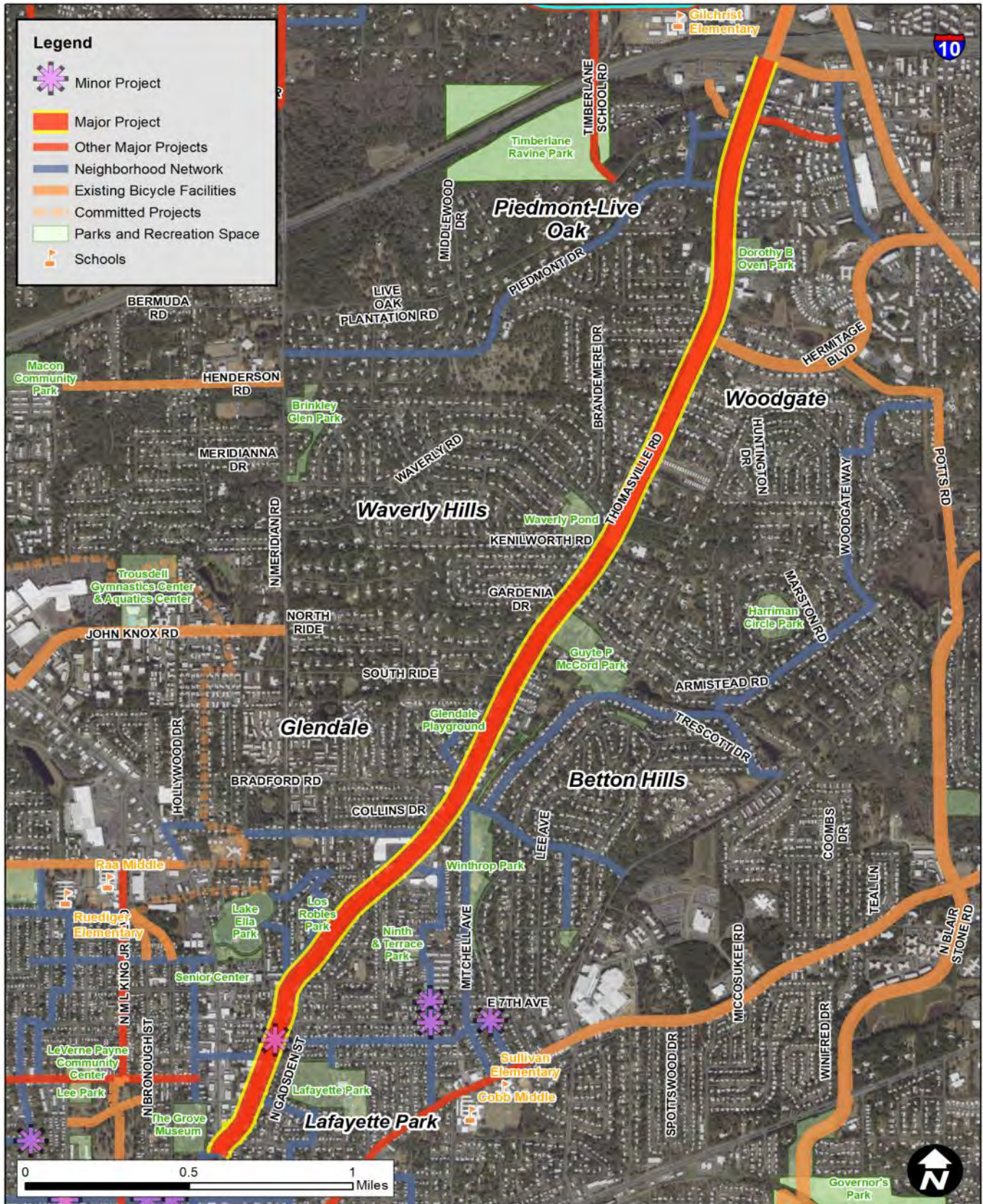




# Major Project: Thomasville Road

E. 1st Ave. to Raymond Diehl Rd.



## Tier I Major Project

### Major Project: Thomasville Road

#### **Project Description**

Thomasville Road is one of the most utilized north-south arterials in Tallahassee and Leon County. The corridor begins in Midtown and terminated at the Georgia State Line while serving many residential areas with access to businesses and services along it's entirety. It also is a primary choice for commuters traveling in either direction and is a vital missing link in the Bicycle Network. Thomasville Road is a high volume corridor, with a posted speed limit that ranges between 25 and 45 MPH, with a majority of the corridor posted at 45 MPH. It is made up of varying widths, numbers of lanes, and median sizes. There are several driveways and natural features along the corridor, which limit the availability of right of way. Currently, there are 4 to 5-foot bicycle lanes on both sides that begin just north of Waverly Road and continue to Metropolitan Boulevard, where they become marked, designated bicycle lanes. There are sidewalks on both sides of Thomasville Road, but are inadequate in some areas due to overgrowth of weeds or lack of a buffer between pedestrians and traffic. Overall, this lack of adequate and protected facilities discourages bicyclists and pedestrians from using Thomasville Road as a connection.

#### **Project Details**

Project Length: 3.97 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Right of way constraints need to be determined and coordination with existing planning projects

#### **Project Costs**

Feasibility Study Cost Estimate: \$150,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$1,429,200—\$4,764,000

#### **Planning Consistency**

This project is consistent with the Tallahassee–Leon County Greenways Master Plan, Midtown Area Transportation Plan, Midtown Placemaking, and Market District Placemaking.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



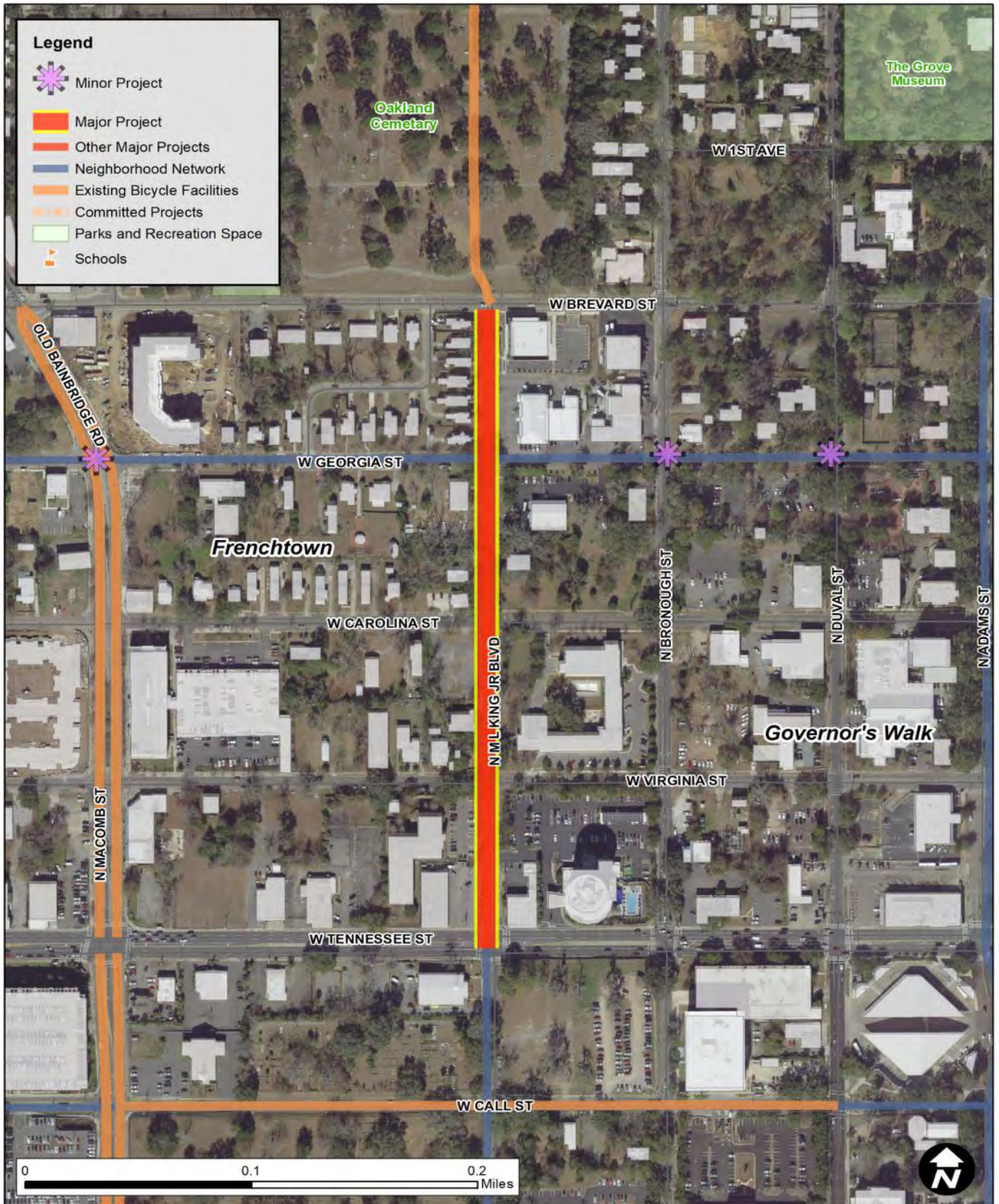
CONNECTIVITY



HEALTH



# Major Project: N. Martin Luther King Jr. Boulevard (South) W. Tennessee St. to W. Brevard St.



## Tier I Major Project

### Major Project: N. Martin Luther King Jr. Boulevard (South)

#### **Project Description**

N. Martin Luther King Jr. Boulevard is a north-south corridor that runs from Tharpe Street to the All Saints neighborhood south of Gaines Street. This section identified for a major project begins at W. Brevard Street to W. Tennessee Street. Public input received indicated that this segment is a popular corridor with bicyclists because it is relatively flat and provides a direct north and south connection. Due to high travel speeds and a history of conflict between motorists and bicyclists, there are safety concerns along this corridor. This was reflected in input received from the public. In 2018, a bicyclist was struck and killed while traveling along this part of MLK. In order to make this route safer for a variety of bicyclist types as well as pedestrians, a major project is recommended.

#### **Project Details**

Project Length: .3 miles

Next Steps: Feasibility Study

Proposed Improvements: Removal of on-street parking for two-way cycle track, widening of sidewalk to at least 10 feet

Special Considerations: Right of way constraints and the need for on-street parking need to be determined, and coordination with existing planning projects

#### **Project Costs**

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$30,024-\$42,364

#### **Planning Consistency**

This project is consistent with the Frenchtown Placemaking Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

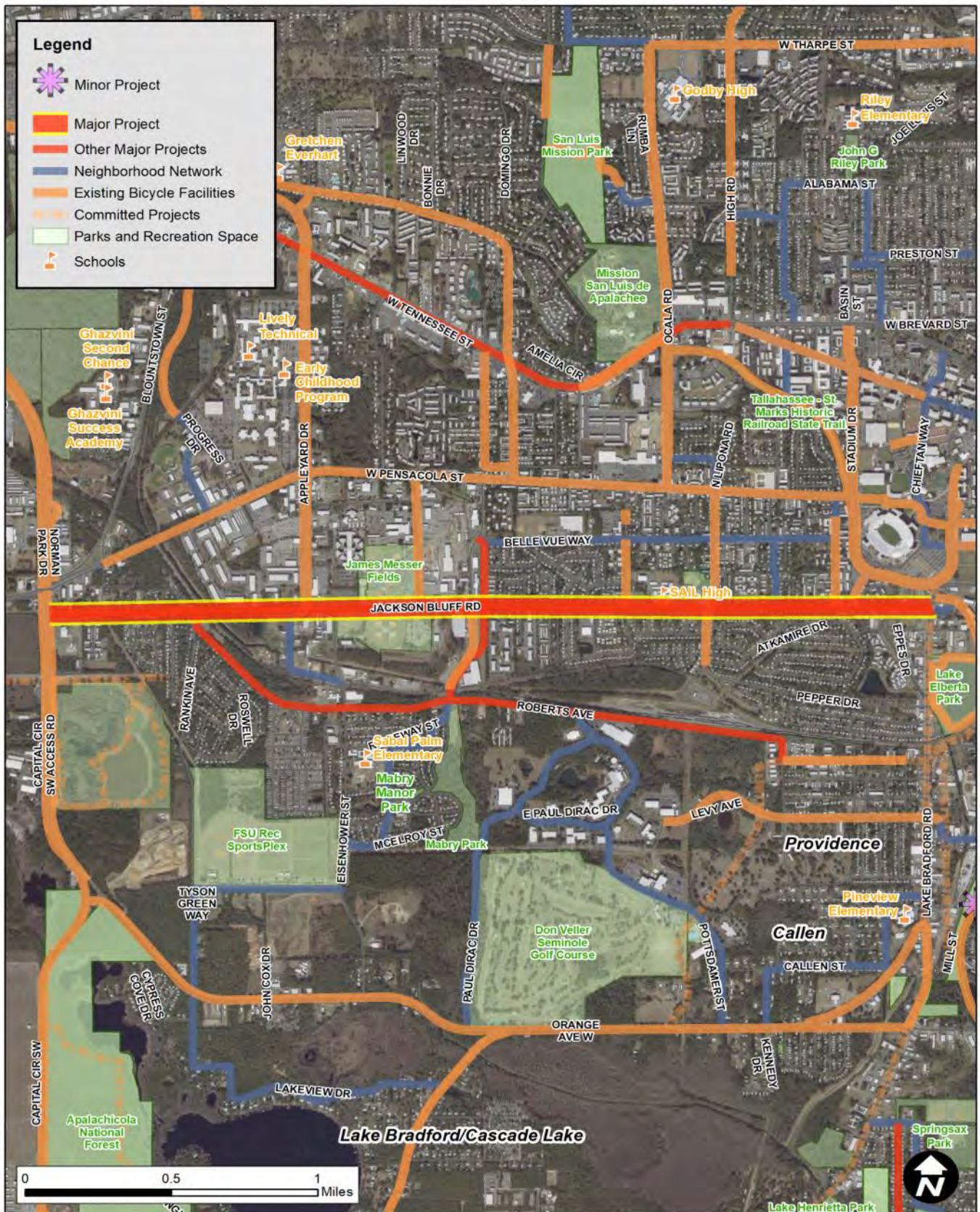


HEALTH



# Major Project: Jackson Bluff Road

Capital Circle SW to N. Lake Bradford Rd.



## Tier I Major Project

### Major Project: Jackson Bluff Road

#### Project Description

Jackson Bluff Road is an east-west corridor that connects Capital Circle SW to Downtown near the Gaines Street district. This corridor has the potential to connect parts of TCC and FSU campuses to Downtown. It is characterized by an inadequate bicycle comfort level due to elevation changes and high traffic volumes. Currently, Jackson Bluff Road has sidewalks on both sides of the corridor from Capital Circle SE to Rankin Avenue, where the road is split at the railroad tracks. This project would need to include improvements for passing over these tracks. On the east side of the railroad tracks, there are no sidewalks until Appleyard Drive, where sidewalks resume on both sides of the corridor. From this point on, sidewalks on both sides of the road begin and end intermittently until Hayden Road, where both sides are maintained until N. Lake Bradford Road. There are also sharrows and signage that indicates that the road is intended to be shared with bicyclists along the entire length of this section. Pedestrians in this area are common due to its location between several university campuses.

#### Project Details

Project Length: 3.02

Next Steps: Feasibility Study

Proposed Improvements: Remove continuous left turn lane and convert the road to two lanes with designated buffered bicycle lanes and intersection improvements

Special Considerations: Right of way constraints need to be determined and coordination with existing planning projects

#### Project Costs

Feasibility Study Cost Estimate: \$35,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$302,241 — \$426,472

#### Planning Consistency

N/A

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



# Major Project: N. Woodward Avenue Tennessee St. to Alabama St.



## Tier I Major Project

### Major Project: N. Woodward Avenue

#### **Project Description**

N. Woodward Avenue is a north-south corridor that connects Griffin Heights, Frenchtown, and several areas that are predominately student housing. N. Woodward Avenue is a gateway to the FSU Campus, entering near the Oglesby Union, and one of the campus' main pedestrian corridors. Students often park along N. Woodward Avenue as far west as W. Brevard Street, and students using bicycles or walking to campus also use this road to access FSU, making the intersection of W. Tennessee Street and N. Woodward Avenue a heavily uses intersection. N. Woodward Avenue in this area is considered a minor collector, and can become busy and congested between class times.

This project is to coordinate a feasibility study for removing the on-street parking on N. Woodward Avenue to allow for bicycle lanes to be installed. Another option to be considered is to add a two-way cycle track on the side of the corridor where the on-street parking is currently located.

#### **Project Details**

Project Length: .70

Next Steps: Feasibility Study

Proposed Improvements: Remove on-street parking and convert to designated bicycle lanes, or two-way cycle track where on-street parking is currently located

Special Considerations: Right of way constraints and the need for on-street parking need to be determined, and coordination with existing planning projects

#### **Project Costs**

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$70,056 — \$98,851

#### **Planning Consistency**

This project is consistent with Frenchtown Placemaking Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



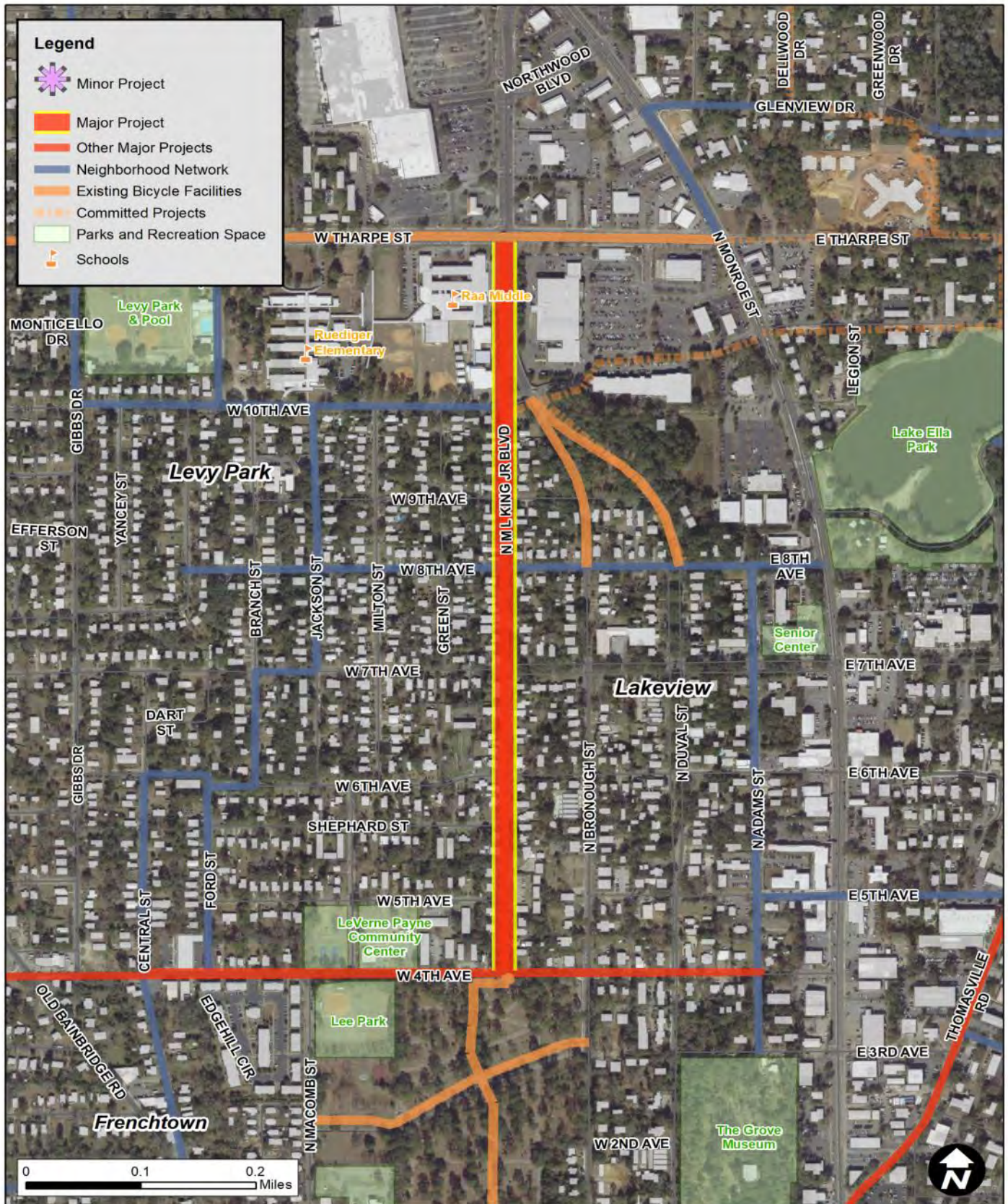
HEALTH





# Major Project: N. Martin Luther King Jr. Blvd (North)

## W. 4th Ave. to Tharpe St.



## Tier I Major Project

### Major Project: N. Martin Luther King Jr. Blvd. (North)

#### **Project Description**

N. Martin Luther King Jr. Boulevard is a north-south corridor that runs from Tharpe Street south to the All Saints neighborhood south of Gaines Street. This section identified for a major project is from W. Tharpe Street south to the Oakland Cemetery path, providing a north-south connection between neighborhoods near Midtown and Downtown, and those north of W. Tharpe Street. Public input received indicated that this segment is a popular corridor with bicyclists because it is relatively flat and provides a direct north and south connection. In order to make this route safer for a variety of bicyclist types as well as pedestrians, a major project is recommended.

This major project is to remove on-street parking to install a designated or buffered bicycle lane. It would also include traffic calming, such as speed bumps, and signage to ensure that drivers at intersections are aware that this corridor is part of the bicycle network and bicyclists will be present. A feasibility study and public outreach are recommended to determine the impact of removing the on-street parking, as well as specifics regarding potential right-of-way constraints.

#### **Project Details**

Project Length: .68 miles

Next Steps: Feasibility Study

Proposed Improvements: Remove on-street parking and convert to a designated or buffered bicycle lane

Special Considerations: Right of way constraints and the need for on-street parking need to be determined, and coordination with existing planning projects

#### **Project Costs**

Feasibility Study Cost Estimate: \$30,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$244,800 — \$816,000

#### **Planning Consistency**

This project is consistent with the Midtown Placemaking Plan and the Frenchtown Placemaking Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



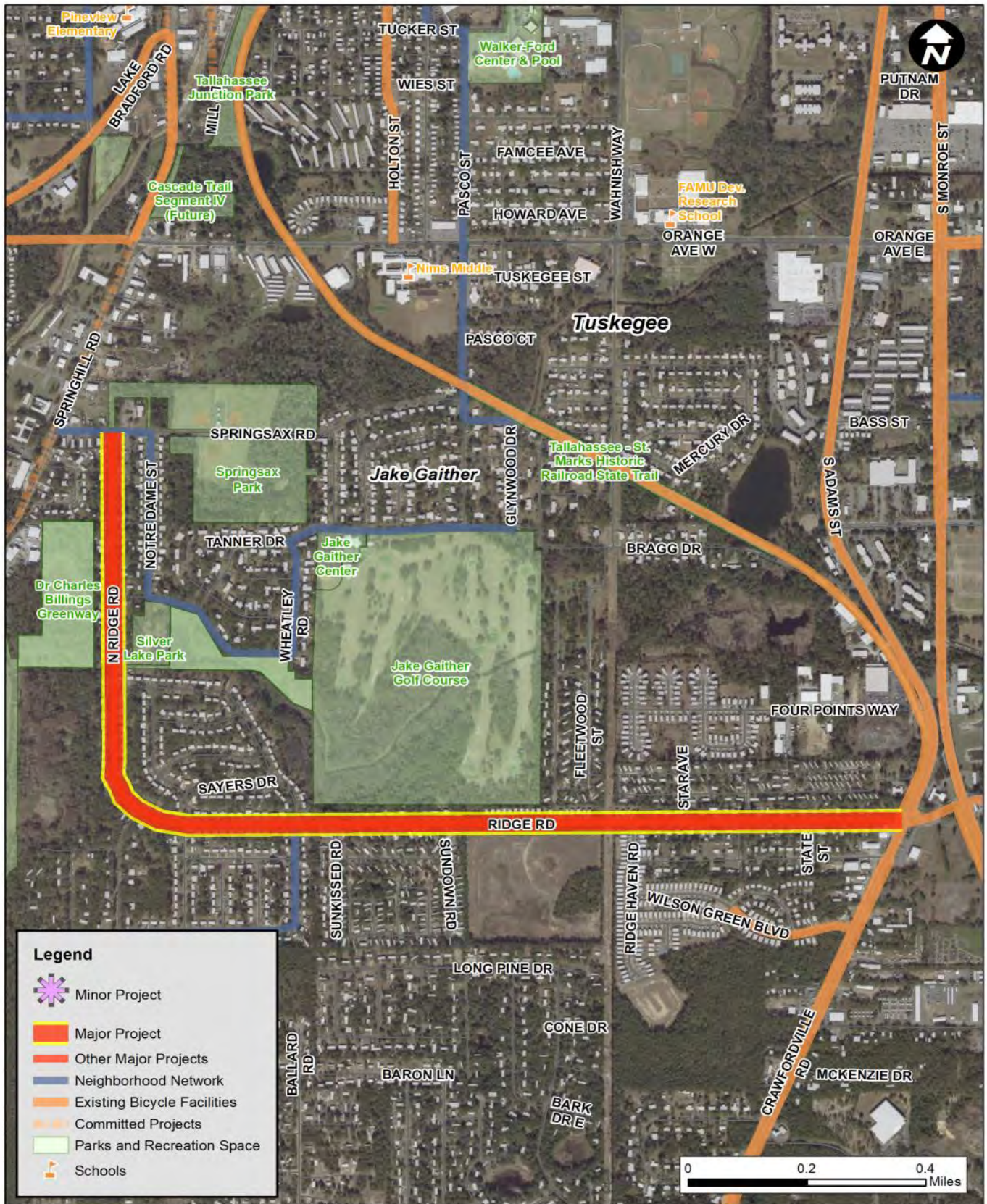
CONNECTIVITY



HEALTH



# Major Project: Ridge Road Springsax Rd. to Crawfordville Rd.



## Tier I Major Project

### Major Project: Ridge Road

#### **Project Description**

Ridge Road runs both east-west and north-south on the south side of Tallahassee. It traverses several neighborhoods, most notably the historic Jake Gaither neighborhood, and connects to Crawfordville Road and the Tallahassee-St. Marks Historic Railroad State Trail. Ridge Road is a minor collector and is not characterized by major congestion. However, through public input, travel speeds and lack of multimodal facilities along this road were identified as sources of concern. Nearly 10-15% of the households in this area do not own a vehicle, indicating the need for well-connected bicycle and pedestrian facilities (ACS, 2015). Currently, there are sidewalks on both sides of the corridor beginning at S. Adams Street heading west, but the sidewalk on the north side of the corridor ends abruptly near Blue Jay Drive. There are no bicycle facilities.

To improve facilities on Ridge Road, a multi-use path is recommended. This can be achieved through the widening of the sidewalk on either side of the road. If the north/east side of the corridor is selected, the path will need to be extended along the entire length of the corridor. The amount of right of way available should be evaluated in a future feasibility study to determine the best location and width for the multi-use path.

#### **Project Details**

Project Length: 1.98 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Right of way constraints need be determined and coordination with existing planning projects

#### **Project Costs**

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$712,800—\$2,376,000

#### **Planning Consistency**

This project is consistent with the Southwest Area Transportation Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



# Major Project: Apalachee Parkway

Sutor Rd. to Conner Blvd.



## Tier I Major Project

### Major Project: Apalachee Parkway

#### Project Description

Apalachee Parkway runs from the heart of Downtown east out of the city as US 27. This section of Apalachee Parkway is identified for a major project to connect an existing multi-use path on Conner Boulevard and a committed project including bicycle facilities with the realignment of Biltmore Avenue from the Southwood community. Currently, this section of Apalachee Parkway has sub-standard, undesignated bicycle lanes, and no sidewalks. This section has an inadequate bicycle comfort level due to high-traffic volumes and a posted speed limit of 45 MPH, conditions that are not conducive to safe on-street bicycle travel. With appropriate facilities, this section will provide a connection between the Southwood community and neighborhoods along Conner Boulevard, as well as recreational areas such as Tom Brown Park and Lafayette Heritage Trails Park. Additionally, this major project will extend connectivity to Lincoln High School and Apalachee Elementary School via designated bicycle lanes on Sutor Road.

A multi-use path is recommended on this section of Apalachee Parkway. A feasibility study is recommended to determine availability of right of way and viability of sidewalk expansion and provide safe access for less confident users to facilities on Conner Boulevard.

#### Project Details

Length: .60 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Coordination with existing planning projects

#### Project Details

Feasibility Study Cost Estimate: \$15,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$216,000 — \$720,000

#### Planning Consistency

This project is consistent with the Tallahassee-Leon County Greenways Master Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



# Major Project: Blair Stone Road

Orange Ave. to Governor Square Blvd.



## Tier I Major Project

### Major Project: Blair Stone Road

#### Project Description

Blair Stone Road is major north-south corridor on the east side of Tallahassee that has some bicycle and pedestrian facilities. This identified section will complete a major gap in the bicycle network on Blair Stone Road from Governor’s Square Boulevard to Orange Avenue. Currently, Blair Stone Road has a bicycle lane and sidewalk on the east side of the corridor north of Governor’s Square Boulevard, which becomes a separated multi-use path near Governor’s Park. South of Governor’s Square Boulevard to Orange Avenue, there are no existing bicycle facilities, but a sidewalk is present on the west side of the corridor, and the east side picks up shortly thereafter. From there, both sides continue to Orange Avenue. The bicycle comfort level of this corridor is poor due to high traffic volumes.

#### Project Details

Project Length: 1.81 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path, or designated buffered bicycle lanes

Special Considerations: Right of way constraints need to be determined, and coordination with existing planning projects

#### Project Costs

Feasibility Study Cost Estimate: \$45,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$651,600 — \$2,172,000

#### Project Costs

N/A

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH





# Major Project: Thomasville Road (North) I-10 to Killarney Way



## Tier I Major Project

### Major Project: Thomasville Road (North)

#### Project Description

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. While it currently has designated bicycle lanes and sidewalks on both sides of the road, the speed and high volumes are not inviting for many bicyclists and pedestrians in the area. The are of this proposed project is primarily surrounded by commercial properties, with many neighborhoods located north and south of the project limits. During the public engagement process, many comments were received about the difficulty of traveling via bicycle lanes on this section of Thomasville Road, in addition to data indicating a highly inadequate bicycle comfort level.

To allow for better connectivity along this section of Thomasville Road, a multi-use path is proposed to accommodate all user types. A feasibility study is recommended to determine the most appropriate location to construct designated bicycle facilities on this corridor.

#### Project Details

Project Length: .90 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Right of way constraints need to be determined, and coordination with existing planning projects

#### Project Costs

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$324,000 — \$1,080,000

#### Planning Consistency

This project compliments the Market District Placemaking Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



# Major Project: Paul Russell Road

S. Meridian St. to Zillah St.



## Tier I Major Project

### Major Project: Paul Russell Road

#### Project Description

Paul Russell Road runs east-west, connecting S. Adams Street and S. Monroe Street with Blair Stone Road. This corridor is a major collector, and provides connectivity between local neighborhoods such as Apalachee Ridge Estates. This section of Paul Russell Road connects Jack L. McLean Community Center and Park, the UF-IFAS extension office, and a multi-use path that connects from the Community Center to S. Monroe Street and the Tallahassee-St. Marks Historic Railroad State Trail via Zillah Street, Omega Avenue, Cornelia Street, Lindgren Avenue, and Gaile Street. It also connects to the neighborhood network at S. Meridian Street as well as behind the Jack McClean Community Center and Park on Webster Street, creating opportunities for accessing other areas of town. Adequate sidewalks exist on both sides of the corridor, however, there are no bicycle facilities. The road has an inadequate bicycle comfort level indicating that certain bicyclist types would not feel comfortable riding along this section of this road.

#### Project Description

Project Length: .47 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Right of way constraints need to be determined and coordination with existing planning projects

#### Project Costs

Feasibility Study Cost Estimate: \$15,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$169,200 — \$564,000

#### Planning Consistency

N/A

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



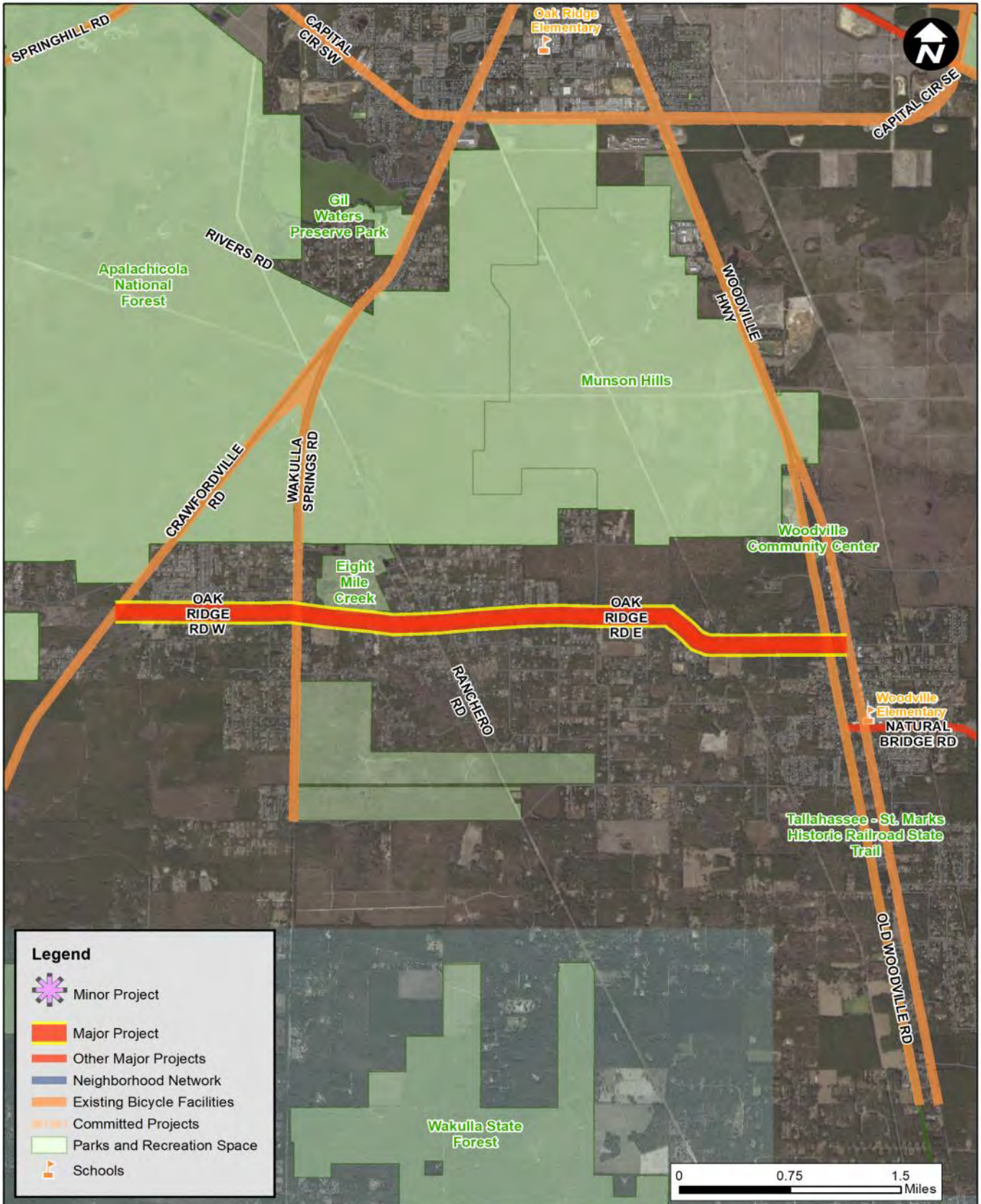
CONNECTIVITY



HEALTH



# Major Project: Oak Ridge Road Crawfordville Rd. to Woodville Highway



## Tier I Major Project

### Major Project: Oak Ridge Road

#### **Project Description**

Oak Ridge Road is an east-west corridor in southern Leon County that connects Crawfordville Road and Woodville Highway. This area is characterized by rural residential development and natural areas such as the Apalachicola National Forest and the Wakulla State Forest to the north. The Tallahassee-St. Marks Historic Railroad State Trail is accessible from the eastern end of Oak Ridge Road. Recently, a roundabout at the intersection of Oak Ridge Road and Wakulla Springs Road was constructed to improve operations at this intersection. There are currently no bicycle or pedestrian facilities located along the corridor. During the public engagement process, many comments were received from residents indicating community interest in a multi-use path to create a safe connection to and from the Tallahassee-St. Marks Historic Railroad State Trail. Comments indicated that the rural nature of the road encourages high-speeds and is unsafe for bicyclists and pedestrians as is. In addition to a multi-use path, pedestrian crossings and signage should be located at appropriate intersections and the roundabout at Wakulla Springs Road.

#### **Project Details**

Project Length: 5.03 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path, pedestrian crossings at roundabout

Special Considerations: Right of way constraints need to be determined and coordination with existing planning projects

#### **Project Costs**

Feasibility Study Cost Estimate: \$45,000

Planning Level Construction Costs Estimate Range (with 20% contingency):

\$1,810,000 — \$6,036,000

#### **Planning Consistency**

This project is consistent with the Tallahassee-Leon County Greenways Master Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH