



Neighborhood Network Route: 4D



Tier II Neighborhood Network Route: 4D

Vassar Road, Whitney Drive E., Delaney Drive, Limerick Drive

Route Description

This route is made up of two separate sections; Delaney Drive and Limerick Drive, and Vassar Road and Whitney Drive E. These two sections provide connections within residential areas to major projects on Killarney Way and Raymond Diehl Road. Through these small routes, additional connections to Shamrock Street and Olson Road can be made. The corridors associated with this route give residents the opportunity to access the network and continue to destinations on Thomasville Road or within the Killearn neighborhood, such as A.J. Henry Park.

Limerick Drive currently has speed bumps, and would only require additional signage and sharrows. Delaney Drive has an inadequate bicycle comfort level for providing comfort for varying use groups, but has a sidewalk on one side of the corridor which can be used by less confident bicyclists who do not feel comfortable sharing the road. Both Vassar Road and Whitney Drive E. do not have multimodal facilities since they are low-volume neighborhood streets. Both of these routes border areas of that have a high population of individuals age 65 or older (24%), and a moderate percentage of individuals below the poverty level (18%) (ACS, 2017).

Route Details

Project Length: 1.18 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$28,323 — \$42,485

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 4E



Tier II Neighborhood Network Route: 4E

Piedmont Drive, Market Street, Fontaine Drive, Martin Hurst Road, Lonnbladh Road, Live Oak Plantation Road

Route Description

This route is recommended to promote connections within the Market Square area and create connectivity between neighborhoods south of I-10. It is located in an area where about 27% of the population is age 65+ (ACS, 2017). This route is made up of three segments; Live Oak Plantation Road, Lonnbladh Road, and Market Square. These routes are connected via major projects on Timberlane Road, Timberlane School Road, Thomasville Road, and Metropolitan Boulevard. These segments complete connections between residential areas, office buildings, Market Square, and give users access to any of these destinations depending on their needs or interests. With regards to Market Square, because of an upcoming committed project by Blueprint that includes the addition of bicycle and pedestrian facilities within this area, only two roads that have limited facilities have been identified for this neighborhood network route to include additional signage, sharrows, and markings. The Market Square redevelopment project is expansive and includes a movie theater, shops, restaurants, a hotel, and office space, and this area is expected to become an area of entertainment in the coming years.

Route Details

Project Length: 2.77 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$67,865—\$101,797

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



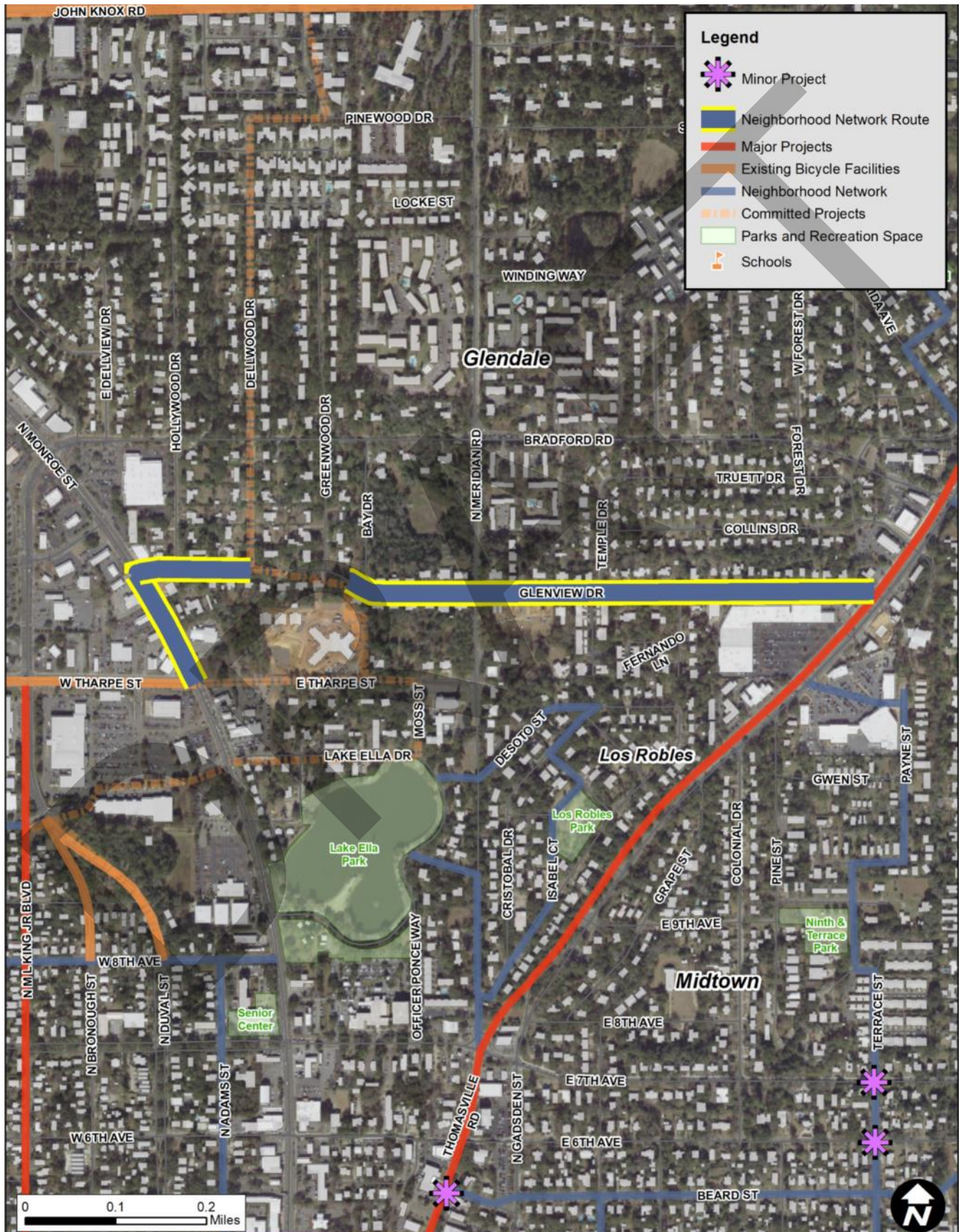
CONNECTIVITY



HEALTH



Neighborhood Network Route: 5A



Tier II Neighborhood Network Route: 5A

Glenview Drive, N. Monroe Street

Route Description

This neighborhood network route provides east-west connectivity between Monroe Street and Thomasville Road. This route will also connect the future Lake Jackson Greenway project undertaken by Blueprint that will extend from Lake Jackson south to Lake Ella in Midtown. Glenview Drive is currently used by bicyclists, but lacks bicycle facilities and signage. Wide sidewalks were recently constructed along this road, which provide facilities that can be used by less confident cyclists. There are shops, restaurants and community assets such as the Young Actors Theatre located on the eastern end of Glenview Drive that would be accessible via this sidewalk and additional bicycle facilities. This route provides the opportunity to connect to W. Tharpe Street, as well as neighborhood network routes in Midtown and Levy Park. For the short distance on Monroe Street, it is recommended that users access the sidewalk to avoid heavy and potentially dangerous traffic in this area.

Route Details

Project Length: 1.43 miles

Route Costs

Planning Level Cost Estimate Range (include 20% contingency): \$34,288—\$51,431

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



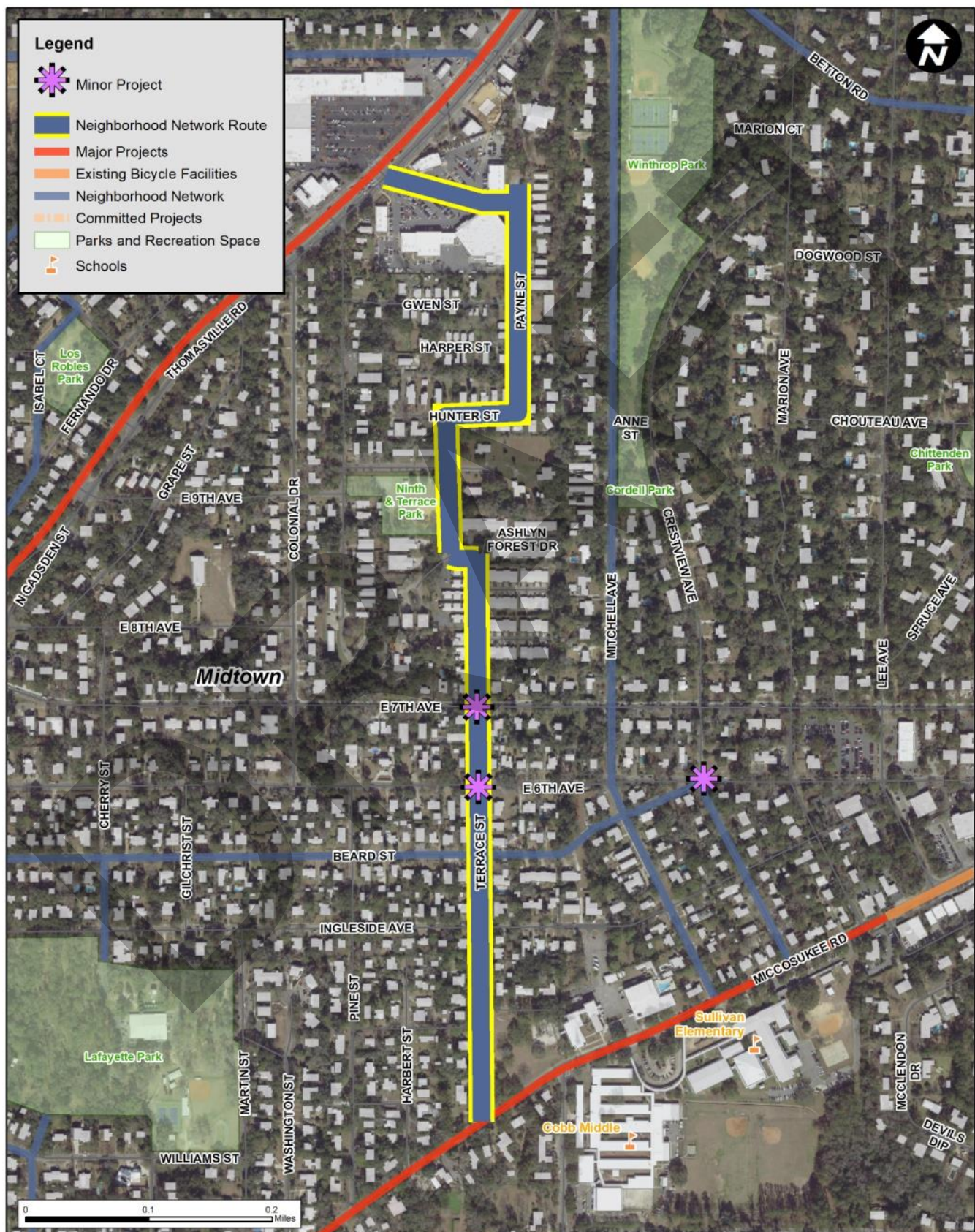
CONNECTIVITY



HEALTH



Neighborhood Network Route: 5D



Tier II Neighborhood Network Route: 5D

Terrace Street, Payne Street, Hunter Street, Terrace Hollow Court, Whole Foods Parking Lot

Route Description

This route provides connectivity through the Midtown and Lafayette neighborhoods, and provides access to major projects on Miccosukee Road and Thomasville Road. It connects to several parks, schools and businesses located on Thomasville Road. Connectivity to the Miracle Plaza, where Whole Foods is located, is a major component to the route, and provides multimodal access. This route also provides direct access to Cobb Middle School and Kate Sullivan Elementary School for students in the Midtown neighborhood. Public comment received regarding 6th and 7th Avenue indicate that high speeds and high volumes along these corridors make this area unsafe, so two minor projects related to RRFBs or signalized crossings are recommended. This route also connects to other neighborhood network routes in the area from Tiers I and II, and provides opportunities for longer trips to Downtown, Cascades Park, and destinations beyond.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFBs at intersection of Terrace Street and 6th Avenue
- Pedestrian crossing with pavement markings and RRFBs at intersection of Terrace Street and 7th Avenue

Route Description

Project Length: .97 miles

Route Costs

Planning Level Cost Estimate Range (with 20% contingency): \$59,232—\$94,848

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Tier II Neighborhood Network Route: 5H

8th Avenue

Route Description

This neighborhood network route will connect the Levy Park neighborhood and the Tallahassee Senior Center to Midtown and Lake Ella. This route is connected to existing facilities, proposed and committed projects, as well as routes in Tiers I, II and II that would provide north-south and east-west connections for users to access destinations to the east in Midtown or south in Downtown and beyond. The N. MLK Jr. Boulevard (North) major project intersects with this route, which will dedicate separated facilities to bicyclists and pedestrians to encourage safe travel along this road.

This route intersects an area where about 18% of households do not have access to a vehicle, and poverty among individuals ranges from 27% to 34%, indicating a need for alternative transportation opportunities (ACS, 2017). This is primarily residential area, with schools and parks located within it. For access to Lake Ella, less confident bicyclists should use the sidewalk along N. Monroe Street to access the signalized crosswalk in front of the park.

Route Details

Project Length: 1.05 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$25,222—\$37,834

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 51



Tier II Neighborhood Network Route: 5I

Talaflo Street, Terrace Street, E. Brevard Street, E. Tennessee Street

Route Description

This neighborhood network route provides an alternative route for accessing Franklin Boulevard and Cascades Park from neighborhoods in the Midtown area. This project will connect a major project on Miccosukee Road to the wide sidewalks and bicycle lanes found on Franklin Boulevard, which then connects to Cascades Park and the Capital Cascades Trail. This route gives users the opportunity to avoid high-volume roads, specifically W. Tennessee Street, to access popular destinations in Downtown and the growing Cascades area. It is also an asset for an area that is highly residential and has 3 schools (Leon High School, Cobb Middle School, Kate Sullivan Elementary) within 1 mile of the route. According to ACS 2017, this area is characterized by 20% of individuals living below the poverty line.

Associated Minor Projects:

- Improvement of the pedestrian crossing with additional signage and RRFBs at intersection of Tennessee Street and Franklin Boulevard as indicated by public comment to improve existing signalized crosswalk.

Route Details

Project Length: .54 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$30,896—\$49,344

Goal Satisfaction



SAFETY



MULTIMODAL



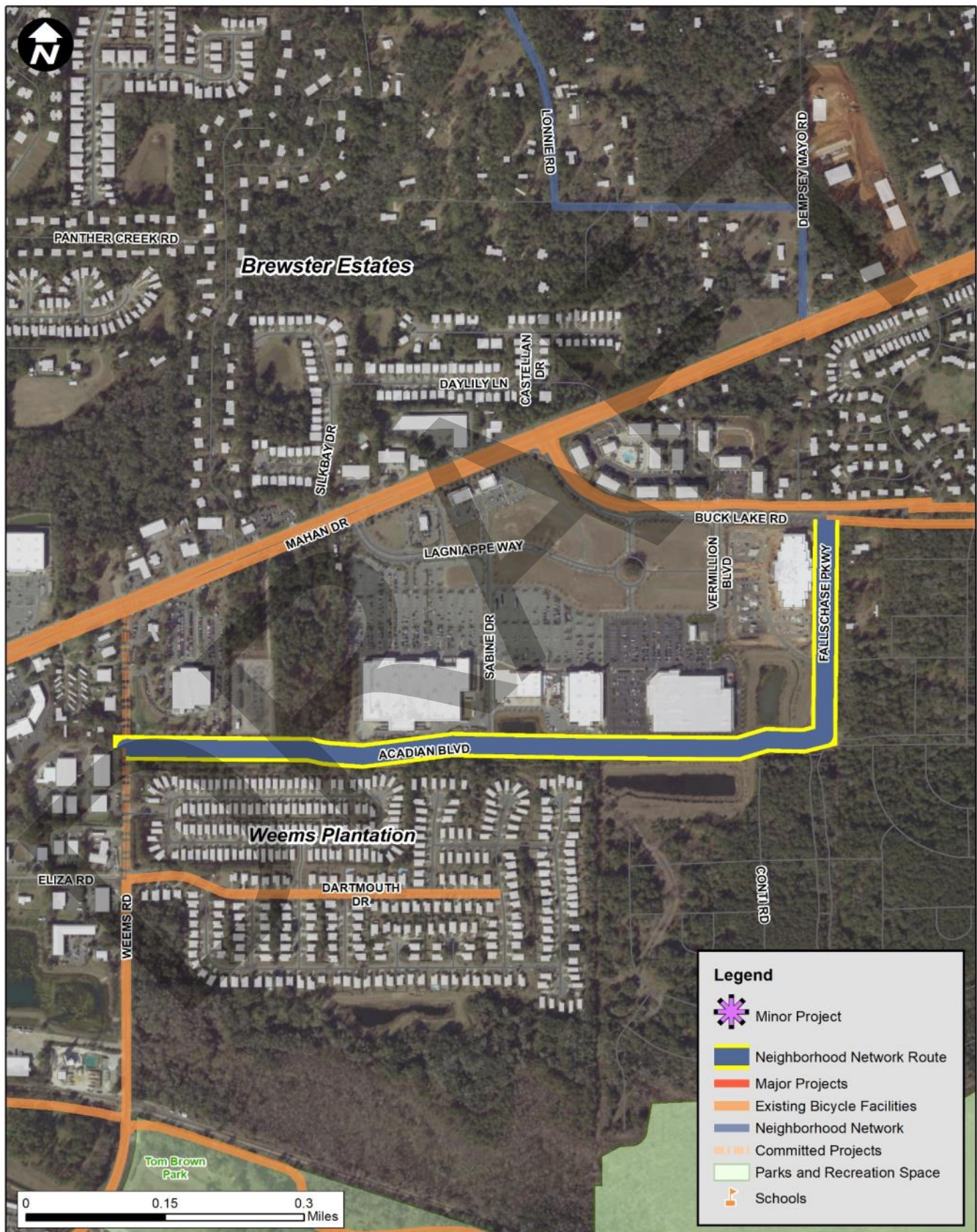
EQUITY



CONNECTIVITY



Neighborhood Network Route: LC1



Tier II Neighborhood Network Route: LC1

Acadian Boulevard, Fallschase Parkway

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. Acadian Boulevard has a high bicycle comfort level, making it an excellent option for avoiding heavy traffic on Mahan Drive to the north. This route will connect to a committed project on Weems Road, as well as existing bicycle facilities and sidewalks on Buck Lake Road, extending the network and providing access to other locations for the residential areas located just south of Acadian Boulevard. It provides alternative transportation options for accessing businesses, including the movie theater, located north of Acadian Boulevard for those residential areas surrounding the route. Additionally, further development and apartment complexes are being built along this route, and they will benefit from this route as it provides the opportunity to make safe connections between the Buck Lake communities and Tom Brown Park which can be accessed via Weems Road.

Route Details

Project Length: 1.00 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$23,949—\$35,924

Goal Satisfaction



SAFETY



MULTIMODAL



CONNECTIVITY



HEALTH



Neighborhood Network Route: LC2



Tier II Neighborhood Network Route: LC2

Skyland Drive, Botany Drive

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. This route is located in a residential area located near FSU and TCC campuses, Godby High School, and Mission San Luis Park. It provides opportunities for quick and easy connections to existing facilities on W. Tharpe Street, Hartsfield Road, and the minor project recommended for Ocala Road. From there, users can make connections to access areas as far as Apalachee Parkway or the Southside if following the neighborhood network.

Skyland Drive has a varying bicycle comfort level because of elevation changes when heading south, but has speedbumps and a sidewalk that can accommodate less comfortable cyclists and pedestrians. Skyland Drive does not connect to Hartsfield Road, but a short pedestrian path is provided to make the connection, indicating current pedestrian and bicycle use. Botany Drive, by contrast, connects the route directly to Ocala Road and has a high bicycle comfort level.

Route Details

Project Length: .92 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$22,018—\$33,027

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



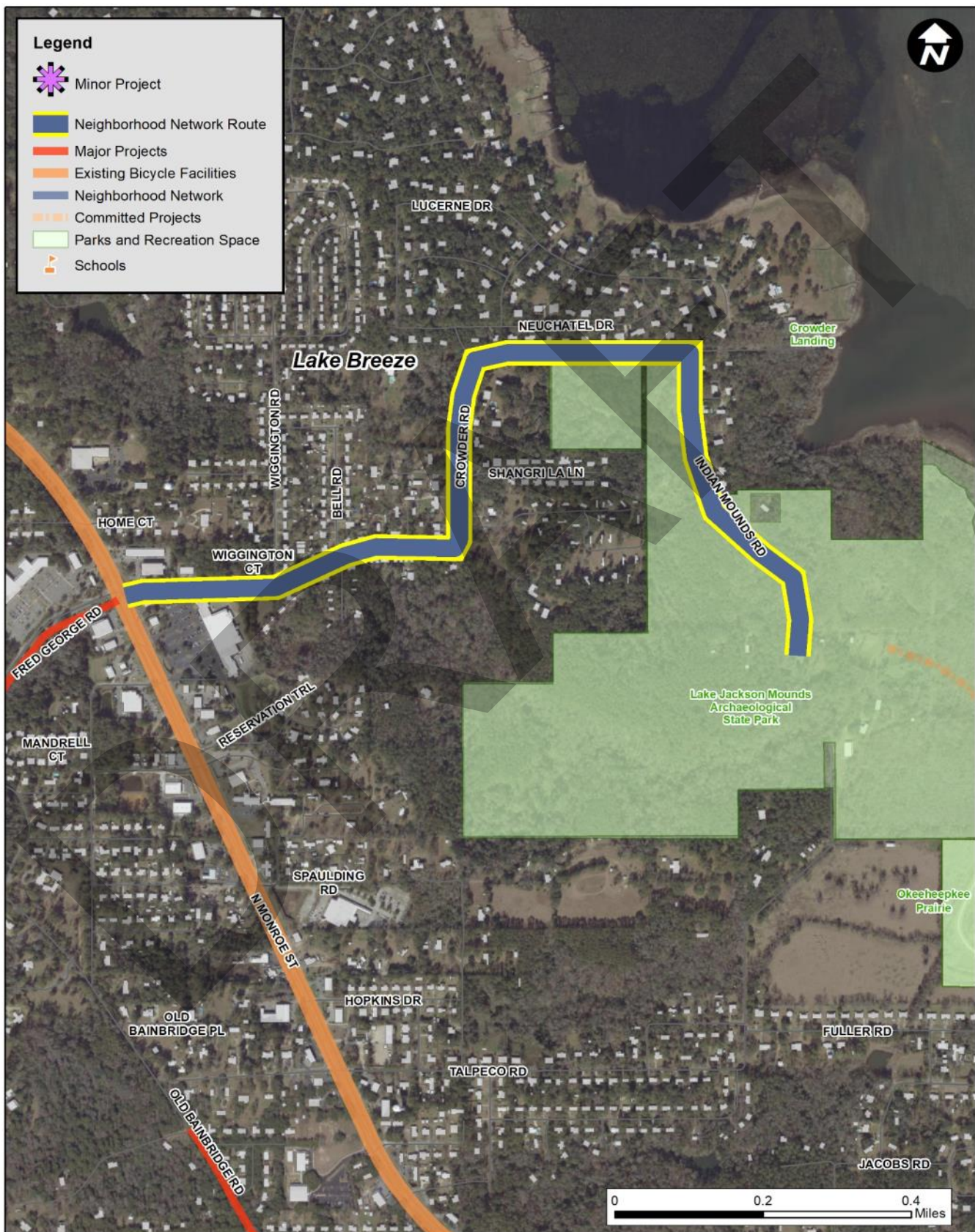
CONNECTIVITY



HEALTH



Neighborhood Network Route: LC4



Tier II Neighborhood Network Route: LC4

Crowder Road, Indian Mound 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. It begins on Crowder Road to Indian Mound Road, and ends at Lake Jackson Mounds Archaeological State Park. This route connects to a major project on Fred George Road, and provides alternative transportation access to the State Park. This access will connect to the Lake Jackson Greenway, which is a committed project that will be undertaken by Blueprint. This will provide opportunities for long trips from the Lake Jackson area directly to Lake Ella in Midtown. From there, users could continue on the network to other destinations.

Although Crowder Road has an inadequate bicycle comfort level due to fluctuations in elevation, sharrows, signage, and traffic calming measures such as speed bumps are recommended over a multi-use path because of the residential nature of the road. Indian Mound Road has a great bicycle comfort level, indicating the need for only sharrows and signage.

Route Details

Project Length: 1.49 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$35,700—\$53,550

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: LC5



Tier II Neighborhood Network Route: LC5

Gibbs Drive, Boone Boulevard, Allen 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. This route provides connectivity between routes in Levy Park, Midtown, and neighborhoods north of W. Tharpe Street and south of Monroe Street. Some of these roads were included in the Leon County Bike Network, and provide a safer alternative for bicycle and pedestrian travel on W. Tharpe Street and N. Monroe Street, which are high-volume arterials. This area is residential and would benefit from a route that gives access to other neighborhoods, parks, schools, and businesses.

While this entire route has an inadequate bicycle comfort level due to high traffic volume, sharrows, signage and traffic calming measures such as speed bumps are recommended over a multi-use path because of the residential nature of the roads. These roads are typically used as a cut-through to access either N. Monroe Street or W. Tharpe Street, and traffic calming measures may make this less desirable for drivers looking for a shortcut. The entire route has a sidewalk that would benefit less confident cyclists and pedestrians.

Route Details

Project Length: .96 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$23,038—\$34,557

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH