



Neighborhood Network Route: 3F



Tier I Neighborhood Network Route: 3F

W. Pershing Street, S. Bronough Street, Jake and Patterson Street, E. Jennings Street, Broome Street, S. Meridian Road, Laura Lee Avenue, Coble Drive, Harwood Street

Route Description

This neighborhood network route provides connectivity for residential areas in the southern area of Tallahassee to locations such as FAMU Way, Cascades Park, Downtown, and FAMU. In some areas along this route, between 20% and 30% of households in this area do not have access to a vehicle, and individuals below the poverty level can be as high as 65% (ACS, 2017). These roads connect to existing facilities and a major project on Paul Russell Road, which connects to parks and important community centers including Jack McClean and the fairgrounds. This route also provides a significant north-south connection on S. Meridian Street, a neighborhood street with a better bicycle comfort level that runs parallel to Monroe Street.

In order to increase the safety of this alternate route, traffic calming measures should be included to slow traffic and improve the perception of safety among users. This route also provides connectivity to an existing bicycle path on Zillah Street, Omega Avenue, and Cornelia Street that eventually connects to the Tallahassee-St. Marks Historic Railroad State Trail and keeps bicyclists from having to use facilities on high volume, high speed roads.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFBS at intersection of South Meridian Road and Magnolia Drive to provide a safe crossing for bicyclists and pedestrians.

Route Details

Project Length: 2.93 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$88,340 — \$135,646

Goal Satisfaction



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Neighborhood Network Route: 4A



Tier I Neighborhood Network Route: 4A

Shamrock Street

Route Description

This project is included in the neighborhood network, but is considered a minor project to build upon the bicycle network in this area. Because of the length and high use of Shamrock Street in the Killearn area, it was identified as a significant road for making connections within and outside of the community. This area is characterized by an age 65+ population ranging from 20% to 25%, and touches areas where the number of individuals below the poverty rate is around 18% (ACS, 2017).

Currently, there is a sidewalk along the entire circle, and on-street parking occurs in some areas where right of way permits. When resurfacing occurs on Shamrock Street, it is recommended that the road be restriped to create a designated buffered bicycle lane around the entire route. This project is anticipated to be a simple undertaking because no additional right of way will be needed to accommodate the addition of the recommended facilities.

Route Details

Project Length: 4.78 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$11,760 — \$17,640

Goal Satisfaction



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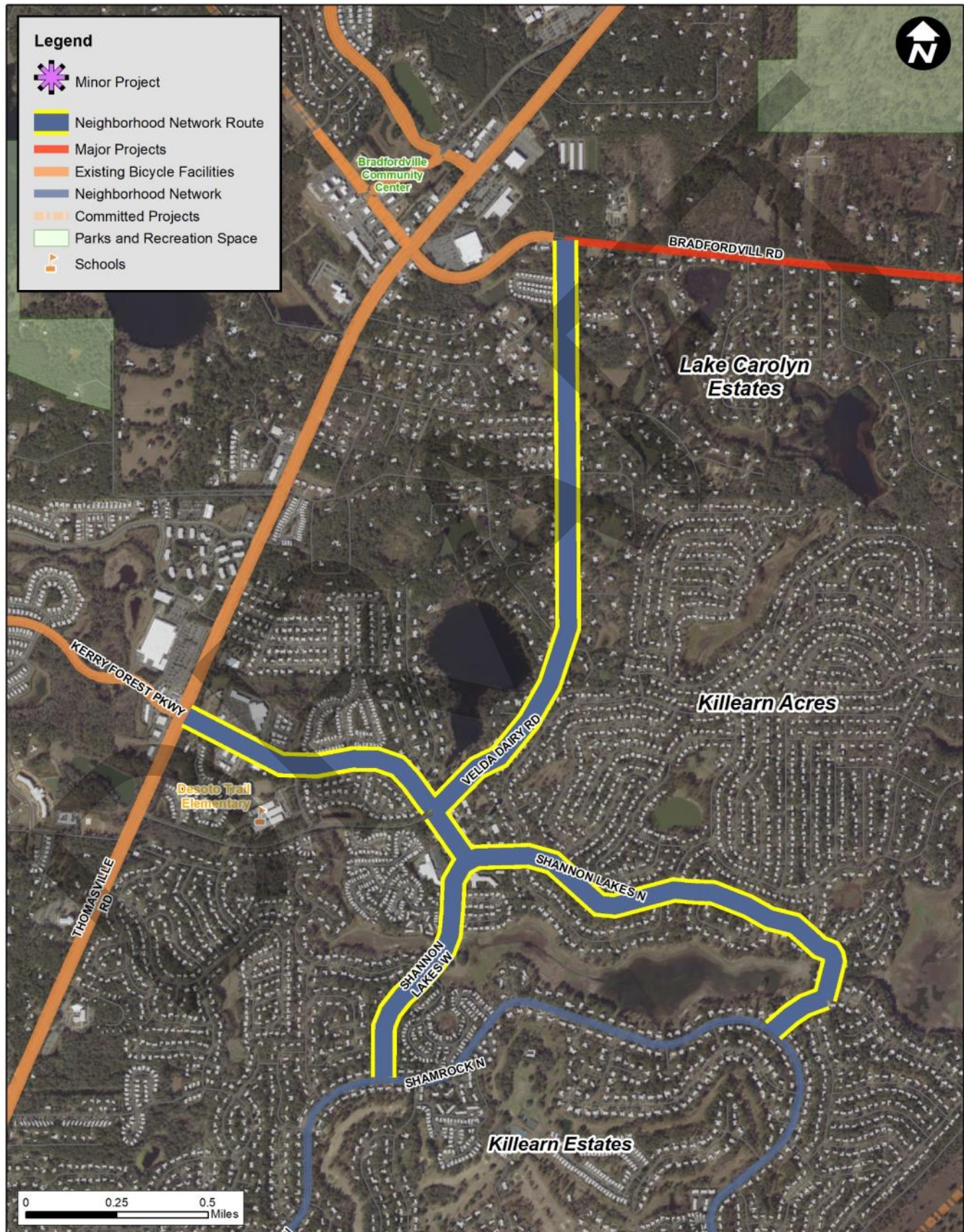
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Neighborhood Network Route: 4B



Tier I Neighborhood Network Route: 4B

Shannon Lakes, Velda Dairy Road, McLaughlin Drive Kerry Forest Parkway

Route Description

This neighborhood network route provides additional connectivity throughout the Killearn area. This route was selected due to an appropriate bicycle comfort level and to give less experienced cyclists a designated route with safe facilities and signage. This area is characterized by an age 65+ population ranging between 20% and 25% (ACS, 2019). This route provides connectivity to existing facilities on Kerry Forest Parkway west of Thomasville Road, and will connect to a committed project on Bannerman Road. It will also connect to the minor project proposed on Shamrock Street. According to comments received during the public outreach, people are interested connectivity related to alternative transportation from residential areas to commercial and in entertainment areas on Kerry Forest Parkway and Bannerman Road. While Thomasville Road has facilities, it is unreasonable to recommend non-confident bicyclists travel on a principal arterial road with high speeds and high volume. This route would also benefit from the addition of designated bicycle lanes like the minor projects associated with Shamrock Street.

Route Details

Project Length: 4.74 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$113,776 — \$170,664

Goal Satisfaction



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Neighborhood Network Route: 5B



Tier I Neighborhood Network Route: 5B

Betton Road, Trescott Drive, Hickory Avenue, Woodgate Way, Mitchell Avenue, Armistead Road

Route Description

This neighborhood network route is proposed to remain entirely on neighborhood streets and serve the neighborhoods of Betton Hills, Midtown, and Lafayette Park. It provides connectivity along neighborhood streets via a north-south connection to areas of activity on the north side of town. These roads are already being used by bicyclists and pedestrians to avoid using major corridors when traveling through this area and accessing destinations such as the Miracle Plaza or parks in the area. Trescott Drive currently has some traffic calming measures, such as speed bumps, and limited signage for bicyclists.

Existing bicycle and pedestrian facilities along this route include sidewalks along some of the corridors, including Mitchell Avenue and Betton Road. Mitchell Avenue recently had wide sidewalks constructed on one side of the road. Betton Road has sidewalks on both sides. Woodgate Way has sidewalks on one side, and Armistead has intermittent sidewalks. These existing sidewalks are significant because they can be used by less confident bicyclists if not comfortable sharing the road. This route also connects to the Goose Pond Trail, which connects to Hermitage Boulevard. Additionally, Centerville Road, a canopy road, has a wide sidewalk that was recently constructed, which can be used by bicyclists and pedestrians and would allow for extended connectivity in the area.

Route Details

Project Length: 4.47 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$107,225 — \$160,837

Goal Satisfaction





Neighborhood Network Route: 5C



Tier I Neighborhood Network Route: 5C

Beard Street, Cherry Street, Crestview Avenue

Route Description

Currently, this neighborhood network route is a highly used neighborhood street by residents, bicyclists, and pedestrians in the Lafayette Park neighborhood due to its slow speeds and neighborhood feel. It provides connectivity to businesses in the Midtown area off of Thomasville Road, as well as to Kate Sullivan Elementary School and Cobb Middle School on the eastern end of the route. It also connects to Lafayette Park and the Sue Herndon McCollum Community Center. Major Projects are proposed on both Miccosukee Road and Thomasville Road, which gives this route the opportunity to provide long-range connectivity to further destinations including Cascades Park, FAMU Way, the Tallahassee-St. Marks Historic Railroad State Trail, and Railroad Square.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFB at Beard Street and Thomasville Road. This crossing is also included as a recommendation in the Midtown Area Transportation Plan along with the redesign of the intersection.
- Short section of multi-use path or sidewalk on 6th Avenue to connect Crestview Avenue and Beard Street.

Route Details

Project Length: .93 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$40,404 — \$63,607

Goal Satisfaction



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Neighborhood Network Route: 5C



Tier I Neighborhood Network Route: 5C

Beard Street, Cherry Street, Crestview Avenue

Route Description

Currently, this neighborhood network route is used by residents, bicyclists, and pedestrians in the Lafayette Park neighborhood due to its slow speeds and neighborhood feel. It provides connectivity to businesses in the Midtown area off of Thomasville Road, as well as to Kate Sullivan Elementary School and Cobb Middle School on the eastern end of the route. It also connects to Lafayette Park and the Sue Herndon McCollum Community Center. Major projects are proposed on both Miccosukee Road and Thomasville Road, which provides users the opportunity to make longer trips to destinations including Cascades Park, FAMU Way, the Tallahassee-St. Marks Historic Railroad State Trail, and Railroad Square.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFB at Beard Street and Thomasville Road. This crossing is also included as a recommendation in the Midtown Area Transportation Plan along with the redesign of the intersection.
- Short section of multi-use path or sidewalk on 6th Avenue to connect Crestview Avenue and Beard Street.

Route Details

Project Length: .93 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$40,404 — \$63,607

Goal Satisfaction



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Neighborhood Network Route: 5E



Tier I Neighborhood Network Route: 5E

Meridian Street, Williams Street, Cherry Street, McDaniel Street

Route Description

This neighborhood network route provides north-south connectivity in the Midtown area, connecting Lafayette Park to major projects on Miccosukee Road and Thomasville Road. This route is similar to route 5C, but provides additional opportunities for the southern portion of this residential area as opposed to residents north of Lafayette Park. Like route 5C, this route provides opportunities for longer trips to further destinations. The minor project located at the terminus of this route on N. Meridian Street and Miccosukee Road is associated with route 2L. Through a connection with the major project on Miccosukee Road, this route provides additional safe connections for students attending any of the several schools located in the area to residential parts of the neighborhood. While this route is in an area that has a relatively low rate of individuals below the poverty level, households with no vehicle access, and age 65+ residents, it connects to block groups where individuals below poverty level is upwards of 25% and there are higher numbers of residents age 65+ (ACS, 2017).

Route Details

Project Length: .71 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$17,046 — \$25,570

Goal Satisfaction



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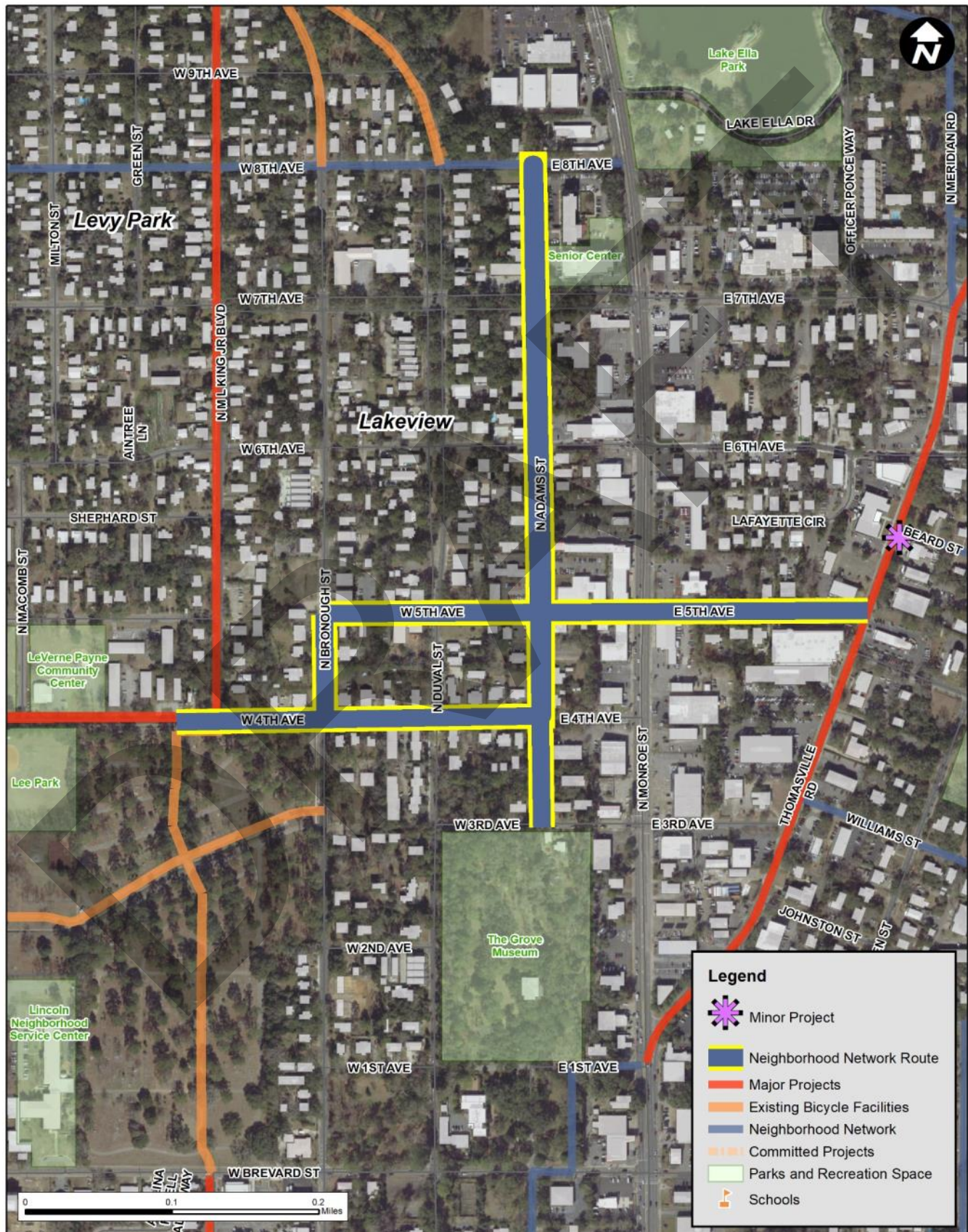
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Neighborhood Network Route: 5F



Tier I Neighborhood Network Route: 5F

5th Avenue, N. Adams Street, Bronough Street, W. 4th Avenue

Route Description

This neighborhood network route provides connectivity between Midtown, the Levy Park neighborhood, the Tallahassee Senior Center, and the Grove Museum. This area is characterized by about 25% of individuals below the poverty level, and about 17% of the population is age 65+ (ACS, 2017). Levy Park residents had expressed interest in safer facilities and connectivity for pedestrians during the public outreach process for this Plan. N. Adams Street and 5th Avenue provide options for this connectivity because they have adequate bicycle comfort levels and limited traffic. This route will connect to a major project proposed on 4th Avenue to connect to MLK Jr. Boulevard heading north or heading south through the Oakland Cemetery, which currently has a path that connects W. 4th Avenue to W. Brevard Street. This route also provides opportunities for accessing Downtown, FSU and the southside. It also connects to Lee Park and LaVerne Payne Community Center.

Route Details

Project Length: 1.54 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$36,883 — \$55,325

Goal Satisfaction



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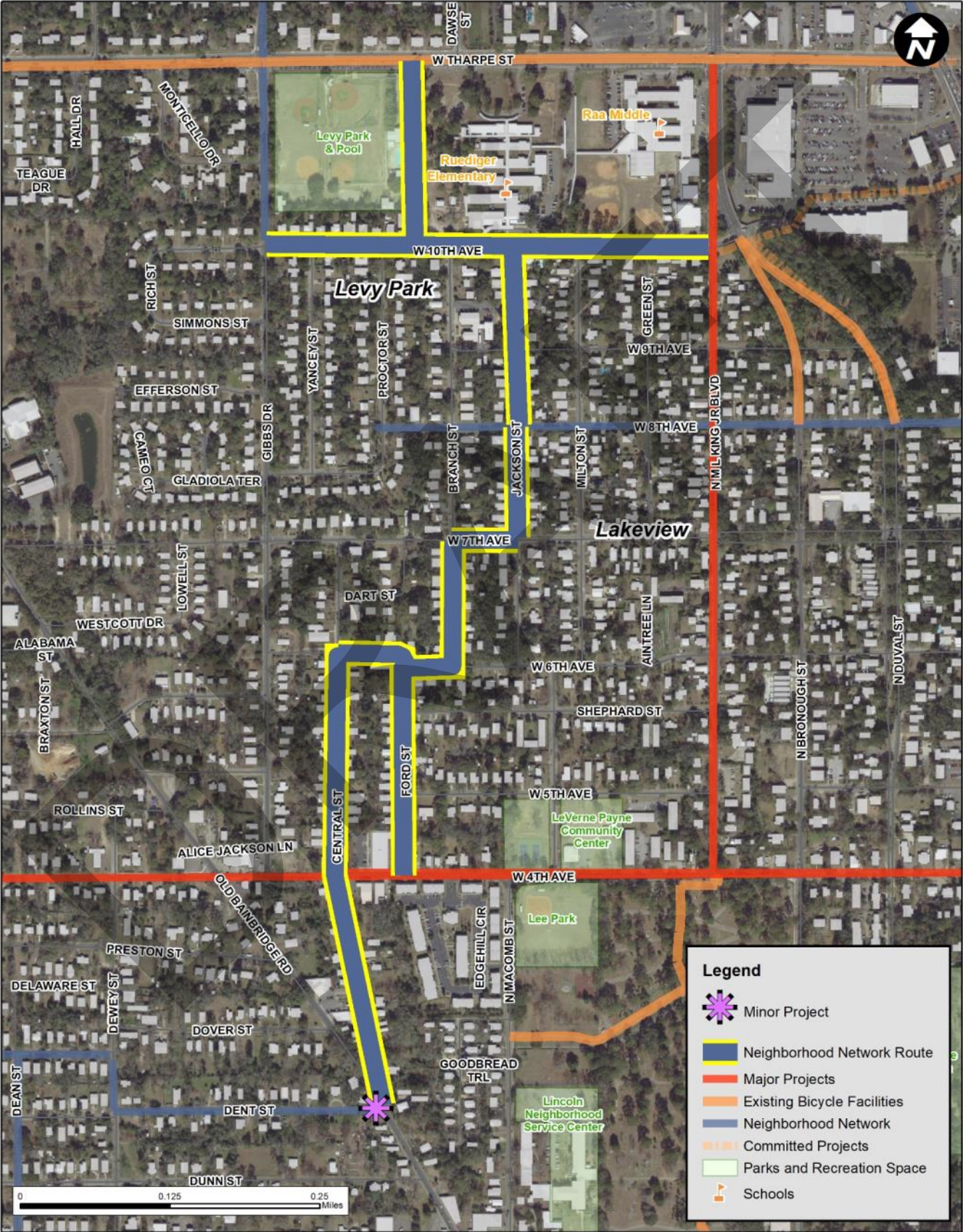
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Neighborhood Network Route: 5G



Tier I Neighborhood Network Route: 5G

Ford Street, Central Street, Jackson Street, W. 7th Avenue, W. 6th Street, W. 10th Street, Branch Street, Jackson Street

Route Description

This neighborhood network route provides a safe option via neighborhood streets to connect Tharpe Street and Brevard Street, which would otherwise be accessed by Monroe Street. It is located in an area characterized by individuals below the poverty rate that ranges from 34% of the population to as high as 77%, and where 17% to 28% of the households do not have access to a vehicle. This route provides additional connectivity within the Levy Park neighborhood. Using corridors with appropriate bicycle comfort levels to move north-south to avoid high speed, high volume roads was a major consideration in including this route. This route has the potential to connect to a Greenway Master Plan route proposed to run through the Lake Ella Publix parking lot. It also connects to the Levy Park and Pool area as well as RAA Middle School and Ruediger Elementary, providing students with safe bicycle routes within their neighborhoods. W. Tharpe Street, which connects to this route on the northern end of Branch Street, is being considered for major improvements for bicycle and pedestrian facilities, which would add significant opportunities for connectivity using this route.

Route Details

Project Length: 1.60 miles

Route Costs:

Planning Level Cost Estimate Range (including 20% contingency): \$38,148 — \$57,627

Goal Satisfaction



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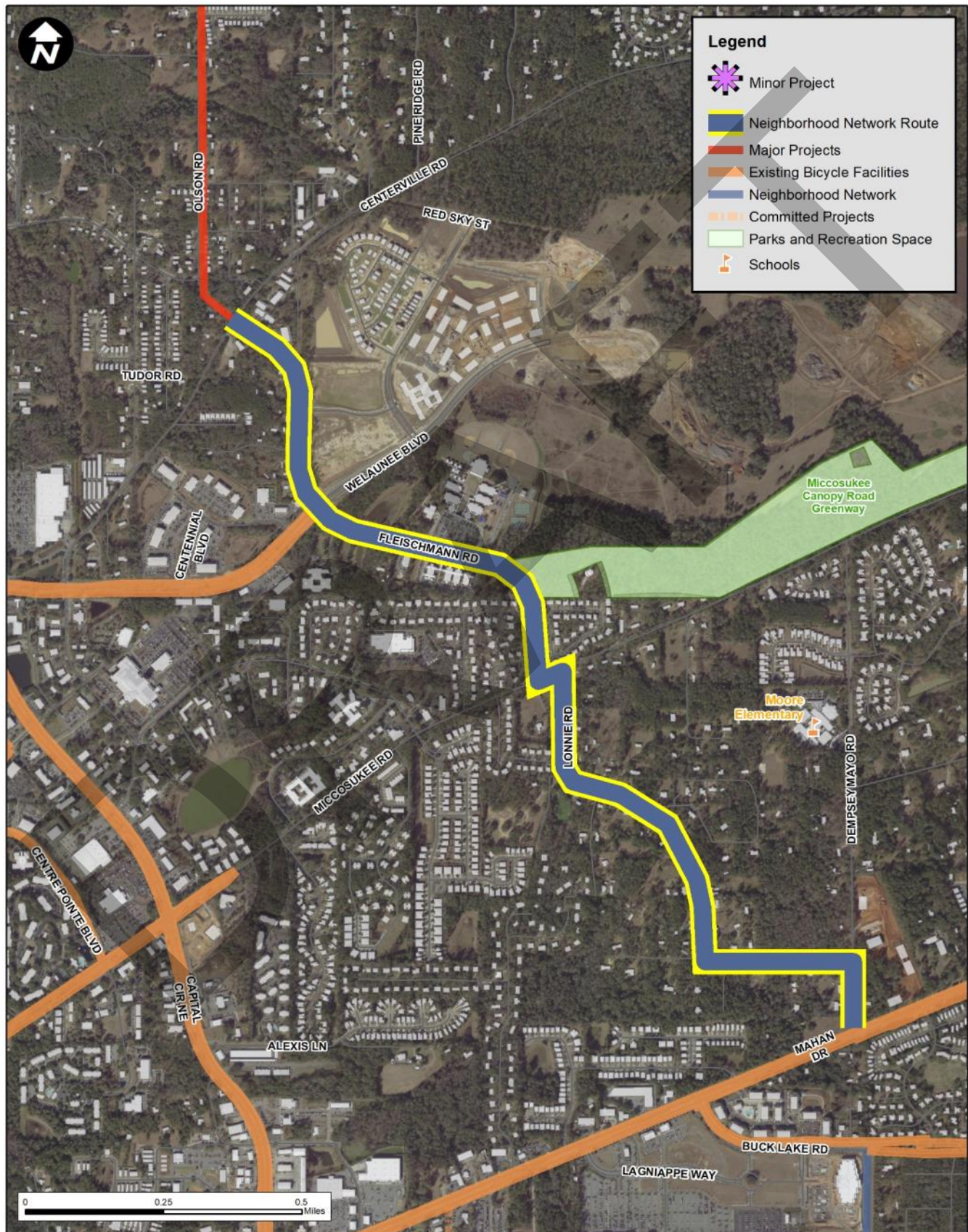
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Neighborhood Network Route: LC7



Tier I Neighborhood Network Route: LC7

Fleischman Road, Lonnie Road, Dempsey Mayo Road

Route Description

This route is recommended to provide bicycle and pedestrian connectivity in areas of Leon County that are outside of the five focus areas identified in this Plan. Though this route isn't within any of the identified focus areas, it serves a high number of residents and provides connections to the Miccosukee Greenway. This route runs through areas where the percentage of individuals below the poverty rate is as high as 30%, and nearly 50% of the population is age 65+, indicating the need for alternative transportation opportunities (ACS, 2017). This route provides connectivity to a major project on Olson Road and to a sidewalk and on-street bicycle lanes on Mahan Drive. This route also provides access to the Miccosukee Greenway, and provides a north-south connection between the Buck Lake area and neighborhoods north of I-10.

Route Details

Project Length: 1.60 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$63,125 — \$75,750

Goal Satisfaction



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