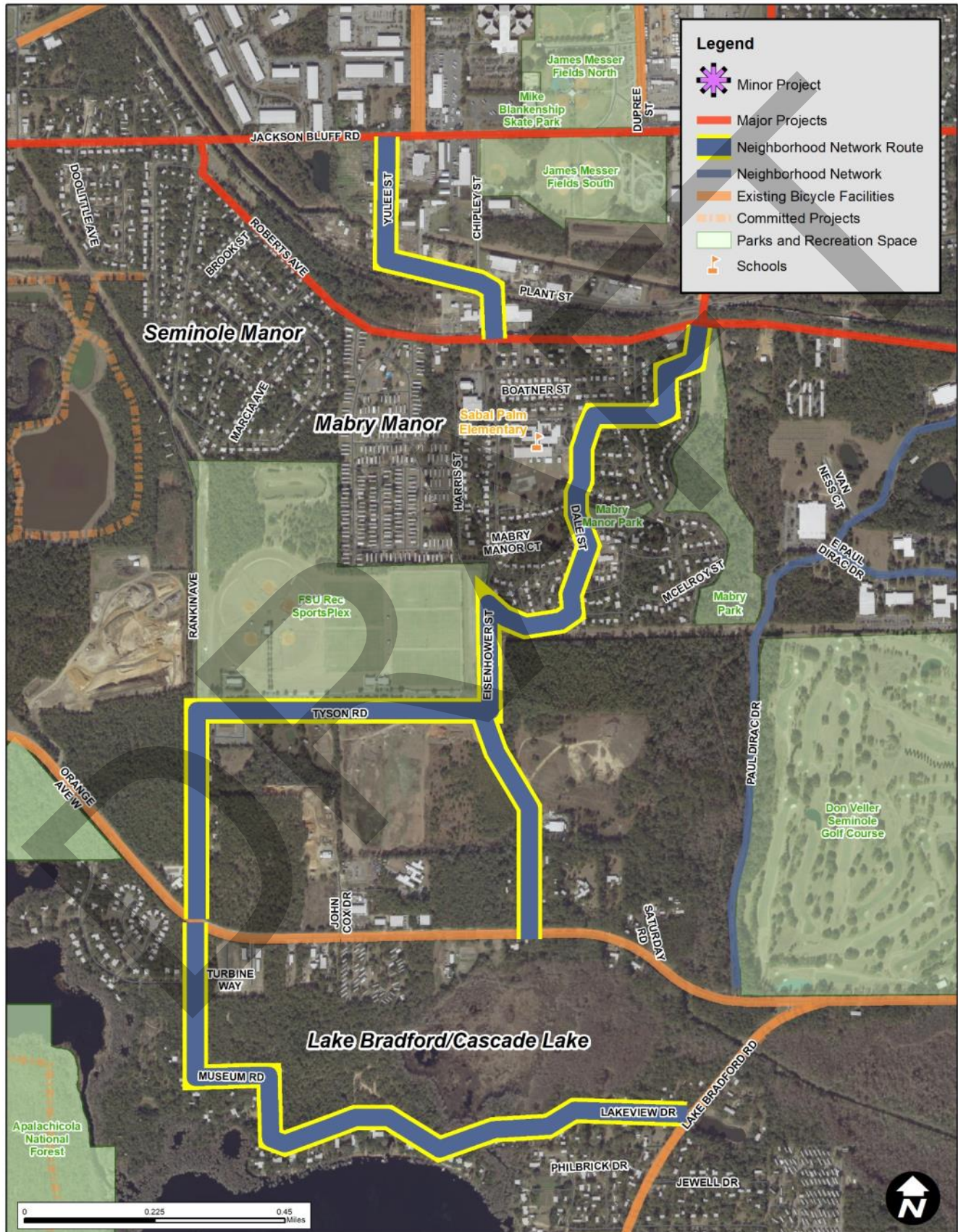


HEALTH





# Neighborhood Network Route: 3D





## Tier I Neighborhood Network Route: 3D

Plant Street, Yulee Street, Eisenhower Street, Rankin Avenue, Tyson Ave., Dale St., Lakeview Dr., Museum Rd.

### Route Description

This neighborhood network route provides a north-south connection between the Tallahassee Museum, the FSU Reservation, the FSU Intramural fields, and neighborhoods along Pensacola Street and Jackson Bluff Road that currently lack safe bicycle and pedestrian access to these locations. This area remains a gap in the bicycle and pedestrian network in Leon County, leaving destinations generally unreachable without a vehicle. The majority of the area surrounding this route is characterized by a relatively high rate of individuals below the poverty level, ranging from 42% to 55% (ACS, 2017).

This route is entirely on neighborhood roads, but some roads associated with it are not ideal for bicyclists and pedestrians due to high speeds and thru-traffic. For example, Eisenhower Street has an inadequate bicycle comfort level, so additional traffic calming measures such as speeds bumps should be considered in addition to the standard neighborhood network sharrows and signage. The sidewalk along this road should also be widened to accommodate those bicyclists that may not feel comfortable on this section of the road, or could be replaced with a multi-use path if right-of-way allows.

Associated Minor Projects:

- Addition of a sidewalk or multi-use path on Eisenhower Street from Capital Circle SW to existing sidewalks at McElroy street.

### Route Details

Project Length: 3.39 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$322,560 — \$926,040

## Goal Satisfaction



SAFETY



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## Tier I Neighborhood Network Route: 3E

Disston Street, Kissimmee Street, Gamble Street, Taylor Street, Wahnish Way, S. MLK Jr. Boulevard, Palmetto Street, Pasco Street, Saxon Street, Floral Street, Keith Street, Osceola Street

### Route Description

This route provides better connectivity within several well-known and historic neighborhoods in the Downtown area and surrounding FAMU's campus. Surrounding this route, the percentage of individuals in poverty can be as high as 60%, and households without access to a vehicle are generally between 30% and 40%, indicating a critical need for alternative transportation opportunities (ACS, 2017). Because of the elevation in this area, bicycle travel on FAMU's campus can be difficult. This route was chosen due to the low elevation found on these roads, compared to the surrounding corridors, so it may encourage more bicycle travel in the area.

This route provides an important north-south connection for Southside communities to access the Capital Cascades Trail, Railroad Square, South Monroe, and Cascades Park. This route also includes creating formal access to the Tallahassee-St. Marks Historic Railroad State Trail on Floral Street, Taylor Street, and Osceola Street, which is currently inaccessible as noted during sites visits and through public comment. Some of the roads in this route include sidewalks (Kissimmee Street) which can be used by bicyclists who are not comfortable with sharing the road.

Associated Minor Projects:

- Formal access to Tallahassee-St. Marks Historic Railroad State Trail on Floral Street, Taylor Street, and Osceola Street including small sections of paving and signage to encourage cohesiveness between the neighborhoods and the trail.

### Route Details

Project Length: 4.09 miles

### Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$152,137 — \$201,205

## Goal Satisfaction



SAFETY



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