



# 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



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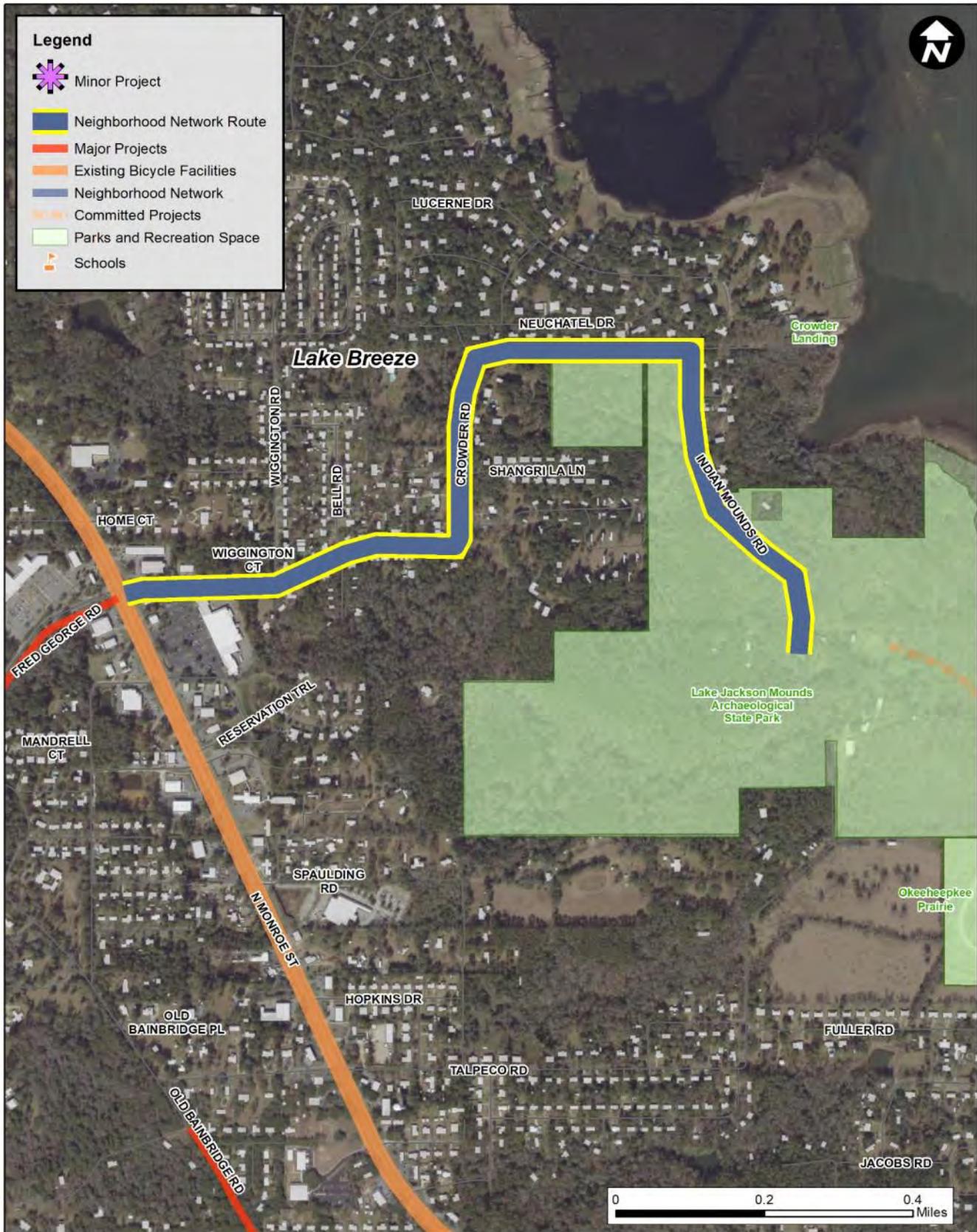
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# Neighborhood Network Route: LC4



## 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



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# 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



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# Neighborhood Network Route: 2K



## Tier III Neighborhood Network Route: 2K

Griffin Street, Brewer Street, Preston Court

### **Route Description**

This neighborhood network route is recommended to provide connectivity along neighborhood streets between major projects on N. Woodward Avenue and W. 4th Avenue. It provides a connection to the Lawrence-Gregory Community Center. According to ACS 2015, this area is characterized by nearly 47% of the individuals below the poverty level and borders an area where 28% of households do not have access to a vehicle, indicating a need for alternative transportation opportunities. It is likely that children will be using these routes to access the amenities at the community center, so providing a well-marked route and signage is important.

### **Route Details**

Project Length: .21 miles

### **Route Costs**

Planning Level Cost Estimate Range (including 20% contingency): \$5,127—\$7,690

Goal Satisfaction



SAFETY



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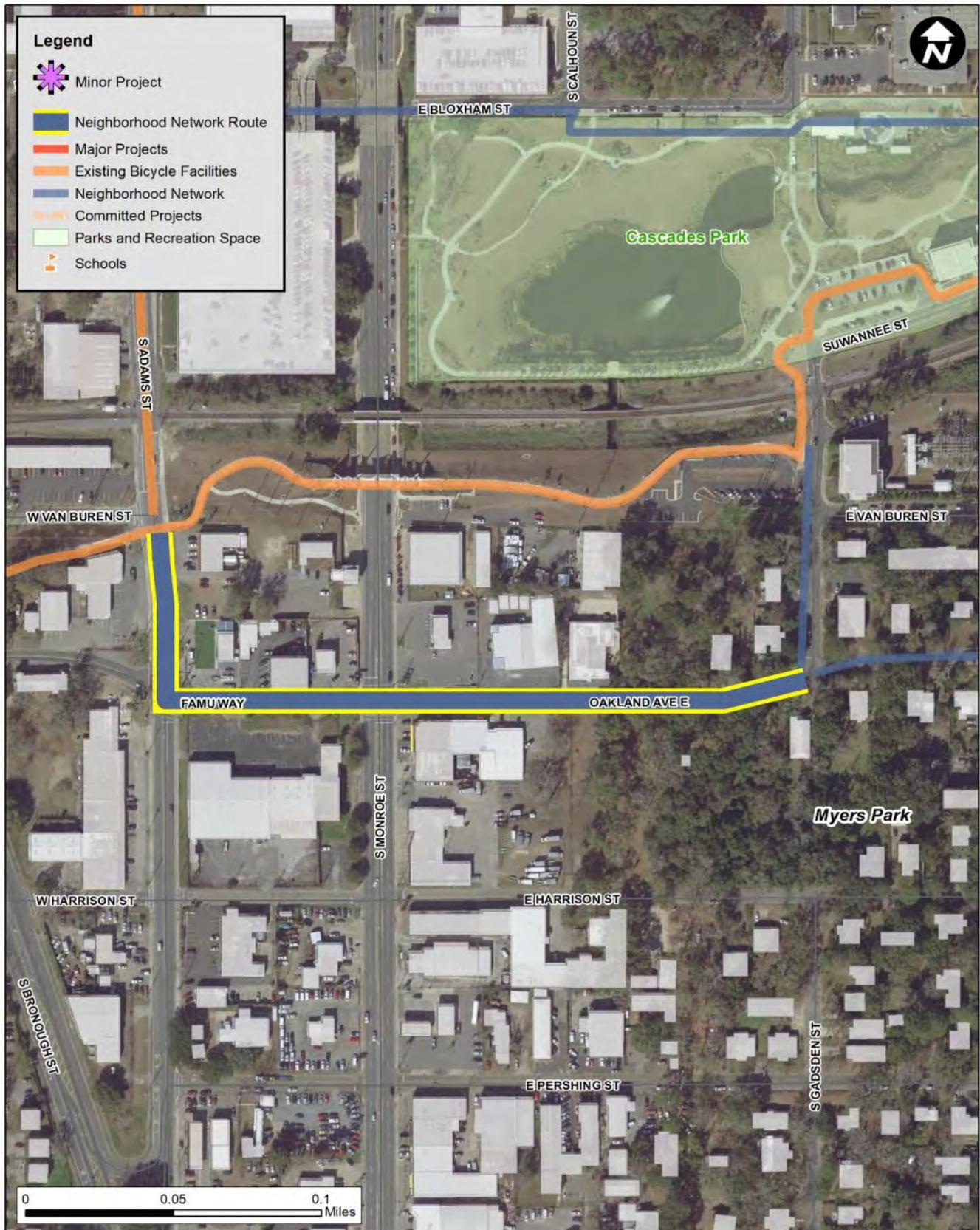
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# Neighborhood Network Route: 2N



## Tier III Neighborhood Network Route: 2N

FAMU Way, Oakland Avenue E.

### **Route Description**

This route connects the Myers Park neighborhood and Cascades Park to businesses and restaurants in the South Monroe area, the Capital Cascades Trail, and facilities on S. Adams Street. This route provides options for alternative connections to areas of interest without having to utilize park facilities at Cascades Park. The South Monroe area, referred to as SOMO, is an up and coming area, and providing access to it for bicyclists and pedestrians through various routes can encourage alternative transportation. This route also provides connectivity that can foster longer trips.

### **Route Details**

Project Length: .28 miles

### **Route Costs**

Planning Level Cost Estimate Range (including 20% contingency): \$6,620 — \$9,931

Goal Satisfaction



SAFETY



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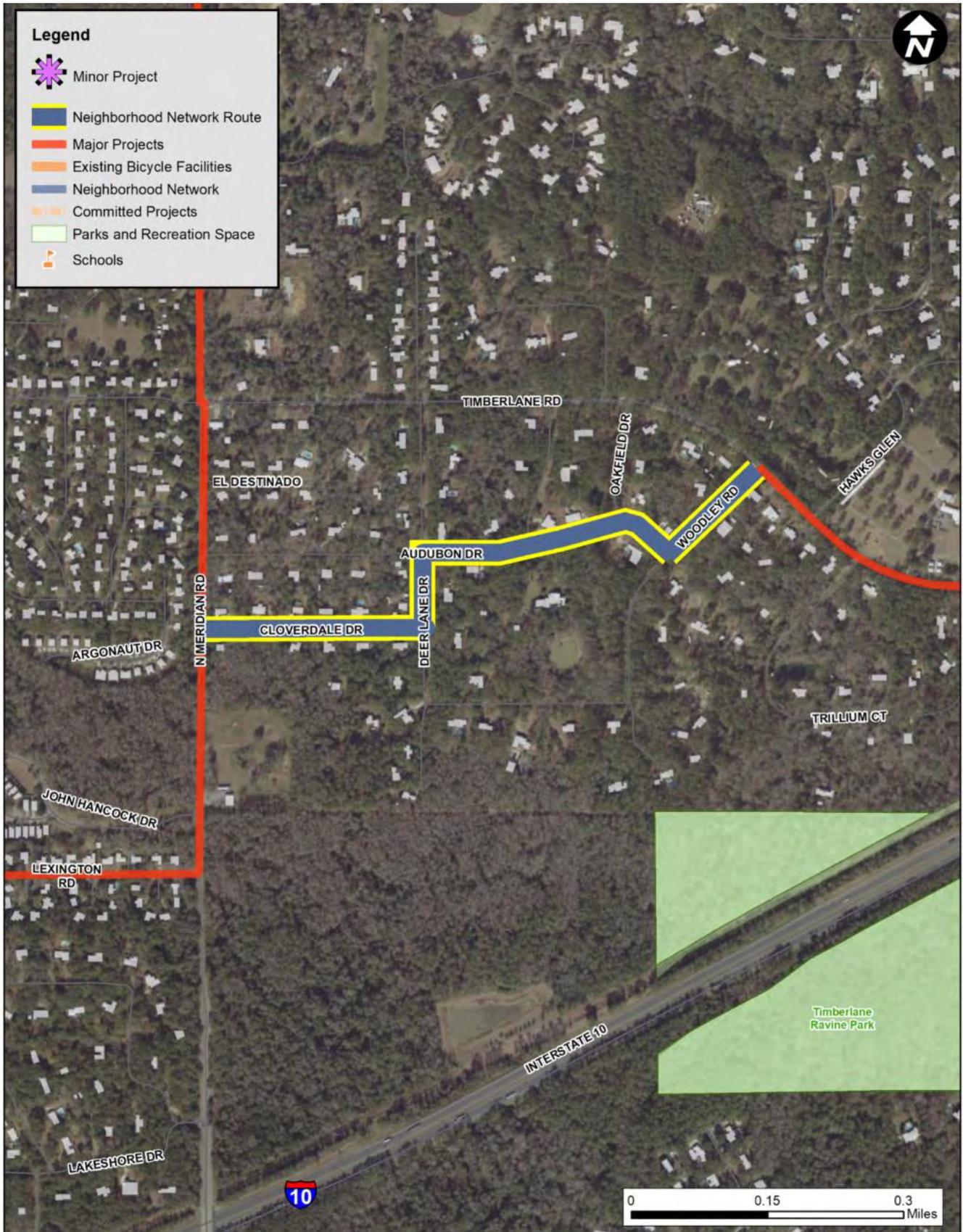
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# Neighborhood Network Route: 4C



## Tier III Neighborhood Network Route: 4C

Cloverdale Drive, Deer Lane Drive, Audubon Drive, Woodley Road

### **Route Description**

This neighborhood network route connects major projects on Timberlane Road, Meridian Road, and Lexington Road. This route has an adequate bicycle comfort level, and allows users to avoid high elevation on Timberlane Road, which was noted as a major barrier to east-west access to Market Square from residential areas in comments received from the public. This route also provides opportunities for residents within the neighborhood to access the neighborhood network and access destinations throughout the City and County via other routes and major projects. Inadequate bicycle comfort level characterizes most roads in this area, so providing an option for avoiding major corridors and making connections was important.

### **Route Details**

Project Length: .76 miles

### **Route Costs**

Planning Level Cost Estimate Range (including 20% contingency): \$18,332—\$27,498

Goal Satisfaction



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# Neighborhood Network Route: 5M



## Tier III Neighborhood Network Route: 5M

Florida Avenue, E. Forest Drive, Glendale Court

### **Route Description**

This neighborhood network route is recommended to provide a straightforward and well-marked connection between a major project on Thomasville Road and the Glendale Playground. It also gives residents of the Glendale neighborhood an opportunity to easily access the neighborhood network and make connections to other destinations in the City via Thomasville Road, which connects to numerous routes that provide both east-west and north-south connectivity between focus areas and beyond.

### **Route Details**

Project Length: .23 miles

### **Route Costs**

Planning Level Cost Estimate Range (including 20% contingency): \$5,496—\$8,245

Goal Satisfaction



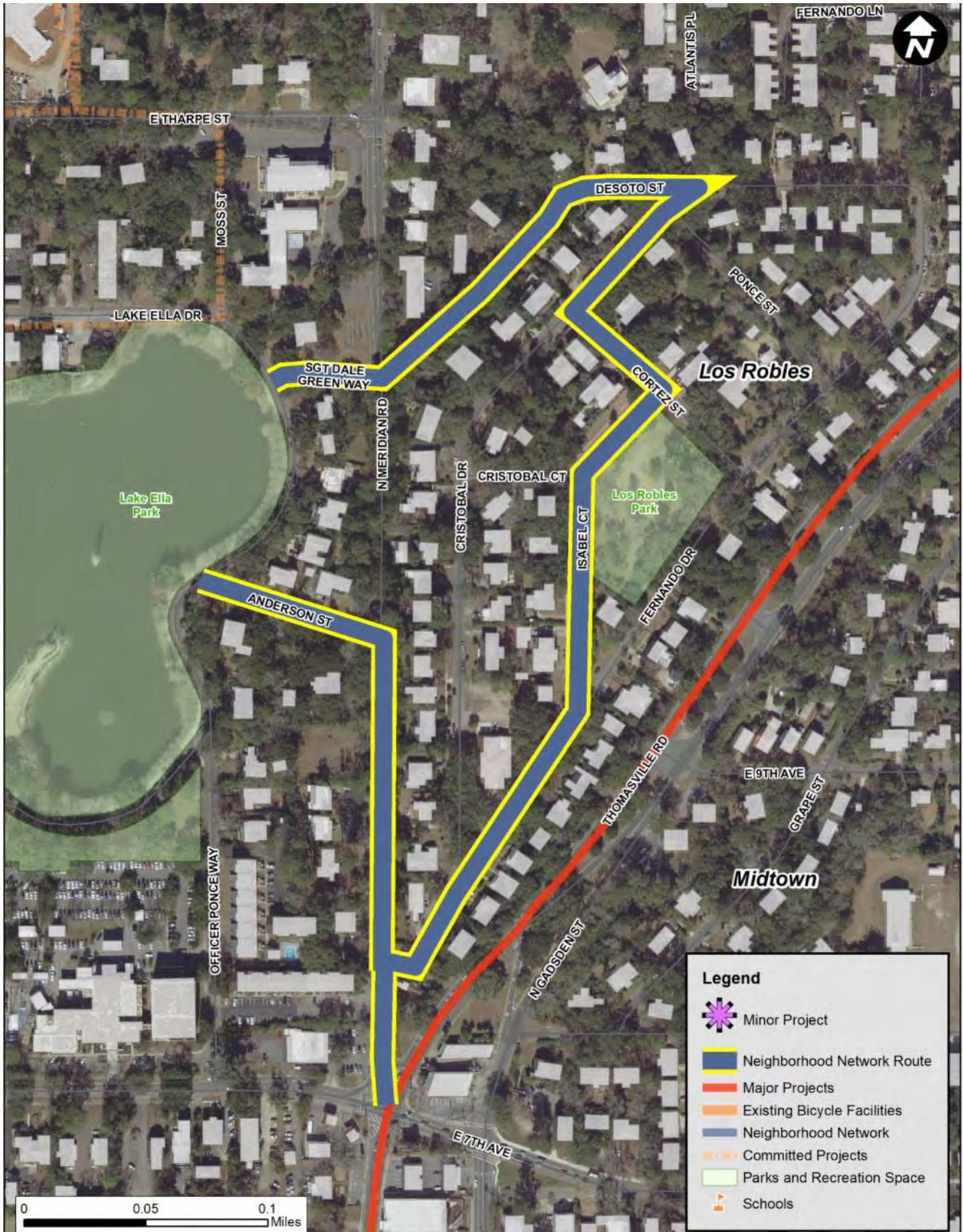
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# Neighborhood Network Route: 5N



## Tier III Neighborhood Network Route: 5N

Fernando Drive, Desoto Street, Cristobal Drive, Cortez Street, Isabel Court, N. Meridian Road, Anderson Street

### **Route Description**

This neighborhood network route is recommended to connect a major project on Thomasville Road to Lake Ella through the Los Robles neighborhood. Residents in this neighborhood will be able to access the neighborhood network, and make connections to other routes and major projects in the area. It also provides an opportunity for inclusion of bicycle facilities on a portion of N. Meridian Road that connects 7th Avenue to Lake Ella, which many bicyclists during the public engagement process had identified as dangerous and not conducive to biking or walking. N. Meridian Road is a north-south connector, but because of its status as a canopy road, does not have sidewalks or bicycle facilities. There is future potential for the addition of sidewalks, which would better accommodate less confident cyclists on this road. Additionally, the Midtown Transportation Plan has proposed the addition of pedestrian crossings at the intersection of Desoto Street and Meridian Road, and at the entrance to Los Robles on N. Meridian Road at Fernando Drive, which would make this route well-marked and safe for users.

### **Route Details**

Project Length: .89 miles

### **Route Costs**

Planning Level Cost Estimate Range (including 20% contingency): \$39,428—\$62,143

## Goal Satisfaction



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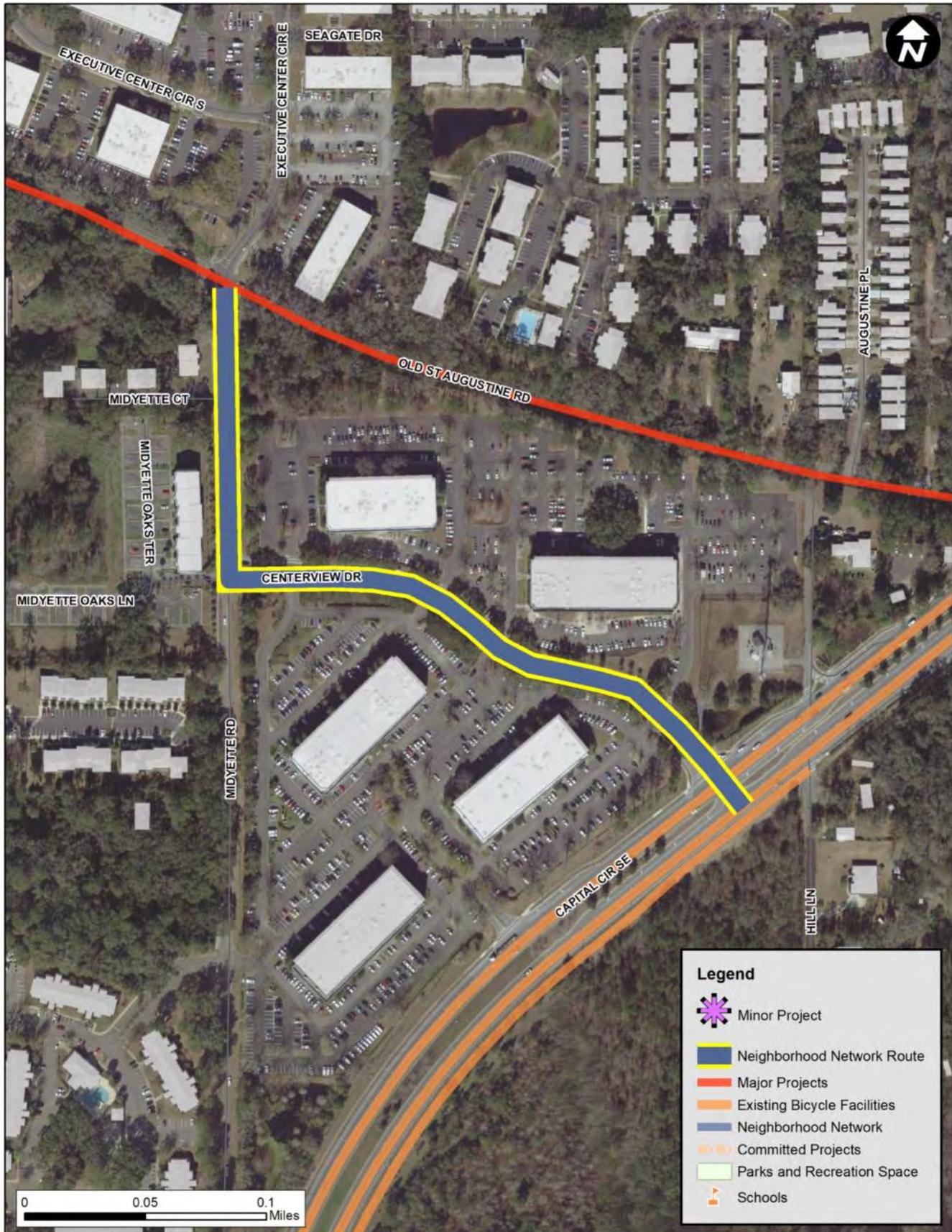
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# Neighborhood Network Route: LC3



## Tier III Neighborhood Network Route: LC3

Midyette Road, Centerview 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. It was identified to connect the major project on Old St. Augustine Road and bicycle lanes on Capital Circle SE. There is a multi-use path on the east side of Capital Circle SE that can be accessed by using a crosswalk at either Orange Avenue or Old St. Augustine Road. This route has an inadequate bicycle comfort level, indicating a need for traffic calming measures, such as speed bumps, to slow thru-traffic. Midyette Road has sidewalks on the west side of the road, and Centerview Drive is located in an office park and has sidewalks on both sides of the road. These sidewalks can be used by less confident bicyclists and pedestrians using this route.

### **Route Details**

Project Length: .37 miles

### **Route Costs**

Planning Level Cost Estimate Range (including 20% contingency): \$8,832—\$13,248

## Goal Satisfaction



SAFETY



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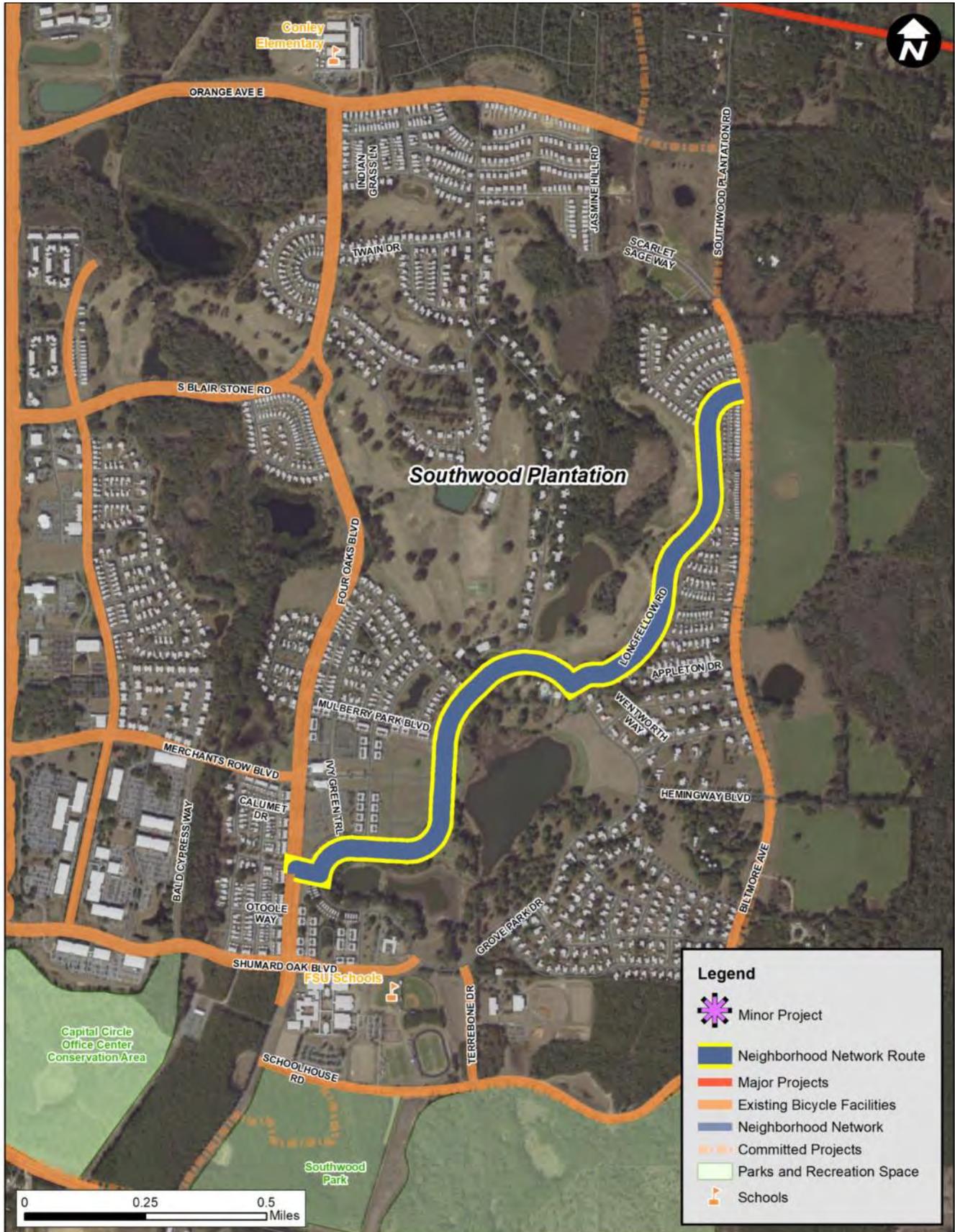
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# Neighborhood Network Route: LC6



## Tier III Neighborhood Network Route: LC6

Longfellow 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 is located in the Southwood community and provides connectivity between existing facilities on Four Oaks Boulevard and Biltmore Avenue. This provides a bicycle route that goes directly through the community rather than around the perimeter of it. This route will provide additional opportunities for long trips with the extension and realignment of Biltmore Avenue planned by the St. Joe Company. Bicycle facilities will be included in that project and provide opportunities to connect to Orange Avenue, a major project on Old St. Augustine Road, and a major project on Apalachee Parkway, which will facilitate a connection to Conner Boulevard and Tom Brown Park.

### **Route Details**

Project Length: 1.68 miles

### **Route Costs**

Planning Level Cost Estimate Range (including 20% contingency): \$40,358—\$60,538

Goal Satisfaction



SAFETY



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