Major Project: W. Tennessee Street

Appleyard Dr. to Call St.

Tier I Major Project

Major Project: W. Tennessee Street

Project Description

W. Tennessee Street is classified as principle arterial, with high traffic volumes and high travel speeds. This section of W. Tennessee Street is characterized by commercial uses and apartment complexes heavily used by students, and connects FSU and TCC. This section of the corridor has sidewalks on both sides, but lacks formal bicycle facilities of any type. The posted speed limit in this section of the corridor is 45 MPH. High traffic volumes in this section of the corridor result in a bicycle comfort level that is not conducive for non-confident bicyclists.

A multi-use path on either side of this section is recommended. Sidewalks on either side of the corridor may be retrofitted to create a multi-use path of at least 10 feet. Crosswalks and signage at driveways for businesses and residential areas should be included. A feasibility study is recommended to determine if any right of way constraints exist and potential alternatives for location of the path.

Project Details

Length: 1.91 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: $50,000
Planning Level Construction Costs Estimate Range (with 20% contingency): $687,600 — $2,292,000

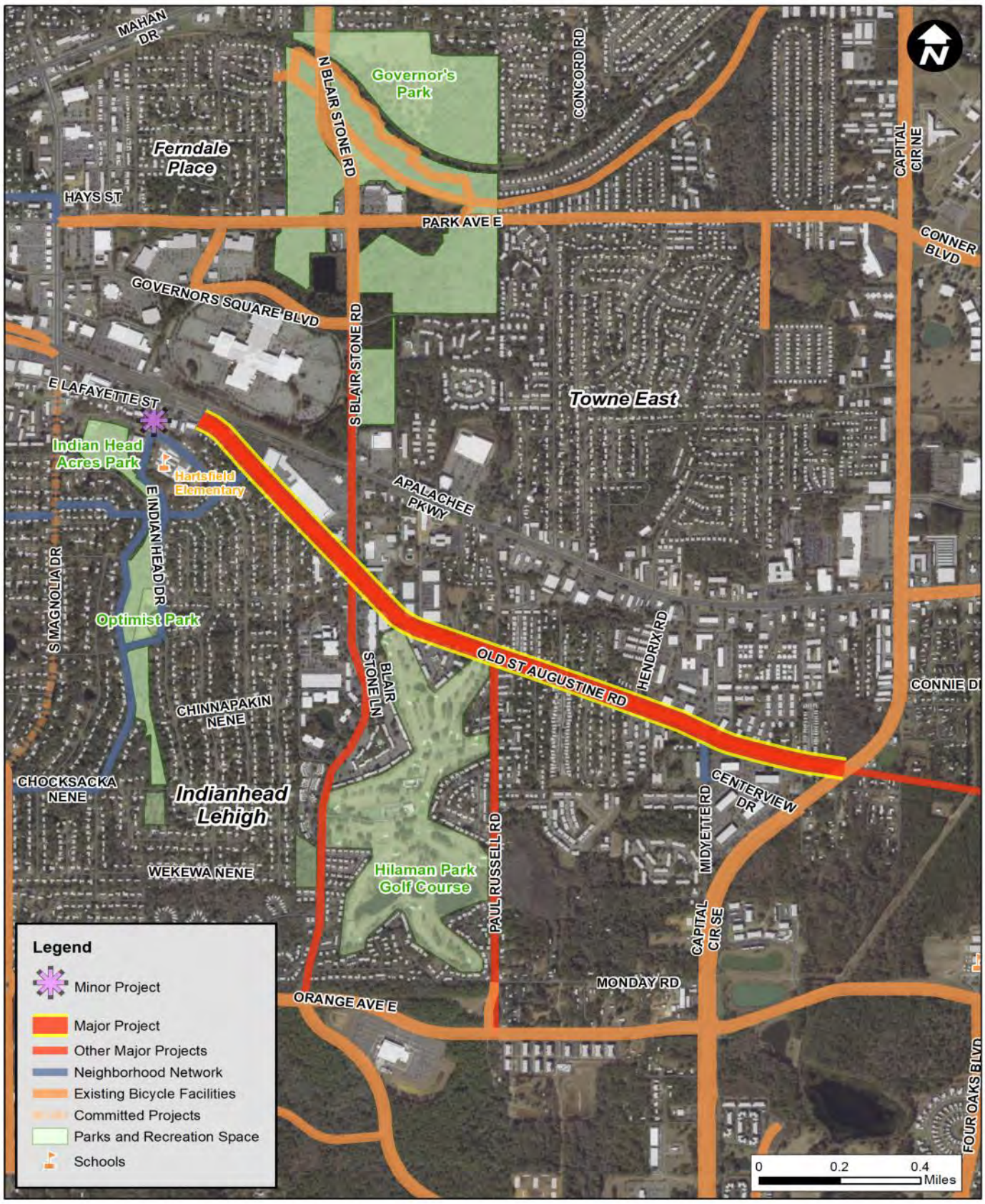
Planning Consistency

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

Goal Satisfaction

Major Project: Old St. Augustine Road

E. Indianhead Dr. to Capital Circle SE



Tier I Major Project

Major Project: Old St. Augustine Road

Project Description

Old St. Augustine Road is a two-lane road on the southeast side of Tallahassee. The section runs from Lafayette Street to Capital Circle SE. There is a sidewalk on the south side of the corridor for a short distance between Lafayette Street and a shopping center, but the majority of the corridor does not have bicycle or pedestrian facilities. This corridor has an undesirable bicycle comfort level due to high traffic volumes and has a speed limit of 35 MPH. Old St. Augustine Road is a canopy road, which can be restrictive in the types of facilities that can be constructed with limited space.

To improve facilities on this section of Old St. Augustine Road, a separated facility that will accommodate both bicyclists and pedestrians is recommended. A multi-use path would be ideal, but a wide sidewalk would also be acceptable depending on constraints along this corridor. A feasibility study is recommended to determine if right of way constraints exist and for compliance with local rules and regulations related to canopy roads.

Project Details

Project Length: 1.90 miles
Next Steps: Feasibility Study
Proposed Improvements: Multi-use Path or wide sidewalk
Special Considerations: Right of way constraints need to be determined and coordination with existing planning projects, and local canopy roads regulations need to be considered

Project Costs

Feasibility Study Cost Estimate: $30,000
Planning Level Construction Costs Estimate Range (with 20% contingency): $684,000—$2,280,000

Planning Consistency

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

Goal Satisfaction

Major Project: W. 4th Avenue

Central St. to N. Adams St.

Tier I Major Project

Major Project: W. 4th Avenue

Project Description

W. 4th Avenue is both a major and minor collector in a highly residential area. This road provides east-west connectivity between neighborhoods west of Monroe Street, and allows connections to community centers and local parks. It helps expand the network by connecting to other major projects and neighborhood network routes. W. 4th Avenue intersects with another major project on N. Martin Luther King Jr. Boulevard, which is popular with bicyclists as indicated by public comment received during public outreach for this Plan. Sidewalks are present along the north side of the corridor from Bennett Street to Old Bainbridge Road, and then switch to the south side from Old Bainbridge Road to N. Adams Street. There are no bicycle facilities exist along W. 4th Avenue.

To improve facilities on W. 4th Avenue, a multi-use path is recommended. A multi-use path would be ideal, but a wide sidewalk would also be acceptable depending on constraints along this corridor. A feasibility study is recommended to determine appropriate next steps for the location and impact of this major project.

Project Details

Project Length: 1.39 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: $30,000
Planning Level Construction Costs Estimate Range (with 20% contingency): $500,400—$1,668,000

Planning Consistency

The project is consistent with Frenchtown Placemaking Plan.

Goal Satisfaction

Major Project: Miccosukee Road

N. Meridian St. to Doctors Dr.

Tier I Major Project

Major Project: Miccosukee Road

Project Description

Miccosukee Road provides connectivity between the Downtown area and areas of activity on the northeast side of Tallahassee. The section traverses a highly residential area with several churches, parks, and schools, and is frequently used by bicyclists and pedestrians. Sidewalks are intermittent on both sides of the roads, but a sidewalk is available on at least one side along the entirety of this section. There are sharrows along this section. There is on-street parking between Leon High School and Hillcrest Street. Miccosukee Road has an inadequate bicycle comfort level due to high traffic volumes as well as elevation fluctuation.

This project is to evaluate the feasibility of removing on-street parking and using the additional space for a designated buffered bicycle lane on both sides of the corridor, or a two-way cycle track on the southeast side of the corridor. A feasibility study and public outreach are recommended to determine the impact of removing the on-street parking, as well as specifics of facility location due to the location of several schools along this corridor and bicycle lanes east of Marion Avenue.

Project Details

Project Length: .98 miles
Next Steps: Feasibility Study
Proposed Improvements: Remove on-street parking and convert to a two-way cycle track, or designated buffered bicycle lane

Project Costs

Feasibility Study Cost Estimate: $35,000
Planning Level Construction Costs Estimate Range (with 20% contingency):
$98,078 — $138,391

Planning Consistency

N/A

Goal Satisfaction

Major Project: Tram Road

Cornelia Rd. to Capital Circle SE

Tier I Major Project

Major Project: Tram Road

Project Description

Tram Road is a minor arterial and is located on the southeastern side of Tallahassee. It extends east to Jefferson County through rural areas and past Southwood Plantation. This section begins at the multi-use path on Cornelia Street to Capital Circle SE near the Southwood community. This road provides connectivity to schools, parks and other trails for residents of the neighborhoods Campbell Park, Beacon Hill. and Southwood Plantation. Sidewalks are limited to between Cornelia Street and Zillah Street. There are no bicycle facilities until Merchants Row Boulevard, where designated bicycle lanes begin. Sidewalks are present on both sides of the road again southeast of Merchants Row Boulevard.

A multi-use path is recommended on this section of Tram Road. A feasibility study is recommended to determine if there are any right of way constrains and the most appropriate location for a path.

Project Details

Project Length: 2.53 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): $910,800 — $3,036,000

Planning Consistency

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

Goal Satisfaction

Major Project: Old St. Augustine Road

Williams Rd. to Capital Circle SE

Tier II Major Project

Major Project: Old St. Augustine Road

Project Description

This section of Old St. Augustine Road from Capital Circle SE to the Williams Road is a two-lane canopy road, and is located in an area of low density development. There are no sidewalks present, but periodic signage indicates that the road is intended to be shared with bicyclists. It provides connectivity between designated bicycle lanes and a multi-use path on Capital Circle SE, and a committed project including bicycle facilities associated with the realignment of Biltmore Avenue from the Southwood community. This major project ends at Williams Road because this area is outside of city limits and has less vehicular traffic. Bicyclists may take the entire lane whether they continue east on Old St. Augustine Road or north or south on Williams Road.

A multi-use path on this section is recommended. A feasibility study is recommended to determine if right of way constraints exist and for compliance with local rules and regulations related to canopy roads.

Project Details

Project Length: 4.34 miles
Next Steps: Feasibility Study
Proposed Improvements: Multi-use Path
Special Considerations: Right of way constraints need to be determined, coordination with existing planning projects, and local canopy roads regulations need to be considered

Project Costs

Feasibility Study Cost Estimate: $225,000
Planning Level Construction Costs Estimate Range (with 20% contingency): $1,562,400—$5,208,000

Planning Consistency

N/A

Goal Satisfaction

Major Project: Roberts Avenue

Jackson Bluff Rd. to Iamonia St.

Tier II Major Project

Major Project: Roberts Avenue

Project Description

Roberts Avenue is an east-west corridor that provides access to the FAMU-FSU engineering campus, Morcom Aquatics Center, the Don Veller Seminole Golf Course, the National MagLab, and other businesses inside Innovation Park. This area attracts visitors from all over the world, making connectivity within and to this area highly desired. Roberts Avenue is not currently conducive to multimodal transportation because it does not have sidewalks or bicycle facilities along it. Currently, a sidewalk project is planned for Roberts Avenue. This road is also part of a potential future University Greenway Project that will connect this area more directly with TCC.

A multi-use path is recommended for Roberts Avenue. This road connects to other major projects, existing facilities, and neighborhood network routes in the area. A feasibility study is recommended to determine if right of way constraints exist as well as other details.

Project Details

Project Length: 2.18 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: $40,000
Planning Level Construction Costs Estimate Range (with 20% contingency): $784,000—$2,616,000

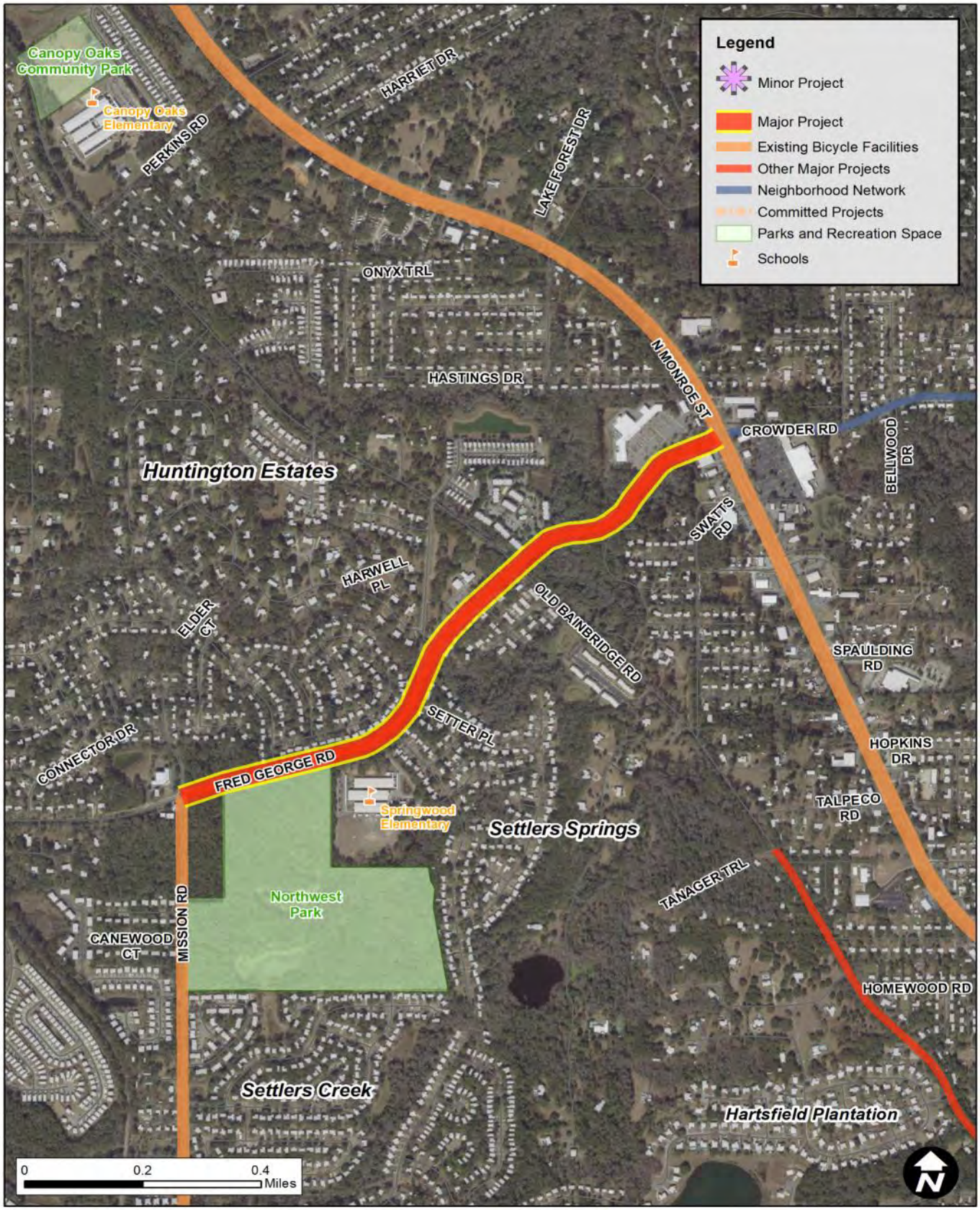
Planning Consistency

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

Goal Satisfaction

Major Project: Fred George Road

Mission Rd. to N. Monroe St.



Tier II Major Project

Major Project: Fred George Road

Project Description

Fred George Road is located on the northwest area of Leon County, in the midst of a predominately residential area. This project provides connectivity between Mission Road and N. Monroe Street, and provides access to Northwest Park. Fred George Road has sidewalks on the northern side of the corridor along this section, with ample right of way and generous grass buffers between the vehicular travel lanes until St. Louis Church Way. A wide grassy median is on the roadway from there to the intersection with N. Monroe Street. No bicycle facilities are currently along this corridor. This major project will connect to a neighborhood network route on Crowder Road that will lead to Lake Jackson Mounds State Park and provide connectivity to the Lake Jackson Greenway. This area will be eventually be able to connect to Lake Ella via the Lake Jackson Greenway route without having to use main corridors that lack adequate bicycle facilities

A multi-use path is recommended along this section of Fred George Road. A feasibility study is recommended to determine right of way availability, if the widening of the existing sidewalk will suffice, and other details.

Project Details

Project Length: 1.17 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: $40,000

Planning Level Construction Costs Estimate Range (with 20% contingency): $421,200—$1,404,000

Planning Consistency

This project is consistent with Lake Jackson Town Center at Huntington “Sense of Place” Initiative.

Goal Satisfaction

Major Project: Metropolitan Boulevard

Thomasville Rd. to Lonnbladh Rd.

Tier II Major Project

Major Project: Metropolitan Boulevard

Project Description

Metropolitan Boulevard is located between Thomasville Road and Lonnbladh Road and allows access to businesses and office parks east of Thomasville Road. Metropolitan Road currently connects to designated bicycle lanes on Thomasville Road. With implementation of this network, this project will connect to another major project on Thomasville Road, as well as a neighborhood network route on Lonnbladh Road. This will create important connectivity between routes that will extend north-south throughout the City and County. Metropolitan Avenue has an inadequate bicycle comfort level likely due to high traffic volume associated with cut-through traffic from surrounding neighborhoods. It has sidewalks on the southern side of the corridor with a grass buffer between the travel lanes. There are no existing bicycle facilities.

Project Details

Project Length: .29 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):
$29,023 — $40,952

Planning Consistency

N/A

Goal Satisfaction

Major Project: Iamonia St.

Stuckey Ave. to Roberts Ave.

Tier II Major Project

Major Project: Iamonia St.

Project Description

Iamonia Street is a north-south road on the south side of Tallahassee. It does not have sidewalks or bicycle facilities. This shorts section was identified as a major project to make the connection between a major project on Roberts Avenue and existing bicycle lanes and sidewalks on Stuckey Avenue. This major project will connect to the proposed road from Blueprint's Airport Gateway Project. This major project will facilitate bicycle and pedestrian connectivity with the FAMU-FSU engineering campus and Innovation Park.

A multi-use path is recommended on either side of the corridor to extend the multi-use path recommended on Roberts Avenue to complete the connection. This project will likely be associated with a feasibility study for Roberts Avenue.

Project Details

Project Length: .07 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: $4,000
Planning Level Construction Costs Estimate Range (with 20% contingency): $25,200—$84,000

Planning Consistency

This project is consistent with the Tallahassee-Leon County Greenways Master Plan, and compliments the Airport Gateway Project.

Goal Satisfaction

Major Project: Sharer Road

Lakeshore Dr. to Fulton Rd.

Tier II Major Project

Major Project: Sharer Road

Project Description

Sharer Road is a north-south road in a residential area in the northwest area of the City. Although it has an inadequate bicycle comfort level likely due to elevation fluctuation, this corridor is an important addition to the bicycle network because it provides a direct north and south connection for residential areas on the north side of town wanting to access other facilities, routes, and areas of activity. It also connects to a major project on Lakeshore Drive and existing facilities on Allen Road, which provide additional options for accessing destinations throughout the County. Sidewalks are not present on the majority of this section, and begin just south of Sandy Drive. There are speedbumps south of I-10. There are currently no bicycle facilities along the corridor.

Project Details

Project Length: 1.78 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): $640,800 — $2,136,000

Planning Consistency

N/A

Goal Satisfaction