



Neighborhood Network Route: 1B



Tier II Neighborhood Network Route: 1B

S. Gadsden Street, Oakland Avenue E., Golf Terrace Drive

Route Description

This neighborhood network route is located in the Myers Park Neighborhood and provides access to Cascades Park and existing facilities on Magnolia Drive. This route connects directly to neighborhood network routes that continue east to Indianhead Lehigh and west to FAMU, the Capital Cascades Trail, and Railroad Square. It also provides connectivity to neighborhoods south of Magnolia Drive, providing safe neighborhood routes for making north-south connections in this area. Although this route runs through an area of low poverty and few households with lack of vehicle access, it provides connectivity between areas to the south and the west where poverty ranges between 47% and 65% and Cascades Park (ACS, 2017). Ideally, this route will connect to route 2F on S. Meridian Street and provide a better option for continuing on Meridian Street North to Cascades Park and other areas of activity. Minor project at Golf Terrace Drive and Myers Park Drive is associated with Route 1A.

The majority of the roads associated with this route, except for S. Gadsden Street, do not have sidewalks. Despite this, users feel comfortable using the road as is, but traffic calming, signage, and potentially the addition of a sidewalk may be beneficial in the future. This route is anticipated to serve a high number of users due to its location in a residential area and its ability to safely connect several neighborhoods to areas of activity.

Route Details

Project Length: 1.34 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$32,353 — \$48,380

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 1D



Tier II Neighborhood Network Route: 1D

E. Call Street, Oak Street, Hays Street, Magnolia Drive

Route Description

This neighborhood network route is an east-west alternative to Park Avenue and Apalachee Parkway. This area lacks bicycle and pedestrian facilities, and is a major gap in providing connectivity between destinations on Magnolia Drive, Apalachee Parkway, and the Midtown and Downtown areas. E. Call Street, Oak Street, and Hays Street have adequate bicycle comfort levels and provide a safe route that is removed from heavy or high speed traffic that occurs on Park Avenue. Park Avenue is a popular route for many bicyclists but the current conditions are not conducive for all user types. It connects these neighborhoods to the Barnette and Sally Allen Nature Preserve.

While this route is mostly limited to neighborhood routes, there is a small section where the use of the sidewalk on Magnolia Drive is recommended. Because no facilities exist on Magnolia Drive in this section and based on the users comfort level, use of the existing sidewalk to access crosswalks at Park Avenue and Magnolia Drive is recommended. From this location, bicycle lanes are present on Park Avenue.

Route Details

Project Length: .82 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$19,680 — \$29,521

Goal Satisfaction



SAFETY



MULTIMODAL



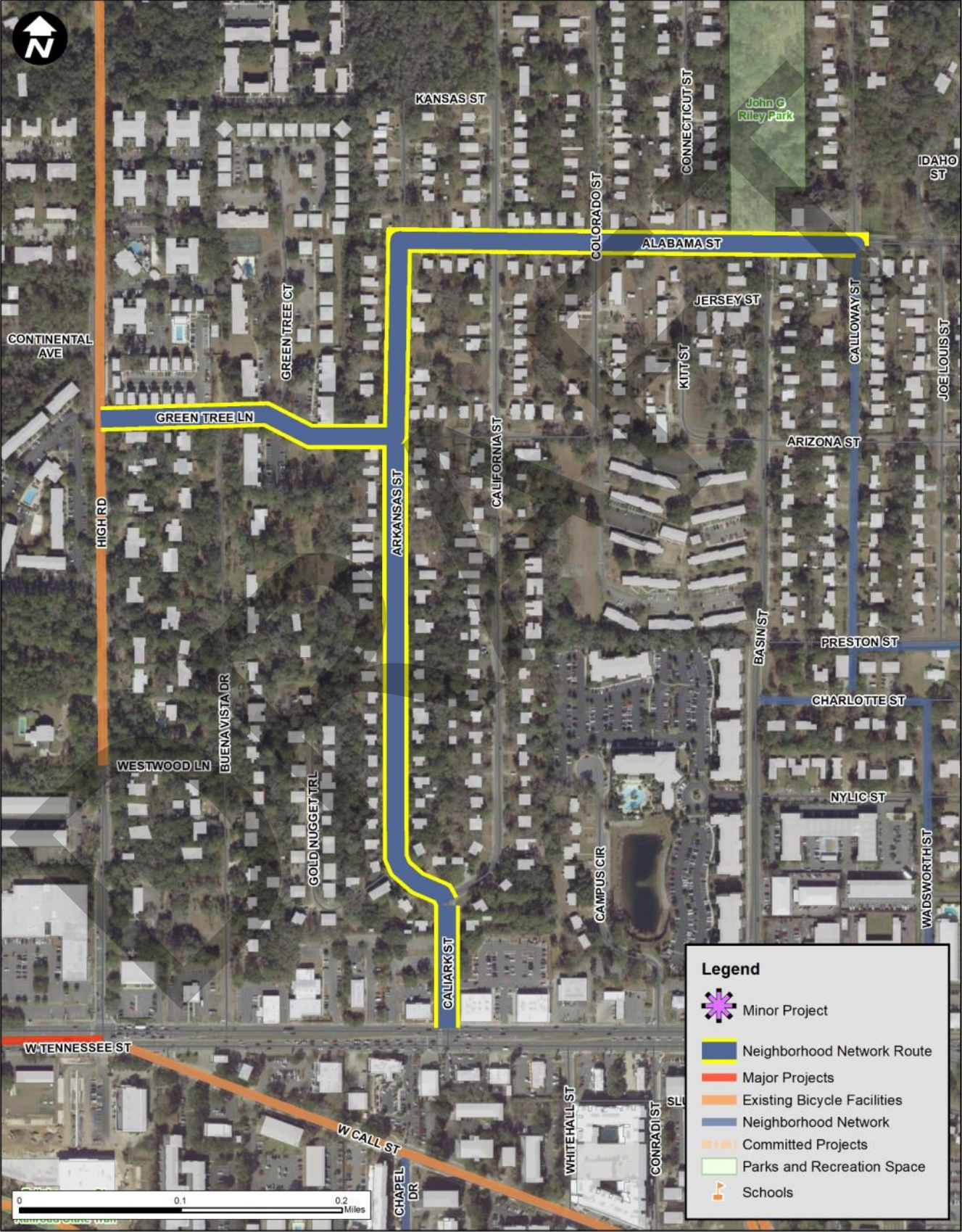
EQUITY



CONNECTIVITY



Neighborhood Network Route: 2C



Tier II Neighborhood Network Route: 2C

Greentree Lane, Arkansas Street, Alabama Street, Caliark Street

Route Description

This neighborhood network route was identified to provide a parallel route to High Road and W. Tennessee Street, two common routes used by students in this area. This area is characterized by high levels of individuals below the poverty rate, which can be as high as 70% along this route. This route also borders an area north of Alabama Street where about 31% of the population is age 65+ (ACS, 2017). These statistics indicate the need for alternative transportation opportunities. This route connects to existing facilities on High Road, and other neighborhood network routes, ensuring long-range connectivity and options for cyclists and pedestrians. While the route seemingly ends abruptly at the intersection of Arkansas Street and W. Tennessee Street, it is recommended that users access the signalized crosswalk and use any of the short access roads in between businesses on the south side of W. Tennessee Street to get to E. Call Street.

Route Details

Project Length: .98 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$23,436 — \$35,155

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 2G



Tier II Neighborhood Network Route: 2G

Lipona Road, Crabapple Drive, Continental Avenue

Route Description

This neighborhood network route includes roads that make connections to Ocala Road, a major north-south corridor. The area surrounding this route is characterized by high rates of individuals below the poverty rate ranging from 42% to as high as 72% (ACS, 2017). Continental Avenue provides a connection from existing facilities to Mission San Luis Park, which is a popular destination in the area. Lipona Road and Crabapple Drive provide opportunities for bicyclists to get to Pensacola Street and avoid the intersection at Pensacola Street and Ocala Road, which can become busy and dangerous depending on time of day. This route provides safe opportunities to make connections to the Tallahassee-St. Marks Historic Railroad State Trail, and provides safe bicycle facilities along Ocala Road, which is a high volume and high speed corridor.

Associated Minor Projects:

- Improved bicycle facilities, either a designated or buffered bicycle lane, are recommended on Ocala Road between Tharpe Street and Crabapple Drive.

Route Details

Project Length: .49 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency \$15,952 — \$23,928)

Goal Satisfaction



SAFETY



MULTIMODAL



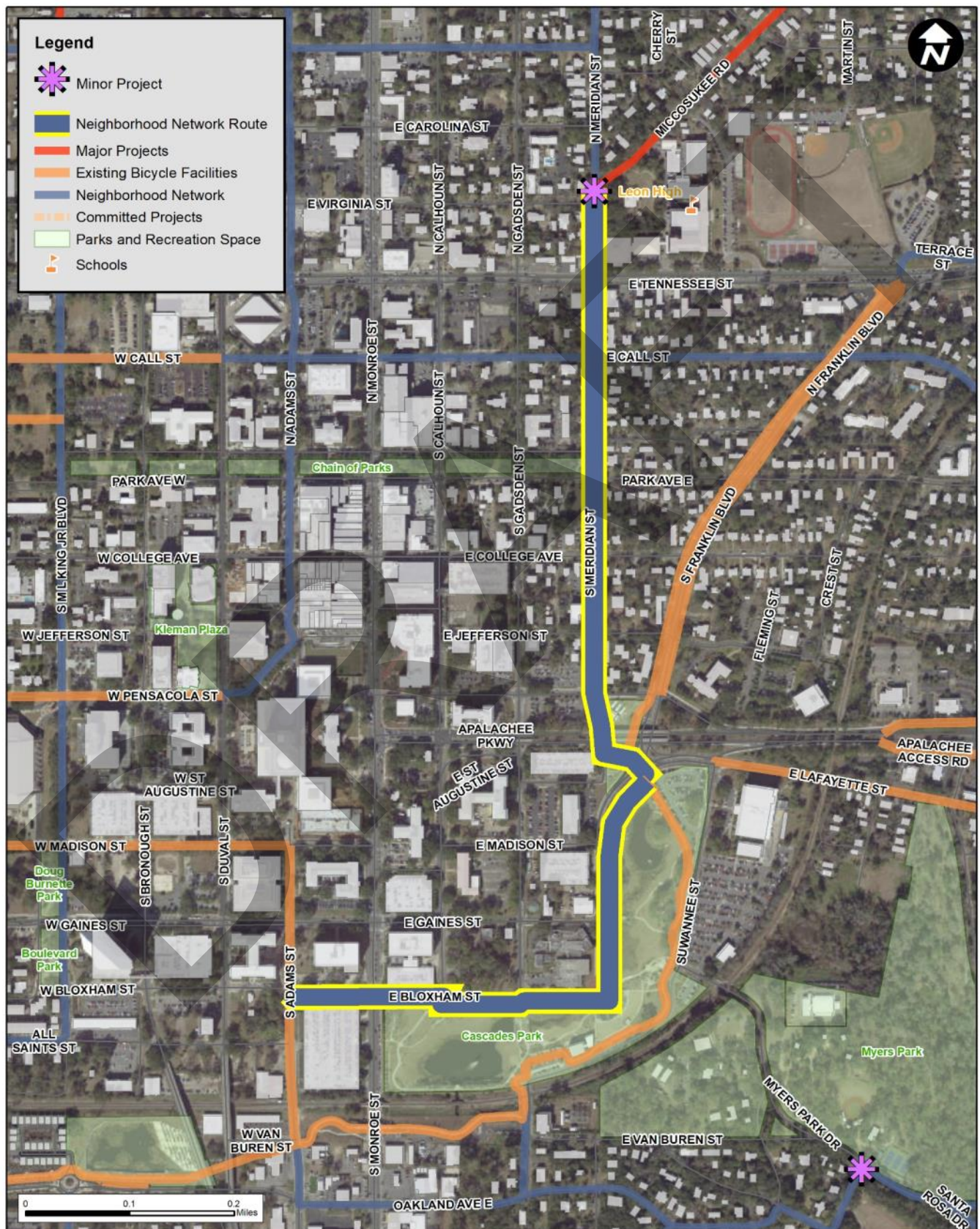
EQUITY



CONNECTIVITY



Neighborhood Network Route: 2L



Tier II Neighborhood Network Route: 2L

Meridian Street, E. Bloxham Street, Cascades Park Trail

Route Description

This neighborhood network route provides additional access to Cascades Park and the Downtown area via S. Meridian Street, and includes a significant portion of the Capital Cascades Trail that runs through Cascades Park. This route is located in an area where about 24% of households do not have access to a vehicle, and 26% of individuals are below the poverty line (ACS, 2017). This route provides north-south connectivity between Midtown, Downtown, and the South Monroe area. It connects to a major project on Miccosukee Road, as well a neighborhood network route that includes a portion of S. Meridian Street that runs through Lafayette Park and Midtown. A short section of this route also runs east-west along Bloxham Street, which has sharrows and is part of the existing Leon County Bicycle Network and connects to facilities on S. Adams Street. These facilities provide direct access back onto the Capital Cascades Trail and provide opportunities to connect to routes in Myers Park to the west, and those on FAMU's campus.

Associated Minor Projects:

- Pedestrian crossing with pavement markings, RRFBs, and signage at intersection of Miccosukee Road and S. Meridian Street.

Route Details

Project Length: 1.16 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$27,868 — \$41,802

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



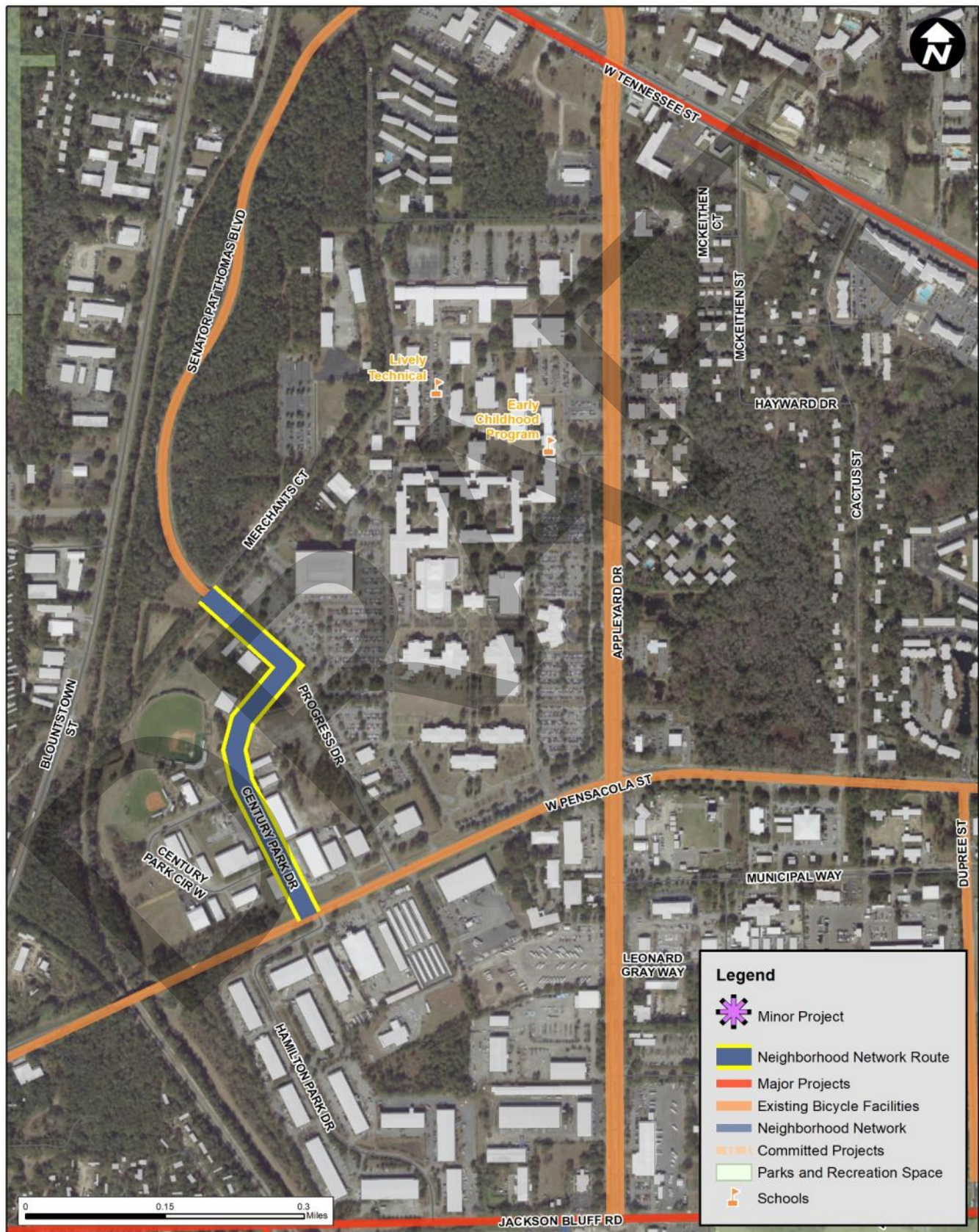
CONNECTIVITY



HEALTH



Neighborhood Network Route: 2M



Tier II Neighborhood Network Route: 2M

Century Park Drive

Route Description

This route provides additional access to Tallahassee Community College (TCC) campus from Pensacola Street. It provides connectivity between existing facilities to ensure that students as well as other users have the opportunity to make connections and access important locations on or near the TCC campus. With this link, users can access facilities that eventually connect to a major project proposed on W. Tennessee Street, and a major project proposed on Jackson Bluff Road.

Route Details

Project Length: .43 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$10,370 — \$15,555

Goal Satisfaction



SAFETY



MULTIMODAL



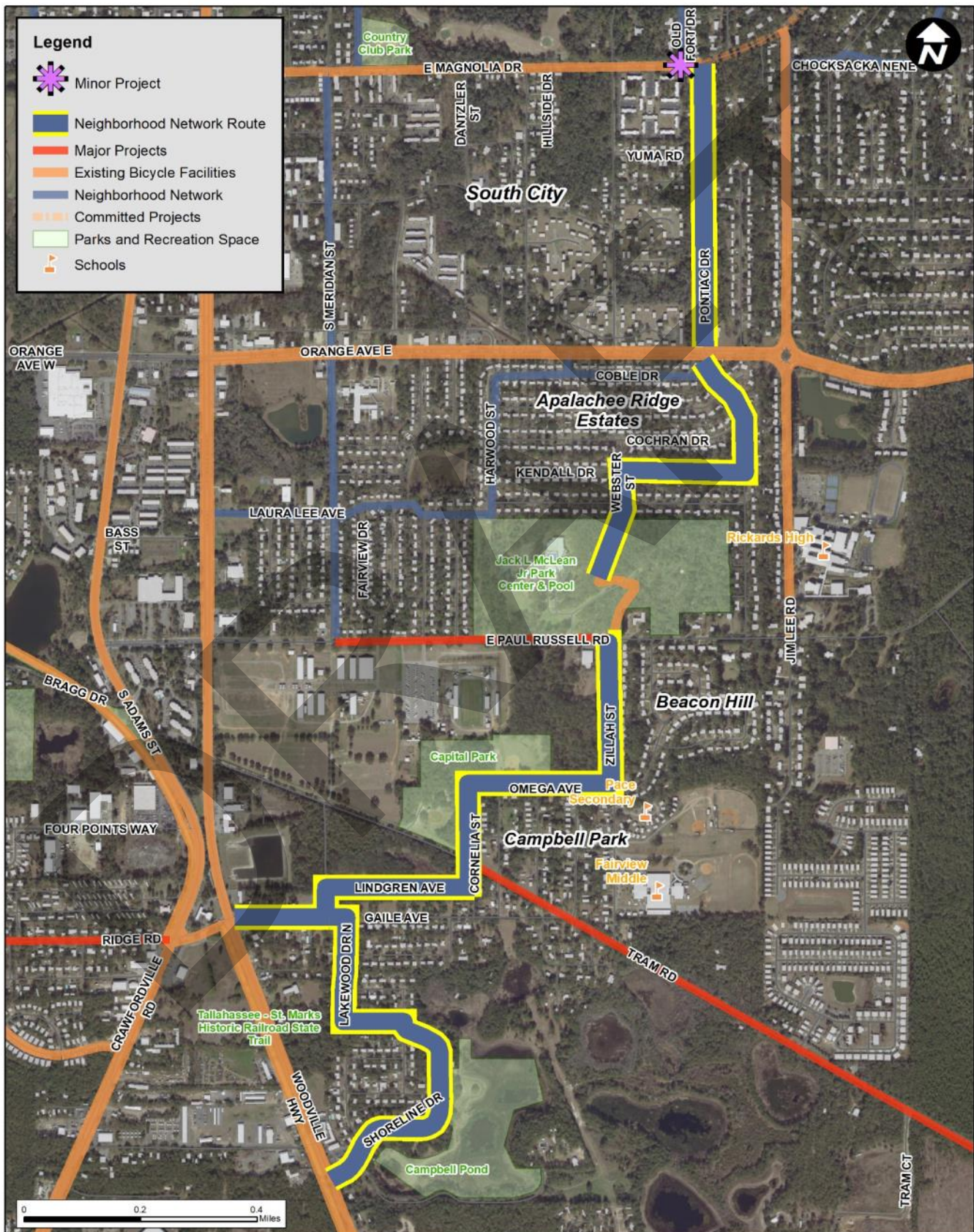
EQUITY



CONNECTIVITY



Neighborhood Network Route: 3A



Tier II Neighborhood Network Route: 3A

Zillah Street, Pontiac Drive, Gaile Avenue, S. Meridian Street, Lindgren Avenue, Cornelia Street, Omega Avenue E., Webster Drive, Kendall Drive, Shoreline Drive, Skylark Avenue, Lakewood

Route Description

This route is intended to provide north-south connections to a residential area in the southwest area of the City. This route runs through areas where individuals below the poverty level is as high as 50% of the population, and households without vehicles as high as 27% (ACS, 2017). This area has a multi-use path that is seldom used and lacks markings and signage along Zillah Street, Omega Avenue E., and Cornelia Street. The multi-use path is included in this route.

This route provides connectivity between several neighborhoods, parks, and schools. The Jack McClean Park, Community Center and Pool are accessible via this route from both the north and the south. There are also several schools in the area, including Pace Secondary, Fairview Middle School and Rickards High School, which will benefit from this route by providing safer connections to and from school for students living in this area. This route also offers two connections to Woodville Highway and the Tallahassee-St. Marks Historic Railroad State Trail via safe neighborhood roads, which offers opportunities for extended trips around the City and County.

Route Details

Project Length: 3.03 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$261,214 — \$499,222

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



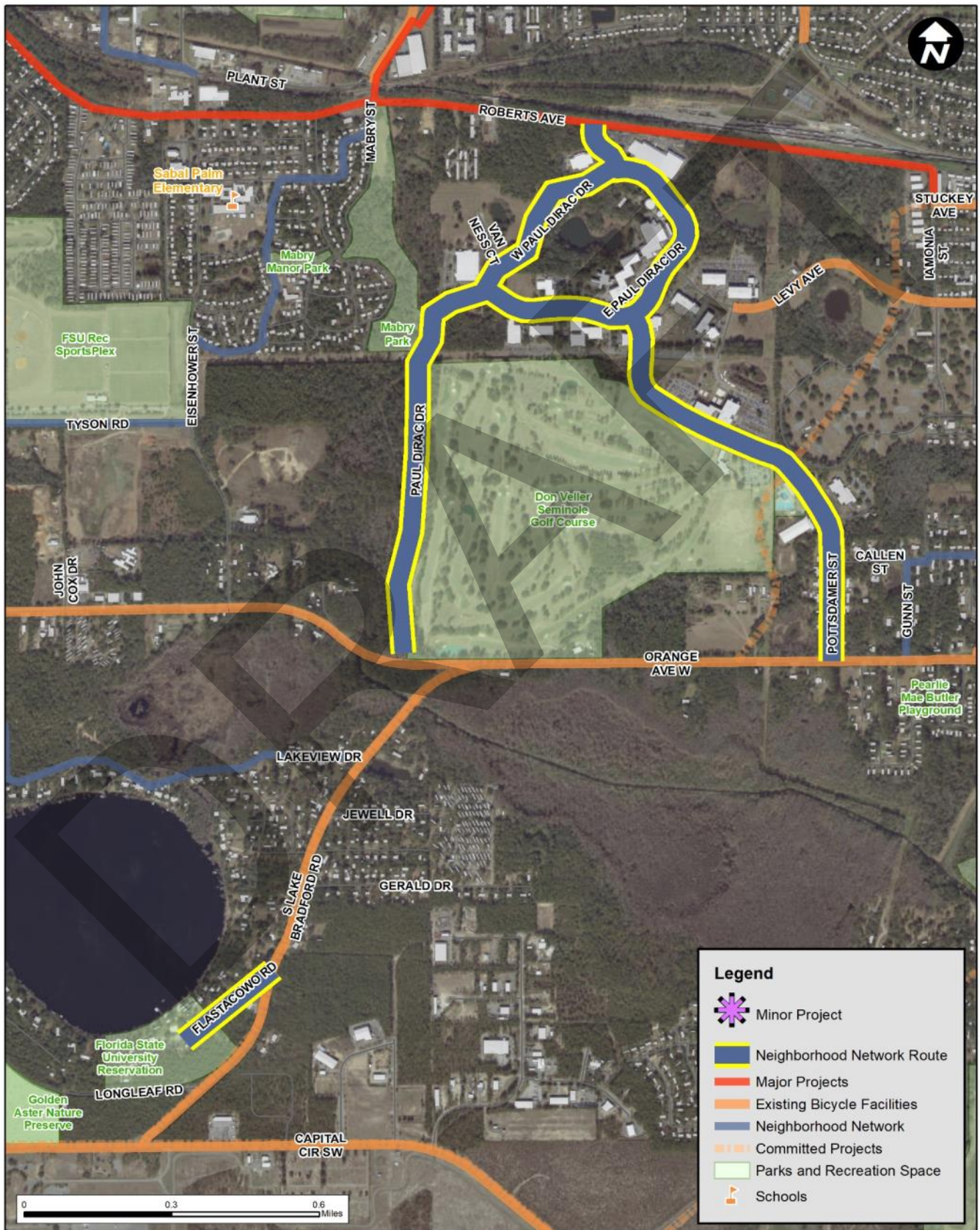
CONNECTIVITY



HEALTH



Neighborhood Network Route: 3B



Tier II Neighborhood Network Route: 3B

Paul Dirac Drive, Flastacowo Road

Route Description

This neighborhood network route provides bicycle and pedestrian connectivity to the entire loop surrounding the FSU-FAMU engineering campus, Morcom Aquatics Center, the Don Veller Seminole Golf Course, the National MagLab, and other businesses inside Innovation Park. This area and especially the MagLab attract visitors from all over the world, making connectivity in and to this area highly desired. Currently, these destinations can be difficult for students, visitors, and residents of the community to reach if they lack access to a vehicle. The addition of adequate bicycle and pedestrian facilities will provide opportunities for alternative access, as well as serve surrounding areas where 44% of households do not have access to a vehicle and the number of individuals below the poverty rate ranges from 31% to 45% (ACS, 2017).

Through the Airport Gateway Project, multimodal facilities are anticipated to be provided on S. Lake Bradford Road as well as at the intersection at Orange Avenue and Paul Dirac Drive, which will enhance connections to Flastacowo Road as well as other areas. This route also provides connectivity between Roberts Avenue and Orange Avenue, both of which are anticipated to have multimodal facilities constructed along them in future years.

Route Details

Project Length: 3.24 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$77,733 — \$116,599

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 3G



Tier II Neighborhood Network Route: 3G

Tanner Drive, Bragg Drive, Notre Dame Street, Creek Road, Wheatley Road, Glynwood Drive, Lennox Drive, Woodland Street, Sunnyside Drive, Springsax Road

Route Description

This route provides an option for pedestrians and bicyclists through the Tuskegee neighborhood and those surrounding Springsax Park. The Jake Gaither Community Center, Golf Course, Springsax Park, and Lake Henrietta Park are located within this area. This area is characterized by a high percentage of individuals below the poverty level, ranging from 27% to as high as 48% (ACS, 2017). This route includes roads with adequate bicycle comfort level, and avoids travel on roads with high speeds and/or high traffic volumes, such as Springsax Road and Pasco Street. Some parts of this route occur on these roads due to the lack of parallel facilities that are safer. For non-confident users, it is encouraged that the sidewalk be used in these areas of the route. This area is residential, and is anticipated to serve a high number of users. For this reason, an additional segment of the route is located on Woodland Street and Sunnyside Drive with and was included to give access to neighborhoods south of Ridge Road. The major project recommended on Ridge Road will serve as a connector for this route and will facilitate extended trips.

Route Details

Project Length: 2.10 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$50,400 — \$75,600

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 3H



Tier II Neighborhood Network Route: 3H

Callen Street, Gunn Street, Walcott Street

Route Description

This route provides connectivity to both Orange Avenue and N. Lake Bradford Road while avoiding main corridors that have high traffic volumes that are easily congested during peak hours. It is located in and connects areas that have a high percentage of individuals below the poverty level, ranging from 35-61% of the population. This area is also characterized by neighborhoods where nearly 44% of the households do not have access to a vehicle (ACS, 2017). This route provides a direct connection on neighborhood streets to Pineview Elementary School. Additionally, this route provides an alternative opportunity for students or residents interested in accessing the FSU Reservation or destinations on Paul Dirac Drive via N. Lake Bradford Road and Orange Avenue. This route can be accessed from N. Lake Bradford Road at Callen Street and reaches Orange Avenue on Gunn Street. This route is a temporary improvement for bicyclists and pedestrians accessing this area, but improvements that may be associated with the Airport Gateway project on Orange Avenue, Springhill Road, and N. Lake Bradford Road are anticipated.

Route Details

Project Length: 1.01 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$24,279—\$36,418

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH