



AGENDA ITEM 7E

TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN PROJECTS

STATEMENT OF ISSUE

The CRTPA Board was presented the foundational materials for developing the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) at the October 14, 2019 Board Retreat. This agenda item provides those materials and presents details regarding the projects within the BPMP. Staff is seeking acceptance of the 2019 Tallahassee-Leon County BPMP projects.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) met on November 5, 2019 with both recommending acceptance of the 2019 Tallahassee-Leon County Bicycle and Pedestrian Master Plan Projects.

RECOMMENDED ACTION

Option 1: Accept the 2019 Tallahassee-Leon County Bicycle and Pedestrian Master Plan Projects

HISTORY AND ANALYSIS

Background

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) kicked off at the March 20, 2018 CRTPA Board meeting to:

- Update the 2004 BPMP
- Address growth changes in Tallahassee and Leon County, and
- Prepare projects for incorporation into the Year 2045 Regional Mobility Plan (RMP).

The Study Area is comprised of Leon County, the City of Tallahassee, and within the City, the Multimodal Transportation District (MMTD). The key objectives of this effort included:

- Develop an existing conditions database
- Develop a bicycle network
- Identify a series of priority projects based on tiers of implementation (like the RMP)

The plan provides a near-term set of priorities which will assist in directing allocated funding from City, County, Blueprint, the Florida Department of Transportation, and the CRTPA.

Project Approach

The original CRTPA BPMP, completed in 2004, served as the foundation for developing a coordinated bicycle and pedestrian system in Tallahassee and Leon County. While this document served as a guiding force for many years, the document was too broad by attempting to produce the implementation of facilities on every road, everywhere in the community. The focus of the 2019 BPMP was a concurrent process of identifying the different types of riders (**Rider Types** and **Bicycle Comfort Level**) and defining a network that builds toward a hierarchical system like the roadway system of local roads, collector roads and arterial roads (**Neighborhood Network**). These three components are further detailed on the following pages.

Rider Types

The four different rider types are:

Strong and Fearless (Bicycle Comfort Level 1) - Cyclists who will ride along a corridor regardless of the conditions. These users have no problem sharing the lane with a vehicle traveling at speeds greater than 40 mph.

Enthusied and Confident (Bicycle Comfort Level 2) - Cyclists who feel comfortable riding along a corridor next to vehicles at lower speeds and with facilities such as a bike lane or signage. An example of this type of road is West Call Street which has bike lanes or Virginia Street (West) which is wide and includes Sharrows.

Interested but Concerned (Bicycle Comfort Level 3) - Cyclists who would like to ride their bike but have fears which are usually caused by vehicles. This type of cyclist needs low speeds, low volumes, and a separated facility such as a buffered bike lane. Examples include the buffered bike lane on Pensacola Street.

Children and Elderly (Bicycle Comfort Level 4) – Require a facility completely separated from the road such as a shared-use path. An example of this is the St. Marks Trail or the Capital Circle Trail.

Bicycle Comfort Level

The Bicycle Comfort Level (BCL) is a method to measure a street in terms of the ability level of a bicycle rider. The parameters used to measure the street are based on traffic volume, number of lanes, speed, and existing bike facilities. The results of this analysis can then be assigned to a “Rider Type”. The different assignments of BCL are reflected on maps, for example, shown as **Figures 1, 2, 3, and 4** ([click on the blue colored Figure number for a larger map](#)) are as follows:

Figure 1 - Bicycle Comfort Level 1

Figure 2 - Bicycle Comfort Level 2

Figure 3 - Bicycle Comfort Level 3

Figure 4 - Bicycle Comfort Level 4

Figure 1 – Bicycle Comfort Level 1

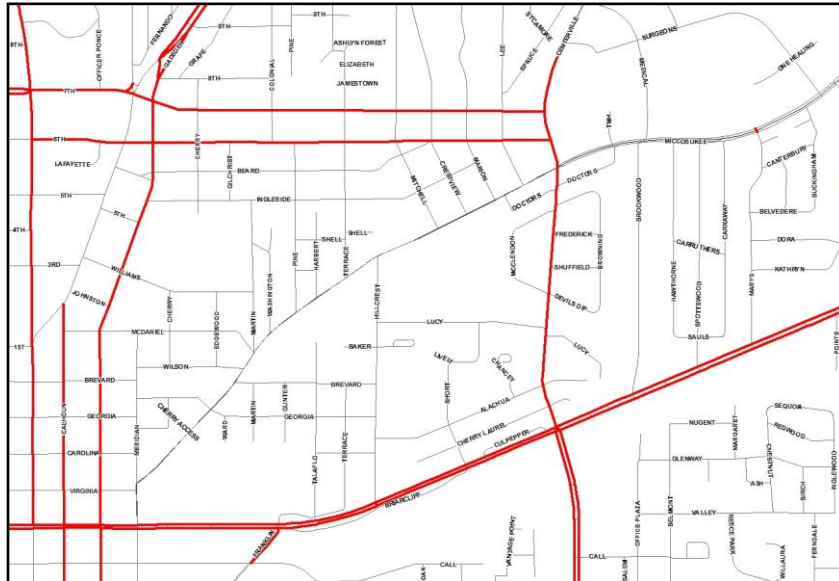


Figure 2 – Bicycle Comfort Level 2



Figure 3 – Bicycle Comfort Level 3

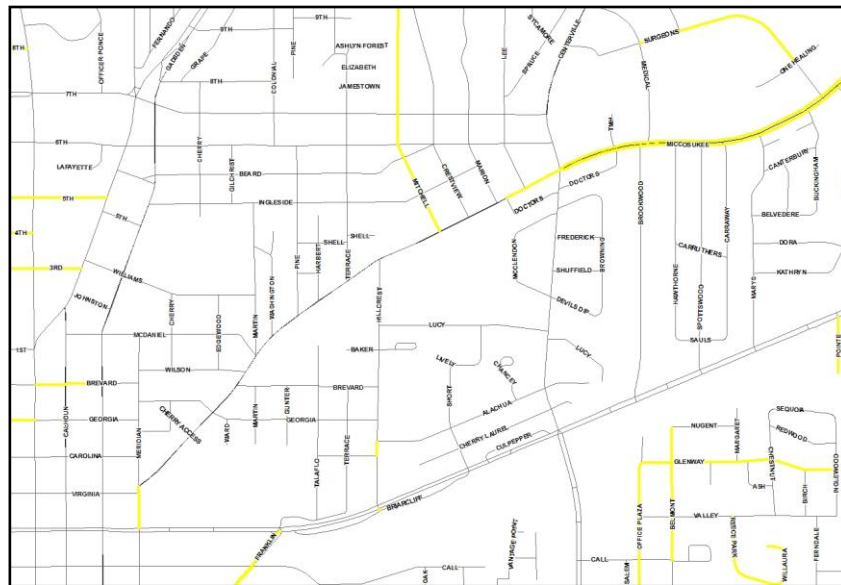
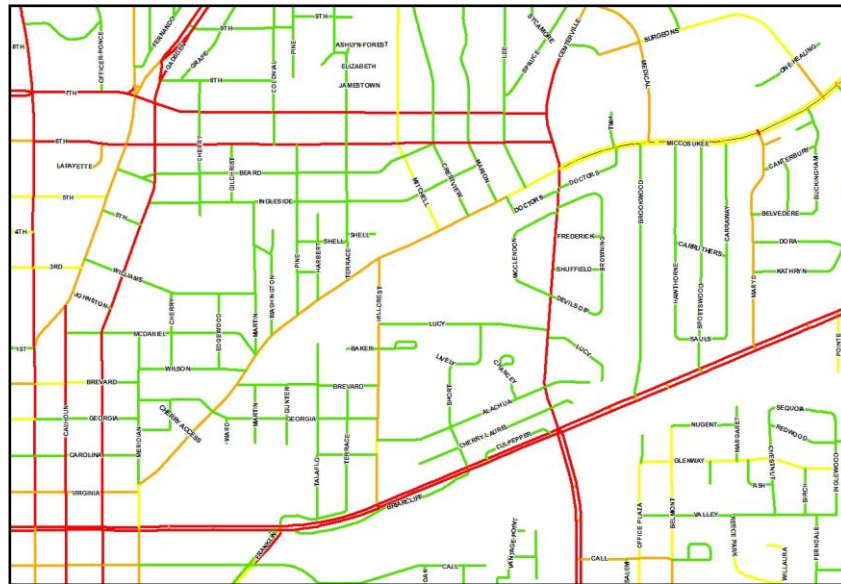


Figure 4 – Bicycle Comfort Level 4



When all four BCL layers are combined the BCL map looks like **Figure 5**.

Figure 5 – Combined Bicycle Comfort Levels



Overall, when applied to the 2,500 miles of road in Tallahassee and Leon County the miles by **BCL** and **Rider Type** is as follows:

BCL 1/Strong and Fearless – 385 miles or 13%
BCL 2/ Enthusiased and Confident – 460 miles or 17%
BCL 3/Interested but Concerned – 724 miles or 28%
BCL 4/Elderly and Children – 964 miles or 42%

Public Engagement

Concurrent to data collection and plan development, the project had a public engagement process that included Stakeholder Meetings, Focus Area Meetings, and an Open House.

Stakeholder Meetings

These meetings included continued coordination with Blueprint, The Tallahassee-Leon County Planning Department, StarMetro, FDEP Office of Greenways and Trails, the City and County Bicycle Work Group and local cyclists. Additionally, meetings were held with FSU and FAMU to discuss future bike and pedestrian components in the University Master Plans for the respective universities.

Focus Area Public Meetings

During the BPMP there was a series of Focus Area meetings throughout the community. These meetings provided the public an opportunity to discuss their insights as well as to provide comments on the plan as it was being developed. These five “Focus Areas” included:

Market Square and Northeast Neighborhoods
FAMU and Southwest Neighborhoods
TCC, FSU, Downtown and surrounding Neighborhoods
Midtown and Central Area Neighborhoods
Apalachee Parkway Neighborhoods

Open House

The last public event, outside of CRTPA meetings, was an Open House held at the Cascades Park Amphitheater.

Recommendations

The public engagement provided significant information regarding the routes that current riders utilize, existing condition issues that should be addressed, and new routes that would make significant connections and contributions to the system. This information was folded into the BCL analysis to produce several different types of improvements, including Sidewalks, the Neighborhood Network, Minor Projects, and Major Projects. These efforts are described on the following pages.

Sidewalks

The City and County have a very robust network of sidewalks along with an extensive list of identified improvements that extends several years into the future. With an extensive list of projects and a process to prioritize sidewalks, the BPMP focused on providing shared-use paths which would be found in the Major Project component.

Neighborhood Network

The Neighborhood Network utilized the BCL to identify routes that are typically within neighborhoods that can connect to parks, activity centers, schools, businesses, or even within a neighborhood to walk or ride a bike. These roads are low volume and low speed that can give priority to bikes and pedestrians.

While the BCL provides a categorization for all streets, further refinement was necessary to identify the routes that provided the best Neighborhood Network linkages. This was accomplished using the slope of the facility to identify the ideal connections. An example of the refined network (**Bicycle Comfort Level 4**, only) for is shown as **Figure 6**.

This network also makes ideal connections to more defined on-street facilities and shared-use paths and at some point, the Neighborhood Network will potentially require the crossing of roadways or intersections. These types of improvements were classified as Minor Projects. Due to the complexity and sheer number of projects, the Neighborhood Network and Minor Projects, shown as [Attachment 1](#), have been grouped and assigned route numbers. Additionally, the type of Minor Project is outlined in the Project Cost section of [Attachment 7](#).

The Major Projects list, [Attachment 2](#), consists of large infrastructure projects such as shared-use paths along the high speed, high volume roadway network. **Figure 7** is an example of the Major Projects in the BPMP.

Figure 6 – Neighborhood Network Example



Existing Facilities

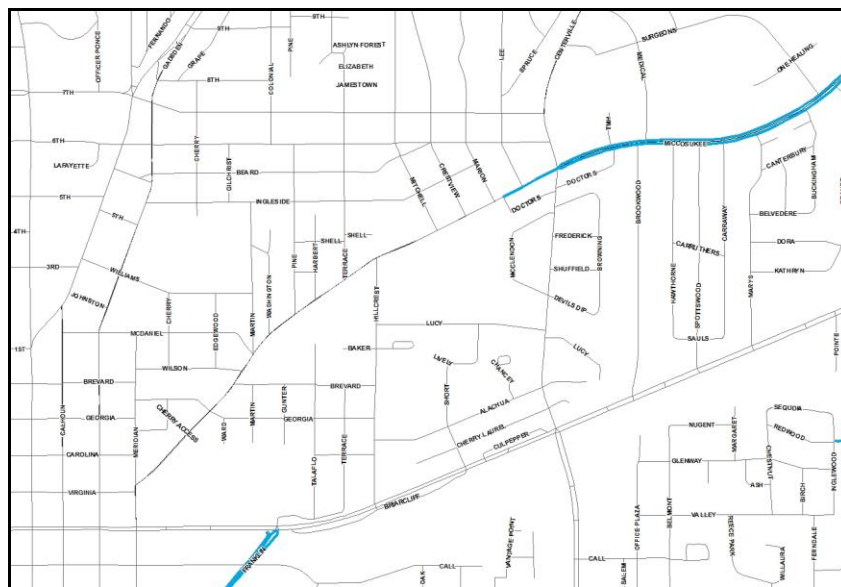
There are a lot of existing facilities in Tallahassee and Leon County to build from and connect to. This network includes:

- Buffered Bike Lanes
- Shared-Use Paths
- Wide Shoulders
- Bike Lanes
- Service Roads

Sharrows are not considered to be a component of the existing system because these facilities are outside of the BCL 3 and 4 target group.

An example of the existing facilities is shown below as **Figure 8**.

Figure 8 – Existing Facilities Example



Combined Neighborhood Network, Major Projects and Existing Facilities

Ultimately, the BPMP network combines the Neighborhood Network, Major Projects, and the Existing Facilities to create the bike and pedestrian system that is proposed by CTRPA staff. These networks when combined will look like **Figure 9**, for example.

Figure 9 – Proposed Bike and Pedestrian System Example



Criteria Analysis

After developing the project lists, [Attachment 1](#) and [Attachment 2](#), the Evaluation Criteria, shown as [Attachment 3](#) was applied to the Neighborhood Network and Major Projects to produce a score for each project. The projects were then placed into three (3) tiers. The results of the application of the criteria to the Neighborhood Network with Minor Projects is shown as [Attachment 4](#), and the Major Projects [Attachment 5](#).

Neighborhood Network

The Neighborhood Network projects were scored and then placed in tiers to build north/south and east/west networks. Therefore, some Neighborhood Network projects that a higher score were placed in lower tiers to build up the north/south and east/west corridors. The flexibility of the tiers provides opportunities to move forward with projects based on the funding available to complete the projects. Additionally, the cost of the Neighborhood Network is substantially less than the Major Project list and therefore, inexpensive to initiate.

Major Projects

The Major Projects list is straight forward in terms of the highest scoring project being in the first Tier, followed by the next highest scored project, etc.... until all the Major Projects were in Tiers 1, 2 or 3. These projects are less likely to move around tiers due to the capital investment to complete them.

Project Costs

After developing the project lists and the criteria the projects needed to have a cost associated with the improvements. The costs, shown as [Attachment 6](#), were developed in conjunction with City Underground Utilities and Tallahassee Leon County Planning Department for the Neighborhood

Network, Minor Projects and Wayfinding. Major Project costs were developed from Florida Department of Transportation (FDOT) transportation costs.

Neighborhood Network Costs

The Minor Project tiered list, with costs, is shown as [Attachment 7](#). This document includes a project description, the cost of the Neighborhood Network (sharrows, signage, and traffic calming), details of any associated Minor Project, and the total cost of the project, with and without 20% contingency costs.

The total cost of this network ranges from \$3M to \$5.4M and includes almost 74 miles of signed, marked Neighborhood Network routes. Not all Neighborhood Network projects had associated Minor Projects and those that did are detailed in the Minor Project Information section of [Attachment 7](#).

Major Project Network Costs

The Major Project tiered list, with costs, is shown as [Attachment 8](#). This attachment includes the project name, project limits, the type of improvement, length and cost that is provide in low, medium and high estimates, with and without 20% contingency costs.

The cost for these improvements ranges from \$26M to \$86M and would create 80 miles of new bike and pedestrian facilities. The costs related to Major Projects varies due to the unknown cost for right of way. However, these costs will be refined based on initial Feasibility Studies to determine *if* the facility can and should be moved forward. Lastly, the addition of right of way purchases will increases the cost of these facilities.

2019 BPMP Maps

At the CRTPA Retreat the BPMP system map was still being completed and members wanted to have the ability to move around the map to view the overall BPMP network. This map can be viewed using the link below.

BPMP Map

First, here is a **helpful hint**, when you click on the link and the website and map will pull up, click on “Content” and turn off “Leon County Roads” and “Leon County”. What you will be left with is four layers including the Bicycle-Pedestrian Master Plan, Committed Projects, Existing Bicycle Facilities and the Regional Trail system. Zoom into the area you are interested in and then turn on “Leon County Roads” and the roads and names will appear.

Project Pages

Upon CRTPA Board approval of the projects at the November 19, 2019 meeting, the consultant will finalize the BPMP Report. The Final BPMP Report will include a project page for each Neighborhood Network and Major Project. Examples of these pages are shown as [Attachment 9](#) (Neighborhood

Network) and [Attachment 10](#) (Major Project). Additionally, CRTPA staff will coordinate with TLCGIS to incorporate the project pages into the “one-stop shop” web mapping platform.

Other Considerations

One of the most significant considerations to be pursued is the establishment of a Tallahassee-Leon County Bicycle and Pedestrian Technical Committee. During the development the BPMP it was noted that there are a significant number of departments and agencies that have bike and pedestrian plans that include off-road and hard surface initiatives. Getting these groups together would be beneficial from several different perspectives including funding, coordination, data maintenance and responses to citizens inquiries, to name a few. CRTPA staff can coordinate the establishment of this group to initiate to further the bike and pedestrian program in Tallahassee and Leon County.

NEXT STEPS

- Any comments the Board has will be incorporated into the Draft Final BPMP Report.
- Finalize the documentation and produce the Draft Final BPMP Report.
- CRTPA will coordinate with TLCGIS to incorporate the projects from the BPMP into “one-stop shop” web mapping platform.

OPTIONS

Option 1: Accept the 2019 Tallahassee-Leon County Bicycle and Pedestrian Master Plan Projects. (Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENTS

- [Attachment 1:](#) BPMP Neighborhood Network Projects
- [Attachment 2:](#) BPMP Major Projects
- [Attachment 3:](#) Project Evaluation Criteria
- [Attachment 4:](#) Minor Project Scoring
- [Attachment 5:](#) Major Project Scoring
- [Attachment 6:](#) Standard Project Costs
- [Attachment 7:](#) Minor Project Costs
- [Attachment 8:](#) Major Project Costs
- [Attachment 9:](#) Neighborhood Network Project Page Example
- [Attachment 10:](#) Major Project Page Example

Route	Treatment	Limits	Length
1A	Neighborhood Network and Minor Project	Seminole Dr., Santa Rosa Dr., Old Fort Rd., Limbo Ln., Country Club Dr., Circle Dr.	1.50
1B	Neighborhood Network	S. Gadsden St., Oakland Ave E., Golf Terrace Dr.	1.34
1C	Neighborhood Network and Minor Project	Maple Dr., E. Indianhead Dr., Toochin Nene, Apakin Nene, W. Indianhead Dr., Hokolin Nene, Chowkeebin Nene, Chocksacka Nene, Jim Lee Rd.	3.41
1D	Neighborhood Network	East Call, Oak St., Hays St., Magnolia Dr.	0.82
2A	Neighborhood Network and Minor Project	Calloway St., Wadsworth St., Preston St., Dent St., Dean St., Charlotte St., Dover St., Pope St., Birmingham St.	1.82
2B	Neighborhood Network	MLK Jr. Blvd., All Saints, Railroad Ave.	1.09
2C	Neighborhood Network	Greentree Ln., Arkansas St., Alabama St., Caliark St.	0.98
2D	Neighborhood Network and Minor Project	Georgia St.	1.24
2E	Neighborhood Network	W. Call St., Chapel Drive	2.63
2F	Neighborhood Network	W. Jefferson St., W. Pensacola St., S. Adams St., N. Monroe St., Parking lot	0.93
2G	Neighborhood Network and Minor Project	Lipona Rd., Crabapple Dr., Centennial Dr.	0.49
2H	Neighborhood Network	Murat St., Hendry St., Hayden Rd., Bellevue Way, Bank of America Cut-through	1.84
2J	Neighborhood Network	W. St. Augustine St., Chieftan Way/Champions Way, S. Macomb St.	1.63
2K	Neighborhood Network	Griffin St., Brewer St., Preston Ct.	0.21
2L	Neighborhood Network	Meridian St., E. Bloxham St., Cascades Park Trail	1.16
2M	Neighborhood Network	Century Park Dr.	0.43
2N	Neighborhood Network	FAMU Way/Oakland Ave E.	0.28
3A	Neighborhood Network and Minor Project	Zillah St., Pontiac Dr., Gaile Ave., S. Meridian St., Lindgren Ave., Cornelia St., Omega Ave. E., Webster Dr., Kendall Dr., Shoreline Dr., Skylark Ave., Lakewood Dr.	3.03
3B	Neighborhood Network	Paul Dirac Dr.	3.24
3D	Neighborhood Network and Minor Project	Plant St., Yulee St., Eisenhower St., Rankin Ave., Tyson Ave., Dale St., Lakeview Dr., Museum Rd.	3.39
3E	Neighborhood Network and Minor Project	Disston St., Kissimmee St., Gamble St., Taylor St., Wahnish Way, S. MLK Jr. Blvd., Palmetto St., Pasco St., Saxon St., Floral St., Keith St., Taylor St., Osceola St.	4.09
3F	Neighborhood Network and Minor Project	W. Pershing St., S. Bronough St., Jake and Patterson St., E. Jennings St., E. Pershing St., Broome St., S. Meridian Rd., Laura Lee Ave., Coble Dr., Harwood St.	2.93
3G	Neighborhood Network	Tanner Dr., Bragg Dr., Notre Dame St., Creek Rd., Wheatley Rd., Glynwood Dr., Lennox Dr., Woodland St., Sunnyside Dr., Springsax Rd.	2.10
3H	Neighborhood Network	Callen St., Gunn St., Walcott St.	1.01
4A	Minor Project	Shamrock St.	0.00
4B	Neighborhood Network	Shannon Lakes, Velda Dairy Rd., McLaughlin Dr., Kerry Forest Parkway	4.74
4C	Neighborhood Network	Cloverdale Dr., Deer Lane Dr., Audubon Dr., Woodley Rd.	0.76
4D	Neighborhood Network	Vassar Rd., Whitney Dr. E., Delaney Dr., Limetrick Dr.	1.18
4E	Neighborhood Network and Minor Project	Piedmont Dr., Market St., Fontaine Dr., Martin Hurst Rd., Lonnbladh Rd., Live Oak Plantation Rd.	2.77
5A	Neighborhood Network	Dellwood Dr., Glenview Dr., N. Monroe St.	1.43
5B	Neighborhood Network	Betton Rd., Trescott Dr., Hickory Ave., Woodgate Way, Mitchell Ave, Armistead, Woodgate Way	4.47
5C	Neighborhood Network and Minor Project	Beard St., Cherry St., Crestview Ave.	0.93
5D	Neighborhood Network and Minor Project	Terrace St., Payne St., Hunter St., Terrace Hollow Ct., Whole Foods Parking Lot	0.97
5E	Neighborhood Network	Meridian St., Williams, Cherry St., McDaniel St.	0.71
5F	Neighborhood Network	5th Ave., N. Adams St.	1.54
5G	Neighborhood Network	Ford St., Central St., Jackson St., W. 7th Ave., W. 6th Ave., W. 10th Ave., Branch St., Jackson St.	1.60
5H	Neighborhood Network and Minor Project	8th Avenue	1.05
5I	Neighborhood Network and Minor Project	Talaflo St., Terrace St., E. Brevard St., E/ Tennessee St.	0.54
5L	Minor Project	Miccosukee Rd.	0.00
5M	Neighborhood Network	Florida Ave., E. Forest Dr., Glendale Ct.	0.23
5N	Neighborhood Network and Minor Project	Fernando Dr., Desoto St., Cristobal Dr., Cortez St., Isabel Ct., Meridian Rd., Anderson St.	0.89
LC1	Neighborhood Network	Acadian Blvd.	1.00
LC2	Neighborhood Network	Skyland Dr./Botany Dr.	0.92
LC3	Neighborhood Network	Midyette Rd./Centerview Dr.	0.37
LC4	Neighborhood Network	Crowder Rd., Indian Mound Rd.	1.49
LC5	Neighborhood Network	Gibbs Dr., Boone Blvd., Allen Rd.	0.96
LC6	Neighborhood Network	Longfellow Rd.	1.68
LC7	Neighborhood Network	Fleischman Rd., Lonnie Rd., Dempsey Mayo Rd.	2.10

Major Project Name	Project Limits	Treatment	Length
4th Avenue (West)	Central Street to North Adams Street	Take center turn lane, narrow lanes, add multi-use path	1.39
Apalachee Parkway	Biltmore to Conner Boulevard	Multi-use path	0.60
Blair Stone Road	Orange Avenue to Governor Square Boulevard	Multi-use path	1.81
Bradfordville Road	Centerville Road to Velda Dairy Road	Multi-use path	3.38
Easterwood Drive	Weems Drive to Conner Boulevard	Multi-use path	1.29
Fred George Road	Mission Road to N. Monroe Street	Multi-use path	1.17
Iamonia Street	Stuckey Avenue to Roberts Avenue	Multi-use path	0.07
Jackson Bluff Road	Capital Circle SW to N. Lake Bradford Road	Take center turn lane, restriping, buffered bike lane	3.02
Killarney Way	Thomasville Road to Shamrock Road	5 ft. buffered bike lane	1.35
Lakeshore Drive	Sharer Road to Springdale Drive	Multi-use path	1.10
M L King Jr. Boulevard	W. Tennessee Street to W. Brevard Street	Take onstreet parking, buffered bike lane, signage, traffic calming	0.30
M L King Jr. Boulevard	W. 4th Avenue to Tharpe Street	Take onstreet parking, buffered/designated bike lanes, traffic calming strategies, potential multi-use path on MLK North of 10th Avenue intersection (9 ft lanes, 12 ft multi-use path if possible)	0.68
Mabry Street	Jackson Bluff Road to Bellevue Way	Multi-use path	0.65
Mahan Drive	Pedrick Road to Leon County Line	Multi-use path - Will eventually extend to the City of Monticello in Jefferson County	9.35
Meridian & Maclay Road	Maclay Boulevard Meadows Park Entrance	Multi-use path/Sidewalks	3.03
Meridian Road	Ox Bottom Road to Bannerman Road	Multi-use path	2.77
Meridian Road	Lakeshore Drive to Maclay Road	Multi-use path	1.59
Metropolitan Boulevard	Thomasville Road to Lonnbladh Road	Buffered Bike Lanes	0.29
Miccosukee Road	N. Meridian Street to Doctors Drive	Take onstreet parking, buffered bike lane on south side of road	0.98
Natural Bridge Road	Woodville Hwy to Old Plank Road	Multi-use path	5.80
Oak Ridge Road	Crawfordville Road and Woodville Hwy	Multi-use path	5.03
Old Bainbridge Road	Portland Avenue to Tanager Trail	Multi-use path	1.15
Old Street Augustine Road	E. Lafayette Street to Capital Circle SE	Multi-use path	1.90
Old St. Augustine Road	Williams Road to Capital Circle SE	Multi-use path	4.34
Olson Road	Centerville Road to Raymond Diehl Road	Multi-use path	1.37
Ox Bottom Road	N. Meridian Road to Witchtree Acres	Multi-use path	2.82
Paul Russell Road	S. Monroe Street to Zillah Street	Multi-use path	0.47
Paul Russell Road	Apalachee Parkway to Orange Avenue	Multi-use path	1.00
Pedrick Road	Mahan Drive to Buck Lake Road	Buffered Bike Lanes	0.87
Raymond Diehl Road	Olson Road to Killarney Way	Buffered Bike Lanes	0.56
Ridge Road	Springsax Road to Crawfordville Road	Multi-use path	1.98
Riverwalk Trail		Part of Orchard Pond Trail	0.61
Roberts Avenue	Jackson Bluff Road to Iamonia Street	Multi-use path	2.18
Sharer Road	Lakeshore Drive to Fulton Road	Multi-use path	1.78
Springdale Drive/Lexington Road	Lakeshore Drive to Meridian Road	Multi-use path	0.55
Tennessee Street (West)	Appleyard Drive to Call Street	Multi-use path	1.91
Thomasville Road	E. 1st Avenue to Raymond Diehl Boulevard	Limit number of lanes, narrow lane widths, multi-use path	3.97
Thomasville Road	I-10 to Killarney Way	Multi-use path	0.90
Timberlane Road	N. Meridian Road to Market Square	Multi-use path	0.84
Timberlane School Road	Live Oak Plantation to Timberlane Road	Multi-use path/separated bike lane	0.58
Tram Road	Cornelia Road to Capital Circle SE	Multi-use path	2.53
Woodward Avenue	Tennessee Street to Alabama Street	Take on-street parking, buffered bike lane	0.70

The **green highlighted projects** completely overlap with greenways and trails project and the **blue highlighted projects** partially overlap with greenways and trails projects.

Project Goals	Recommended Evaluation Metrics	Methodology	Point Allocation
Safety	Addresses locations that have been identified as a safety concern for cyclists/pedestrians through public input opportunities	Routes are based on suggestions for addressing safety issues identified by public.	3 point = addresses a specific safety concern/comment 0 points = does not address a specific concern/comment
	Near bicycle/pedestrian crash area	Calculate crashes per mile, based on length of route and number of crashes immediately along it	3 points = Crashes per mile rate of 3.01 or higher 2 points = Crashes per mile rate of 1.01 to 3.00 1 point = Crashes per mile rate under 1.00
Multimodal	Located within or passes through a high density area.	Route is located within or passes through a census block group of high population	3 points = 3501 - 5000 people 2 points = 2501- 3501 1 point = 1501 - 2500 people 0 point = below 1500 people
	Connects to a transit route	Route intersects a transit route and is within 1/4 to 1/2 mile of a transit stop.	2 point = route intersects with transit route and is within 1/4 mile of stop 1 point = route intersects with transit route and is within 1/2 mile 0 points = does not intersect with a route or transit stop within 1/2 mile
Equity	Within a low income area	Route is located within, intersects, or borders a census block group of high percentage of individuals below the poverty level.	6 points = intersects with, borders, or is within an area of 60% of individuals below poverty level 5 points = intersects with, borders, or is within an area of 35 - 60% 4 points = intersects with area of 20-35% 3 points= intersects with, borders, or is within an area of 10-20% 0 points = <10%
	Serves an area with high numbers of citizens aged 65+	Route is located within, intersects, or borders a census block group of high percentage of elderly population (65+).	5 points = intersects with, borders, or is within an area of > 35% 65+ 4 points = intersects with, borders, or is within an area of 20 - 35% 65+ 3 points = intersects with, borders, or is within an area of 10-20% 65+ 0 points = intersects with, borders, or is within an area <10% 65+
	Within a census area of high percentage of households without vehicles	Route is located within, intersects or borders a census block group of high percentage of households without vehicles.	6 points = intersects an area with > 25% households without vehicles 5 points = intersects an area with 15-25% 4 points = 10-15% 2 points = 5-10% 0 points = <5%
Connectivity	Connects to park, school, or community center	Route connects to a park, school (excluding private and charter schools), or area of activity both within and outside of identified focus areas	4 points = connects to a park, school and area of activity 3 points = connects to 2/3 (ex: park & school, or school & area of activity, or park & area of activity) 2 points = connects to 1/3 (ex: park, school or area of activity) 0 points = does not connect
	Connects to an existing bicycle facility	Route connects to existing bicycle facility, excluding paved shoulders and sharrows	3 points = yes 0 points = no
Health	Contributes to an extended trip	Route is at least 2 miles in length.	2 points = more than 2 miles in length 1 point = less than 2 miles in length

Route	Street Names	Criteria												
		Safety 1	Safety 2	Multimodal 1	Multimodal 2	Equity 1	Equity 2	Equity 3	Connectivity 1	Connectivity 2	Health	Total Score	Tier	
2E	W. Call St., Chapel Dr.	3	4	5	2	6	4	6	4	3	4	41	1	
2B	M L King Jr. Blvd., All Saints St., Railroad Ave., W. Brevard St.	3	4	5	2	6	4	6	4	3	2	39	1	
2D	W. Georgia St., N. Duval St., N., Bronough St., N. Macomb St.	3	4	5	2	6	4	6	2	2	2	36	1	
3F	S. Meridian Rd., W. Pershing St., E. Pershing St., S. Bronough St., Jakes and Patterson St., E. Jennings St., Broome St., Laura Lee Ave, Coble Drive, Harwood St.	3	4	5	2	6	0	6	3	3	4	36	1	
5G	W. 7th Ave., Ford St., Central St., Jackson St., Branch St., W. 6th Ave., Branch St., W. 10th Ave.	3	4	5	2	6	3	6	3	2	2	36	1	
2A	Dent St., Calloway St., Wadsworth St., Preston St., Dean St., Charlotte St., Dover St., Pope St., Birmingham St., Dewey St., W. Brevard St., Old Bainbridge Rd.	3	4	5	2	6	4	6	2	1	2	35	1	
3E	Disston St., Kissimmee St., Gamble St., Taylor St., Wahnish Way, S. MLK Jr. Blvd., Palmetto St., Pasco St., Saxon St., Floral St., Keith St., Taylor St., Osceola St.	3	4	0	2	6	3	6	4	3	4	35	1	
2H	Bellevue Way, Murat St., Hendry St., Hayden Rd., Bank of America Cut-through	3	4	5	2	6	0	6	3	3	2	34	1	
2J	W. St Augustine St, Chieftan Way, Champions Way, S. Macomb St.	3	4	5	2	6	0	6	3	3	2	34	1	
5F	5th Ave., N. Adams St., W. 4th Ave.	3	4	5	2	4	3	5	3	3	2	34	1	
1C	E. Indianhead Dr., Maple Dr., Tootchin Nene, Apakin Nene, W. Indianhead Dr., Hokolin Nene, Chowkeebin Nene, Apakin Nene, Chocksacka Nene, Jim Lee Rd., E. Lafayette St.	3	2	0	2	5	4	6	4	3	4	33	1	
5C	Beard St., Cherry St., Crestview Ave.	3	4	5	2	4	3	2	4	3	2	32	1	
2F	S. Adams St., S. Duval St., W. Jefferson St., E. 1st Ave., E. Brevard St.	0	4	5	2	4	4	5	3	3	2	32	1	
5E	Williams St., Cherry St., N. Meridian St., McDaniel St., Lafayette Park Access	0	4	5	2	4	4	5	4	3	0	31	1	
1A	Seminole Dr., Santa Rosa Dr., Old Fort Rd., Limbo Ln., Country Club Dr., Circle Dr., Myers Park Dr., E. Magnolia Dr.	3	0	5	2	5	3	6	2	2	2	30	1	
3D	Eisenhower St., Yulee St., Plant St., Rankin Ave., Tyson Rd., Dale Dr., Lakeview Dr., Museum Rd.	3	4	0	2	5	3	4	3	1	4	29	1	
5B	Betton Rd., Mitchell Ave., Trescott Dr., Hickory Ave., Woodgate Way	3	0	0	2	4	4	5	4	3	4	29	1	
LC7	Fleischman Rd./Lonnie Rd./Dempsey Mayo Rd.	3	0	0	2	4	5	6	3	0	4	27	1	
4A	Shamrock St. (Minor Project)	3	4	0	0	3	4	2	2	1	4	23	1	
4B	Kerry Forest Pkwy, McLaughlin Dr., Velda Dairy Rd., Shannon Lakes	3	4	0	2	0	4	2	2	1	4	22	1	
3B	Paul Dirac Dr., Pottsdamer St., Flastacowo Rd.	3	2	5	2	5	3	6	4	3	4	37	2	
2C	Greentree Ln., Arkansas St., Alabama St., Caliark St.	3	4	5	2	6	4	6	2	2	2	36	2	
2L	Meridian St., E. Bloxham St., Cascades Trail	3	4	5	2	4	4	5	4	3	2	36	2	
3A	S. Meridian St., Zillah St., Pontiac Dr., Gaile Ave., Lindgren Ave., Cornelia St., Omega Ave. E., Webster St., Kendall Dr., Shoreline Dr., Skylark Ave., Lakewood Dr., Orange Ave. E., E. Paul Russell Rd.	3	4	0	2	5	3	6	4	3	4	34	2	
3H	Callen St., Gunn St., Walcott St., Coleman St.,	3	4	5	2	6	3	6	2	1	2	34	2	
LC5	Gibbs Dr./Boone Blvd./Allen Rd.	3	4	5	2	6	3	5	3	1	2	34	2	
5H	8th Ave., N. Monroe St.	3	2	5	2	4	3	5	3	3	2	32	2	
4E	Live Oak Plantation Rd., Lonnbladh Rd., Maclay Blvd. S., Fontaine Dr., Martin Hurst Rd., Market St., Piedmont Dr.	3	4	0	2	5	4	5	2	3	4	32	2	
1B	S. Gadsden St., Oakland Ave. E., Golf Terrace Dr.	3	4	5	2	0	3	5	3	3	2	30	2	
1D	E. Call St., Oak St., Hays St.	3	2	5	2	4	4	5	3	2	0	30	2	
5A	Glenview Dr., Dellwood Dr., N. Monroe St.	3	2	5	2	4	3	2	2	3	2	28	2	
2G	Lipona Rd., Crabapple Dr., Centennial Dr., Ocala Rd.	3	4	5	2	6	0	5	0	2	0	27	2	
3G	Glynnwood Dr., Tanner Dr., Bragg Dr., Notre Dame St., Creek Rd., Wheatley Rd., Lennox Dr., Woodland St.	3	0	0	2	5	3	4	3	3	4	27	2	
5D	Terrace St., Payne St., Hunter St., Terrace Hollow Ct., Whole Foods Parking Lot	3	0	5	2	4	3	0	4	3	2	26	2	
5I	Talaflo St., Terrace St., E. Brevard St., E. Tennessee St.	0	2	5	2	4	3	5	3	2	0	26	2	
4D	Whitney Dr. E., Vassar Rd., Delaney, Limetrick Dr.	3	4	0	2	0	4	4	3	2	2	24	2	
LC2	Skyland Dr./Botany Dr.	3	4	0	2	5	3	2	3	0	2	24	2	
LC4	Crowder Rd	3	2	0	2	5	4	2	2	0	2	22	2	
2M	Century Park Dr.	0	2	5	2	5	0	2	2	0	0	18	2	
LC1	Acadian Blvd.	3	0	0	2	0	3	0	0	0	2	10	2	
2K	Griffin St., Brewer St., Preston Ct.	0	2	5	2	5	4	6	2	0	0	26	3	
5N	N. Bronough St., Fernando Dr., Desoto St., Critobal Dr., Cortez St., Isabel Ct., Meridian Rd., Anderson St.	0	4	5	2	4	3	2	3	3	0	26	3	
2N	FAMU Way/Oakland Ave E.	0	4	5	2	5	0	5	3	2	0	26	3	
LC3	Midyette Rd./Centerview Dr.	3	2	0	2	4	0	2	0	0	0	13	3	
4C	Cloverdale Dr., Deer Lane Dr., Audubon Dr., Woodley Rd.	0	4	0	0	0	4	0	2	1	0	11	3	
LC6	Longfellow Rd.	3	0	0	2	0	0	0	2	0	2	9	3	
5M	E. Forest Dr., Florida Ave., Glendale Ct.	0	0	0	2	3	0	0	2	1	0	8	3	
5L	Miccosukke Road pedestrian crossing at Meridian Street													

Major Project Name	Project Limits		Criteria											
	Begin	End	Safety 1	Safety 2	Multimodal 1	Multimodal 2	Equity 1	Equity 2	Equity 3	Connectivity 1	Connectivity 2	Health	Total Score	Tier
Thomasville Road	Raymond Diehl Boulevard	E. 1st Avenue	3	3	1	2	4	4	5	2	3	2	29	1
N. M L King Jr. Boulevard	W. Brevard Street	W. Tennessee Street	3	5	1	2	6	4	6	0	0	1	28	1
Jackson Bluff Road	Capital Circle SW	Lake Bradford Road	0	3	1	2	6	0	6	4	3	2	27	1
N. Woodward Avenue	Alabama Street	Tennessee Street	0	3	1	2	6	4	6	3	0	1	26	1
N. M L King Jr. Boulevard	Tharpe Street	W. 4th Avenue	3	3	0	2	4	3	5	2	3	1	26	1
Ridge Road	Springsax Road	Crawfordville Road	0	1	2	2	5	3	4	3	3	2	25	1
Apalachee Parkway		Conner Boulevard	0	5	1	2	5	4	4	0	3	1	25	1
Blair Stone Road	Governors Square Boulevard	Orange Avenue	0	3	1	2	4	4	2	3	3	1	23	1
Thomasville Road	Killarney Way	I-10	3	3	1	2	0	3	4	3	3	1	23	1
Paul Russell	S. Monroe Street	Zillah Street	0	5	2	2	4	0	2	4	3	1	23	1
Oak Ridge Road	Crawfordville Road	Woodville Hwy	3	1	1	0	3	4	2	3	3	2	22	1
Tennessee Street (West)	Appleyard Drive	Call Street	0	1	3	2	6	0	2	3	3	2	22	1
Old St. Augustine Road	E. Lafayette Street	Capital Circle SE	0	3	1	2	4	3	2	2	3	2	22	1
4th Avenue	Central Street	N. Adams Street	0	1	0	2	5	3	6	3	0	1	21	1
Miccosukee Road	N. Meridian Street	Doctors Drive	3	3	0	2	4	3	0	2	3	1	21	1
Tram Road	Cornelia Road	Capital Circle SE	0	0	2	0	4	3	4	3	3	2	21	1
Old St. Augustine Road	Capital Circle SE	Williams Road	0	0	3	0	5	4	4	0	3	2	21	2
Roberts Avenue	Jackson Bluff Road	Iamonia Street	0	0	1	2	5	0	6	3	0	2	19	2
Fred George Road	Mission Road	N. Monroe Street	0	0	1	2	5	3	4	3	0	1	19	2
Metropolitan Boulevard	Thomasville Road	Lonnbladh Road	0	0	1	1	4	4	5	0	3	1	19	2
Iamonia Street	Roberts Avenue	Stuckey Avenue	0	0	0	2	5	0	5	2	3	1	18	2
Sharer Road	Lakeshore Drive	Fulton Road	0	0	0	1	5	4	5	2	0	1	18	2
Meridian & Maclay Road	Meadows Park entrance on N. Meridian	Maclay Boulevard	3	0	1	2	0	4	0	2	3	2	17	2
Mabry Street	Bellevue Way	Jackson Bluff Road	0	0	1	2	6	0	5	2	0	1	17	2
Mahan Drive	Pedrick Road	County Line	0	1	2	0	4	4	0	2	3	1	17	2
Timberlane Road	N. Meridian Road	Market Street	3	0	1	1	0	3	0	3	3	1	15	2
Easterwood Drive	Weems Road	Conner Boulevard	0	0	2	2	0	3	0	4	3	1	15	2
Old Bainbridge Road	Portland Avenue	Tanager Trail	0	0	1	1	5	3	4	0	0	1	15	2
Natural Bridge Road	Woodville Hwy.	Old Plank Road	0	0	0	0	3	3	0	3	3	2	14	3
Ox Bottom Road	N. Meridian Road	Witchtree Acres	0	0	3	0	0	4	0	2	3	2	14	3
Paul Russell Road	Apalachee Parkway	Orange Ave	0	0	2	1	4	3	0	0	3	1	14	3
Olson Road	Raymond Diehl Road	Centerville Road	0	0	1	1	3	3	2	2	0	1	13	3
Raymond Diehl	Killarney Way	Olson Road	0	0	1	0	3	4	4	0	0	1	13	3
Killarney Way	Thomasville Road	Shamrock	0	0	1	1	0	4	0	3	3	1	13	3
Timberlane School Road	Timberlane Road	Live Oak Drive	3	0	1	0	0	4	0	3	0	1	12	3
Bradfordville Road	Centerville Road	Velda Dairy Road	0	0	2	0	0	3	0	2	3	2	12	3
Meridian Road	Ox Bottom Road	Bannerman Road	3	0	2	0	0	3	0	2	0	2	12	3
Pedrick Road	Mahan Drive	Buck Lake Road	0	0	1	0	0	3	0	2	3	1	10	3
Meridian Road	Maclay Road	Lakeshore Drive	0	1	1	0	0	4	0	0	0	1	7	3
Riverwalk Trail			0	0	0	0	0	3	0	0	3	1	7	3
Lakeshore Drive	Sharer Road	Springdale Drive	0	0	1	0	0	4	0	0	0	1	6	3
Springdale Drive/Lexington Road	Lakeshore Drive	Meridian Road	0	0	1	0	0	4	0	0	0	1	6	3

ATTACHMENT 6 -STANDARD PROJECT COSTS

Project Type	Cost per Mile/Item	
	Low Estimate	High Estimate
Neighborhood Network		
<i>Sharrows, signage, traffic calming will be assessed on a case by case basis</i>	\$ 20,000.00	\$ 30,000.00
Minor Projects		
<i>Sharrow cost associated with addition of buffered bike lanes as part of resurfacing project</i>	\$ 2,000.00	\$ 3,000.00
<i>Signalized Pedestrian Crossing (Ex. Lake Ella Crossing)</i>	\$ 142,000.00	\$ 300,000.00
<i>RRFB - standard (Ex. Thomasville Road)***</i>	\$ 15,000.00	\$ 25,000.00
<i>RRFB - motion sensor (Ex. Withlacoochee State Trail)</i>	\$ 21,000.00	\$ 31,000.00
<i>Buffered Bike Lanes****</i>	\$ 83,400.00	\$ 117,680.00
Major Projects		
<i>Multi-Use Path</i>	\$ 300,000.00	\$ 1,000,000.00
<i>Sidewalks 6'</i>	\$ 200,000.00	\$ 300,000.00
<i>Raised Intersection</i>	\$ 25,000.00	\$ 40,000.00

Project Description				Neighborhood Network Cost		Minor Project Information										Total Costs (Neighborhood Network + Minor Projects)	
Focus Area	Route	Tier	Length of Neighborhood Network	Neighborhood Network (Sharrows, Signage, Traffic Calming) cost		Minor Project	Proposed Facility	Length of Minor Project	MUP, Resurfacing, Bike lane, or raised Intersection COST		Number of Crossings	Crossing Cost		Total Minor Project Cost		Total Cost with 20% Contingency	
			Miles	Low Estimate	High Estimate				Low	High		Low	High	Low Estimate	High Estimate	Low	High
Downtown/Universities	2E	1	2.63	\$52,616	\$78,925											\$63,140	\$94,710
Downtown/Universities	2B	1	1.09	\$21,824	\$32,737											\$26,189	\$39,284
Downtown/Universities	2D	1	1.24	\$24,843	\$37,265	Yes	Signalized Pedestrian Crossings at N. Duval, N. Bronough, Old Bainbridge				3	\$426,000	\$900,000	\$426,000	\$900,000	\$541,012	\$1,124,718
FAMU/Southside	3F	1	2.93	\$58,692	\$88,038	Yes	Crossing at Meridian and Magnolia				1	\$15,000	\$25,000	\$15,000	\$25,000	\$88,431	\$135,646
Midtown	5G	1	1.60	\$32,015	\$48,023											\$38,418	\$57,628
Downtown/Universities	2A	1	1.82	\$36,389	\$54,584	Yes	Pedestrian Crossing on Old Bainbridge Rd.				2	\$30,000	\$50,000	\$30,000	\$50,000	\$79,667	\$125,500
FAMU/Southside	3E	1	4.09	\$81,781	\$122,671	Yes	Formal access to St. Marks Trail on Floral St., Taylor St., Osceola St. - signage and paving?				3	\$45,000		\$45,000	\$45,000	\$152,137	\$201,206
Downtown/Universities	2H	1	1.84	\$36,801	\$55,202											\$44,161	\$66,242
Downtown/Universities	2J	1	1.63	\$32,608	\$48,911		Physical delineator to protect bicyclists in buffered bike lane									\$39,129	\$58,694
Midtown	5F	1	1.54	\$30,737	\$46,105											\$36,884	\$55,326
Apalachee Parkway	1C	1	3.41	\$68,106	\$102,159	Yes	E. Lafayette St., E. Indianhead Dr. - Buffered Bike Lanes when resurfacing occurs (no cost associated bc it will happen anyway	0.21	\$420	\$630				\$420	\$630	\$82,231	\$123,346
Downtown/Universities	2F	1	0.93	\$18,640	\$27,960											\$22,368	\$33,552
Midtown	5C	1	0.93	\$18,671	\$28,006	Yes	Pedestrian Crossing at Beard and Thomasville, short MUP/sidewalk on 6th to connect crestview and beard	0.1			1	\$15,000	\$25,000	\$15,000	\$25,000	\$40,405	\$63,607
Midtown	5E	1	0.71	\$14,206	\$21,308											\$17,047	\$25,570
Apalachee Parkway	1A	1	1.50	\$30,020	\$45,030	Yes	Myers Park Drive - Multi-use path, traffic calming, Pedestrian cross walk at E. Magnolia & Seminole Dr.		\$25,000	\$40,000	1	\$15,000	\$25,000	\$40,000	\$65,000	\$84,024	\$132,036
FAMU/Southside	3D	1	3.39	\$67,800	\$101,700	Yes	Eisenhower Street - sidewalk	0.67	\$201,000	\$670,000				\$201,000	\$670,000	\$322,560	\$926,040
Midtown	5B	1	4.47	\$89,354	\$134,031											\$107,225	\$160,838
Leon County	LC7	1	2.10	\$42,084	\$63,126											\$50,501	\$75,751
Killearn/Northside	4A	1	0.00	\$0	\$0	Yes	Shamrock - Buffered Bike Lanes when resurfacing occurs (no cost associated bc it will happen anyway)	4.9	\$9,800	\$14,700				\$9,800	\$14,700	\$11,760	\$17,640
Killearn/Northside	4B	1	4.74	\$94,813	\$142,220											\$113,776	\$170,664
Tier 1 Totals			42.60	\$852,000	\$1,278,000	\$546,000 \$1,025,000 \$782,220 \$1,795,330										\$1,961,064	\$3,687,996
FAMU/Southside	3B	2	3.24	\$64,778	\$97,166											\$77,733	\$116,600
Downtown/Universities	2C	2	0.98	\$19,531	\$29,296											\$23,437	\$35,155
Downtown/Universities	2L	2	1.16	\$23,224	\$34,836											\$27,869	\$41,803
Leon County	LC5	2	0.96	\$19,199	\$28,798											\$23,038	\$34,557
FAMU/Southside	3A	2	3.03	\$60,679	\$91,018	Yes	Crosswalks at Orange Avenue and E. Paul Russell				2	\$157,000	\$325,000	\$157,000	\$325,000	\$261,215	\$499,222
FAMU/Southside	3H	2	1.01	\$20,233	\$30,349											\$24,279	\$36,419
Killearn/Northside	4E	2	2.77	\$55,314	\$82,971	Yes	Maclay Blvd. S. - Buffered Bike Lanes when resurfacing occurs (no cost associated bc it will happen anyway)	0.62	\$1,240	\$1,860				\$1,240	\$1,860	\$67,865	\$101,798
Midtown	5H	2	1.05	\$21,019	\$31,528	Yes		0.1								\$25,223	\$37,834
Apalachee Parkway	1B	2	1.34	\$26,878	\$40,317											\$32,254	\$48,381
Apalachee Parkway	1D	2	0.82	\$16,401	\$24,601											\$19,681	\$29,521
Midtown	5A	2	1.43	\$28,574	\$42,861											\$34,288	\$51,433
Downtown/Universities	2G	2	0.49	\$9,774	\$14,660	Yes	Ocala Road - Buffered Bike Lanes when resurfacing occurs (no cost associated bc it will happen anyway)	1.76	\$3,520	\$5,280				\$3,520	\$5,280	\$15,952	\$23,928
Midtown	5D	2	0.97	\$19,360	\$29,040	Yes	Pedestrian crossings on Terrace at 6th and 7th				2	\$30,000	\$50,000	\$30,000	\$50,000	\$59,232	\$94,849
Midtown	5I	2	0.54	\$10,747	\$16,120	Yes	Crosswalk improvements at Tennessee and Franklin				1	\$15,000	\$25,000	\$15,000	\$25,000	\$30,896	\$49,344
Leon County	LC2	2	0.92	\$18,348	\$27,523											\$22,018	\$33,027
Killearn/Northside	4D	2	1.18	\$23,603	\$35,405											\$28,324	\$42,486
Leon County	LC4	2	1.49	\$29,750	\$44,625											\$35,700	\$53,550
Downtown/Universities	2M	2	0.43	\$8,642	\$12,963											\$10,370	\$15,556
Leon County	LC1	2	1.00	\$19,958	\$29,937											\$23,950	\$35,924
FAMU/Southside	3G	2	2.10	\$42,000	\$63,000											\$50,400	\$75,600
Tier 2			26.90	\$538,010	\$807,016	\$202,000 \$400,000 \$206,760 \$407,140										\$893,725	\$1,456,987
Downtown/Universities	2K	3	0.21	\$4,273	\$6,409											\$5,127	\$7,691
Downtown/Universities	2N	3	0.28	\$5,517	\$8,276											\$6,621	\$9,931
Midtown	5N	3	0.89	\$17,857	\$26,786	Yes	Improved crossing on Meridian at DeSoto				1	\$15,000	\$25,000	\$15,000	\$25,000	\$39,429	\$62,143
Leon County	LC3	3	0.37	\$7,360	\$11,040											\$8,832	\$13,249
Killearn/Northside	4C	3	0.76	\$15,277	\$22,915											\$18,332	\$27,498
Leon County	LC6	3	1.68	\$33,632	\$50,449											\$40,359	\$60,538
Midtown	5M	3	0.23	\$4,581	\$6,871											\$5,497	\$8,245
Midtown	5L	3	0.00	\$0	\$0	Yes	Improved crossing at Meridian and Miccosukee				1	\$15,000	\$25,000	\$15,000	\$25,000	\$18,000	\$30,000
Tier 3 Totals			4.42	\$88,498	\$132,747	\$30,000 \$50,000 \$30,000 \$50,000										\$142,198	\$219,296
ALL Neighborhood Network			73.93	\$1,478,508	\$2,217,763	\$778,000 \$1,475,000 \$1,018,980 \$2,252,470										\$2,996,986	\$5,364,279

Major Project Name	Project Limits	Treatment	Length	Total Cost 20% Contingency		
				Low	Median	High
Tier 1						
Thomasville Road ¹	E. 1st Avenue to Raymond Diehl Boulevard	Limit number of lanes, narrow lane widths, multi-use path	3.97	\$ 1,429,200.00	\$ 3,096,600.00	\$ 4,764,000.00
M L King Jr. Boulevard	W. Tennessee Street to W. Brevard Street	Take onstreet parking, buffered bike lane, signage, traffic calming	0.30	\$ 30,024.00	\$ 36,194.40	\$ 42,364.80
Jackson Bluff Road	Capital Circle SW to N. Lake Bradford Road	Take center turn lane, restriping, buffered bike lane	3.02	\$ 302,241.60	\$ 364,356.96	\$ 426,472.32
Woodward Avenue	Tennessee Street to Alabama Street	Take on-street parking, buffered bike lane	0.70	\$ 70,056.00	\$ 84,453.60	\$ 98,851.20
M L King Jr. Boulevard	W. 4th Avenue to Tharpe Street	Take onstreet parking, buffered/designated bike lanes, traffic calming strategies, potential multi-use path on MLK North of 10th Avenue intersection (9 ft lanes, 12 ft multi-use path if possible)	0.68	\$ 244,800.00	\$ 530,400.00	\$ 816,000.00
Ridge Road	Springsax Road to Crawfordville Road	Multi-use path	1.98	\$ 712,800.00	\$ 1,544,400.00	\$ 2,376,000.00
Apalachee Parkway ¹	Biltmore to Conner Boulevard	Multi-use path	0.60	\$ 216,000.00	\$ 468,000.00	\$ 720,000.00
Blair Stone Road	Orange Avenue to Governor Square Boulevard	Multi-use path	1.81	\$ 651,600.00	\$ 1,411,800.00	\$ 2,172,000.00
Thomasville Road	I-10 to Killarney Way	Multi-use path	0.90	\$ 324,000.00	\$ 702,000.00	\$ 1,080,000.00
Paul Russell Road	S. Monroe Street to Zillah Street	Multi-use path	0.47	\$ 169,200.00	\$ 366,600.00	\$ 564,000.00
Oak Ridge Road ¹	Crawfordville Road and Woodville Highway	Multi-use path	5.03	\$ 1,810,800.00	\$ 3,923,400.00	\$ 6,036,000.00
Tennessee Street (West)	Appleyard Drive to Call Street	Multi-use path	1.91	\$ 687,600.00	\$ 1,489,800.00	\$ 2,292,000.00
Old St. Augustine Road	E. Lafayette Street to Capital Circle SE	Multi-use path	1.90	\$ 684,000.00	\$ 1,482,000.00	\$ 2,280,000.00
4th Avenue	Central Street to North Adams Street	Take center turn lane, narrow lanes, add mullti-use path	1.39	\$ 500,400.00	\$ 1,084,200.00	\$ 1,668,000.00
Miccosukee Road	N. Meridian Street to Doctors Drive	Take onstreet parking, buffered bike lane on south side of road	0.98	\$ 98,078.40	\$ 118,235.04	\$ 138,391.68
Tram Road ¹	Cornelia Road to Capital Circle SE	Multi-use path	2.53	\$ 910,800.00	\$ 1,973,400.00	\$ 3,036,000.00
TOTAL Tier 1			28.17	\$ 8,841,600.00	\$ 18,675,840.00	\$ 28,510,080.00
Tier 2						
Old St. Augustine Road ²	Williams Road to Capital Circle SE	Multi-use path	4.34	\$ 1,562,400.00	\$ 3,385,200.00	\$ 5,208,000.00
Roberts Avenue ²	Jackson Bluff Road to Iamonia Street	Multi-use path	2.18	\$ 784,800.00	\$ 1,700,400.00	\$ 2,616,000.00
Fred George Road	Mission Road to N. Monroe Street	Multi-use path	1.17	\$ 421,200.00	\$ 912,600.00	\$ 1,404,000.00
Metropolitan Boulevard	Thomasville Road to Lonnbladh Road	Buffered Bike Lanes	0.29	\$ 29,023.20	\$ 34,987.92	\$ 40,952.64
Iamonia Street ¹	Stuckey Avenue to Roberts Avenue	Multi-use path	0.07	\$ 25,200.00	\$ 54,600.00	\$ 84,000.00
Sharer Road	Lakeshore Drive to Fulton Road	Multi-use path	1.78	\$ 640,800.00	\$ 1,388,400.00	\$ 2,136,000.00
N. Meridian & Maclay Road	Maclay Boulevard Meadows Park Entrance	Multi-use path/Sidewalks	3.03	\$ 1,090,800.00	\$ 2,363,400.00	\$ 3,636,000.00
Mabry Street ¹	Jackson Bluff Road to Bellevue Way	Multi-use path	0.65	\$ 234,000.00	\$ 507,000.00	\$ 780,000.00
Mahan Drive ²	Pedrick Road to Leon County Line	Multi-use path - Will eventually extend to the City of Monticello in Jefferson County	9.35	\$ 3,366,000.00	\$ 7,293,000.00	\$ 11,220,000.00
Timberlane Road	N. Meridian Road to Market Square	Multi-use path	0.84	\$ 302,400.00	\$ 655,200.00	\$ 1,008,000.00
Easterwood Drive	Weems Road to Conner Boulevard	Multi-use path	1.29	\$ 464,400.00	\$ 1,006,200.00	\$ 1,548,000.00
Old Bainbridge Road	Portland Avenue to Tanager Trail	Multi-use path	1.15	\$ 414,000.00	\$ 897,000.00	\$ 1,380,000.00
TOTAL Tier 2			26.14	\$ 9,335,023.20	\$ 20,197,987.92	\$ 31,060,952.64

¹ - These are projects that entirely overlap with Greenways and Trails projects.

² - These projects partially overlap with Greenways and Trails projects.

ATTACHMENT 8 - MAJOR PROJECT COSTS						
Tier 3						
Natural Bridge Road	Woodville Highway to Old Plank Road	Multi-use path	5.80	\$ 2,088,000.00	\$ 4,524,000.00	\$ 6,960,000.00
Ox Bottom Road	N. Meridian Road to Witchtree Acres	Multi-use path	2.82	\$ 1,015,200.00	\$ 2,199,600.00	\$ 3,384,000.00
Paul Russell Road	Apalachee Parkway to Orange Avenue	Multi-use path	1.00	\$ 360,000.00	\$ 780,000.00	\$ 1,200,000.00
Olson Road	Centerville Road to Raymond Diehl Road	Multi-use path	1.37	\$ 493,200.00	\$ 1,068,600.00	\$ 1,644,000.00
Raymond Diehl Road	Olson Road to Killarney Way	Buffered Bike Lanes	0.56	\$ 201,600.00	\$ 436,800.00	\$ 672,000.00
Killarney Way ¹	Thomasville Road to Shamrock Street	5 ft. buffered bike lane	1.35	\$ 135,108.00	\$ 162,874.80	\$ 190,641.60
Timberlane School Road	Live Oak Plantation to Timberlane Road	Multi-use path/separated bike lane	0.58	\$ 208,800.00	\$ 452,400.00	\$ 696,000.00
Bradfordville Road ¹	Centerville Road to Velda Dairy Road	Multi-use path	3.38	\$ 1,216,800.00	\$ 2,636,400.00	\$ 4,056,000.00
Meridian Road ¹	Ox Bottom Road to Bannerman Road	Multi-use path	2.77	\$ 997,200.00	\$ 2,160,600.00	\$ 3,324,000.00
Pedrick Road ¹	Mahan Drive to Buck Lake Road	Buffered Bike Lanes	0.87	\$ 87,069.60	\$ 104,963.76	\$ 122,857.92
Meridian Road	Lakeshore Drive to Maclay Road	Multi-use path	1.59	\$ 572,400.00	\$ 1,240,200.00	\$ 1,908,000.00
Riverwalk Trail ¹		Part of Orchard Pond Trail	0.61	\$ 219,600.00	\$ 475,800.00	\$ 732,000.00
Lakeshore Drive	Sharer Road to Springdale Drive	Multi-use path	1.10	\$ 396,000.00	\$ 858,000.00	\$ 1,320,000.00
Springdale Drive/Lexington Road	Lakeshore Drive to Meridian Road	Multi-use path	0.55	\$ 198,000.00	\$ 429,000.00	\$ 660,000.00
TOTAL Tier 3			24.35	\$ 8,188,977.60	\$ 17,529,238.56	\$ 26,869,499.52
TOTAL All Major Projects in All Tiers			78.66	\$ 26,365,600.80	\$ 56,403,066.48	\$ 86,440,532.16

¹ - These are projects that entirely overlap with Greenways and Trails projects.

² - These projects partially overlap with Greenways and Trails projects.

Neighborhood Network Route: 1A

Seminole Dr., Santa Rosa Dr., Old Fort Rd., Limbo Ln., Country Club Dr., Circle Dr.



Tier I Neighborhood Network Route

Neighborhood Network Route: 1A

This neighborhood network route in the Myers Park area is important to connecting this area of the city to other focus areas identified in this Master Plan. Not only does it provide local connectivity between the historic Myers Park Neighborhood and Indianhead, but it provides a safe alternative route for connecting users to Myers Park, Cascades Park, and the Capital Cascades Trail. It will also 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.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFBS at intersection E Magnolia Drive and Seminole Drive to give access users 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 high numbers of pedestrians and cyclists.

Next Steps: Outreach to the surrounding neighborhoods, coordination with Public Works and the Tallahassee-Leon County Planning Department for implementation of signage and shared-lane markings, feasibility studies for minor projects

Length: 1.51 miles

Planning Level Cost Estimate Range (including 20% contingency):

\$84,023 — \$135,035

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

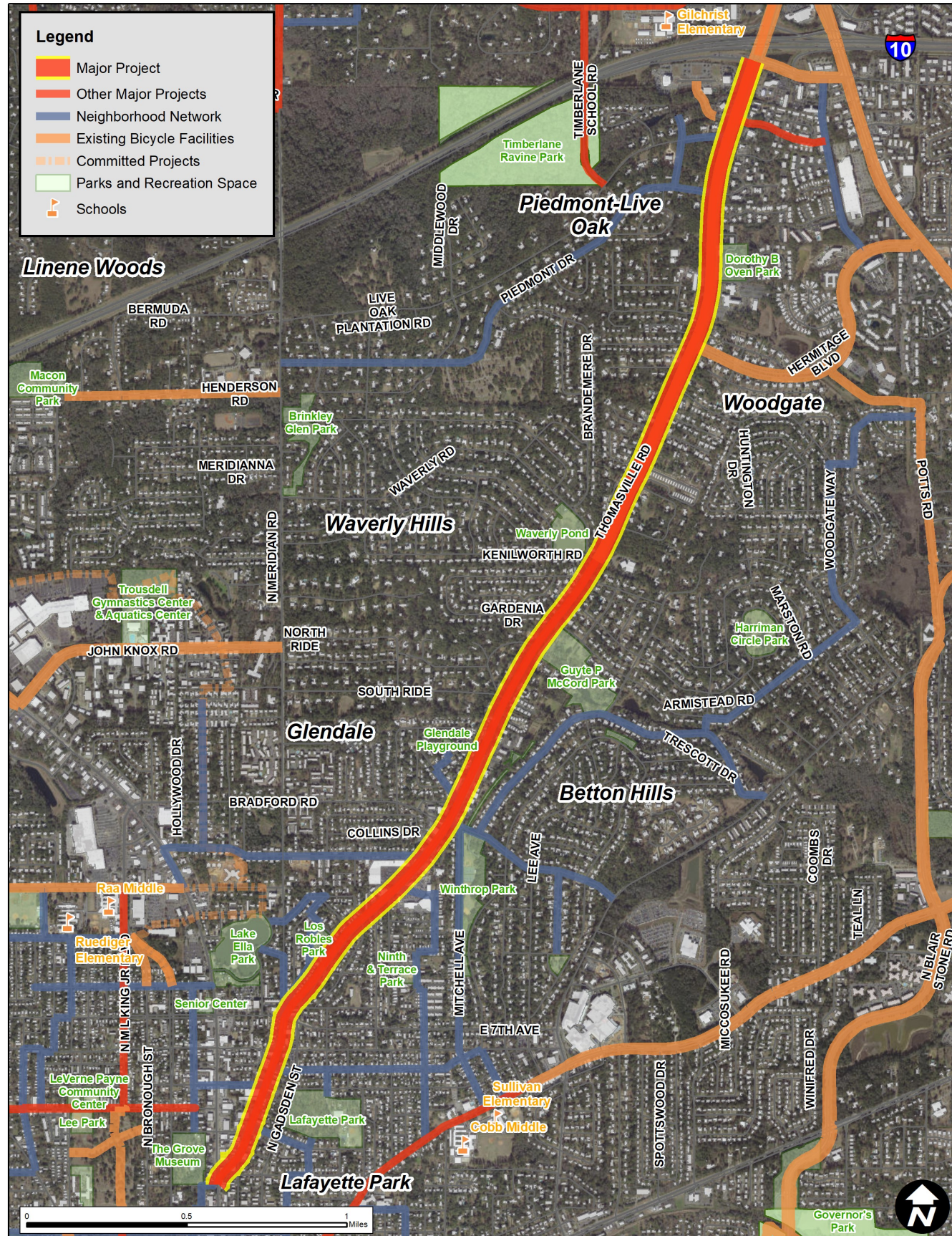


HEALTH



Major Project: Thomasville Rd

E. 1st Avenue to Raymond Diehl Rd.



Tier I Major Project

Major Project: Thomasville Road

Thomasville Road is a principle arterial that connects the downtown area to the northeast side of Tallahassee. It serves several residential areas and provides access to businesses and services along it's entirety, and is a primary choice for commuters traveling in either direction. Thomasville Road is a high volume corridor, with a posted speed limit of 45 miles per hour in the study area, and while it currently has designated bicycle lanes in most areas and sidewalks on both sides of the road, it is not an ideal option for bicyclists and pedestrians.

Because of the significance of the Thomasville Road Corridor to connecting the northside of town to other areas such as Midtown and Downtown, a multi-use trail is recommended from E. 1st Avenue to Raymond Diehl Road. This project will provide a safe north-south connection for cyclists with appropriate signage and a path separated from traffic.

This recommended section of Thomasville Road is made up of varying widths, numbers of lanes, and median sizes, and for this reason, a feasibility study is recommended to determine the most appropriate option for making this trail a reality. Some sections may require significant alteration of the current streetscape, but what this will entail will be determined in a feasibility study.

Next Steps: Feasibility Study, coordination with Blueprint on project status associated with Greenways Master Plan, outreach to surrounding neighborhoods for public feedback

Length: 3.97 miles

Planning Level Cost Estimate Range (with 20% contingency):

\$1,429,200 — \$4,764,000

Planning Consistency: Tallahassee-Leon County Greenways Master Plan, Midtown Transportation Plan, Midtown Placemaking

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH