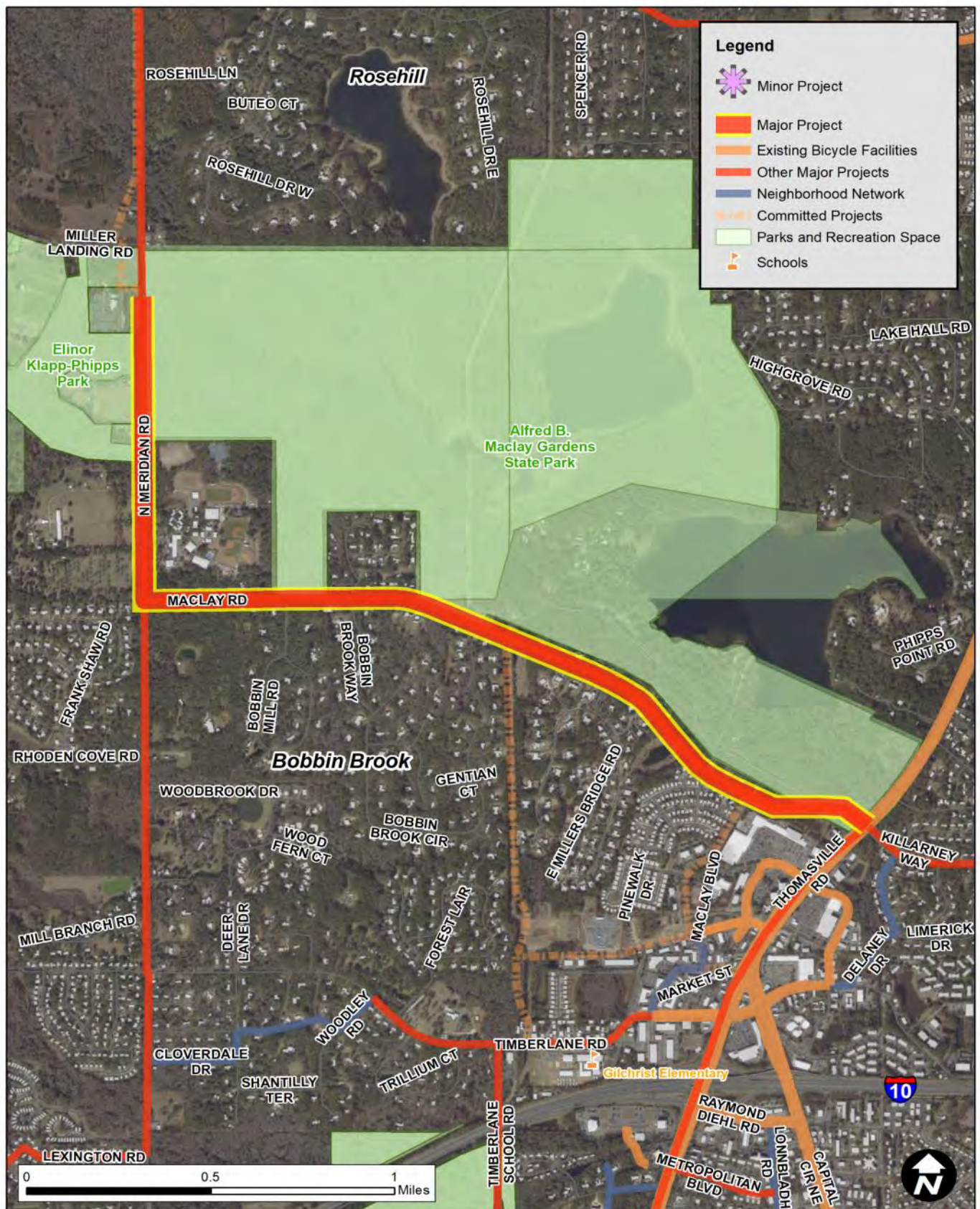




# Major Project: N. Meridian Road & Maclay Road Meadows Park Entrance to Maclay Boulevard



## Tier II Major Project

### Major Project: N. Meridian Road & Maclay Road

#### **Project Description**

These sections of N. Meridian Road and Maclay Road provide important connections between natural areas, commercial areas, and residential areas on the north side of Tallahassee. Currently, Maclay Road only has sidewalks and designated bicycle lanes on both sides of the corridor from Maclay Boulevard to Thomasville Road. This section of N. Meridian does not have sidewalks or bicycle facilities. This section of N. Meridian Road is one of three sections identified in this Plan, which were divided up to provide critical connections without requiring the entirety be completed. Both of these roads have inadequate bicycle comfort level due to high traffic volumes and high posted speed limits between 40 and 45 MPH. Comments received during the public engagement process indicated that sidewalks are needed on Maclay Road.

A multi-use path is recommended on N. Meridian Road, and wide sidewalks or a multi-use path is recommended on Maclay Road. A feasibility study is recommended to determine right of way availability and where the most appropriate location for the path on N. Meridian Road to comply with local rules and regulations related to canopy roads.

#### **Project Details**

Project Length: 3.03

Next Steps: Feasibility Study

Proposed Improvements: Multi-use path, or wide sidewalks on Maclay Road

Special Considerations: Right of way constraints needs to be determined and coordination with existing planning projects, and local canopy roads regulations need to be considered

#### **Project Costs**

Feasibility Study Cost Estimate: \$35,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$1,090,800 — \$3,636,000

#### **Planning Consistency**

This project compliments the Tallahassee-Leon County Greenways Master Plan and Market District Placemaking Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH





## Major Project: Mabry Street Jackson Bluff Rd. to Bellevue Way



## Tier II Major Project

### Major Project: Mabry Street

#### **Project Description**

This major project is located along a canal adjacent to Mabry Street on the east side, and coincides with a project outlined in the Tallahassee-Leon County Greenways Master Plan. The canal is associated with a utility corridor that currently has a “goat path,” or a marked area that indicates pedestrian use and the need for formal facilities, such as a sidewalk. The section of Mabry Street identified in this project currently has sidewalks and bicycle lanes, however, this road is characterized by an insufficient bicycle comfort level due to high traffic volumes due to thru-traffic, making it uncomfortable for less confident bicyclists.

A major project is recommended to provide a multi-use path. Strong and confident bicyclists may opt to use existing bicycle lanes on Mabry Street, but an additional, separated facility is recommended to provide opportunities for all user types. A feasibility study is recommended to determine right of way availability, if existing sidewalks on Mabry can be widened, and other details associated with this project.

#### **Project Details**

Project Length: .65 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: \$20,000

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

\$234,000 — \$780,000

#### **Planning Consistency**

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

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

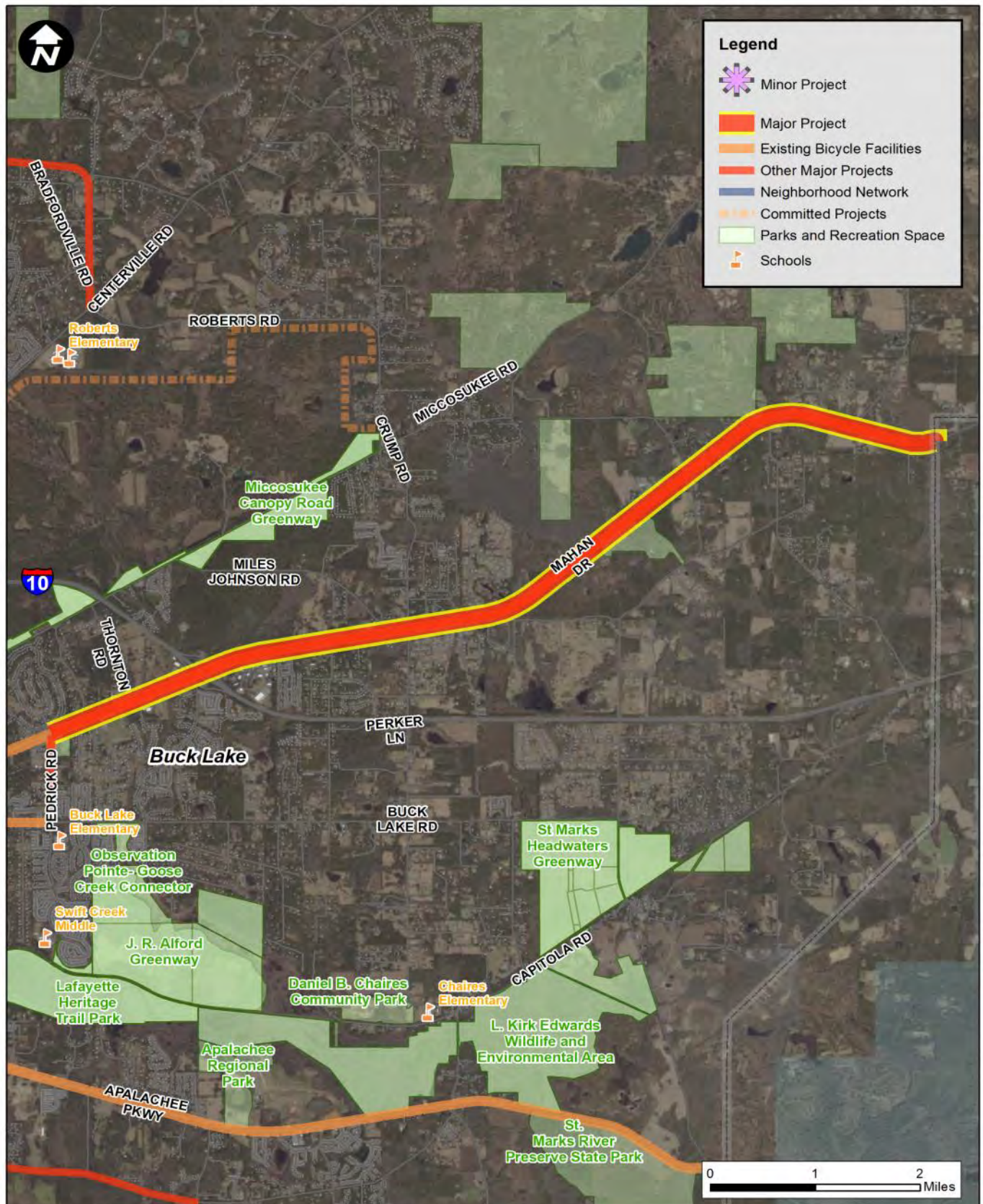


HEALTH





# Major Project: US 90 Pedrick Rd. to Leon County Line



## Tier II Major Project

### Major Project: US 90

#### **Project Description**

This section of US 90 is known as Mahan Drive in Leon County. This section begins as a four-lane road, but narrows to two lanes near Apex Road northeast of I-10. This entire identified section of US 90 has an insufficient bicycle comfort level due to high traffic volumes and a high posted speed limit that ranges between 45 MPH and 55 MPH. While there are currently designated bicycle lanes and sidewalks from Pedrick Road to Walden Road, these facilities are not adequate to offer a safe option for all types of bicyclists.

A feasibility study is currently underway by CRTPA to identify an appropriate route for connecting Tallahassee and Monticello via US 90, which includes this identified section. Several different types of bicycle and pedestrian facilities are being considered, including a multi-use path, buffered bike lanes, and signalized pedestrian crossings.

#### **Project Details**

Project Length: 9.35 miles

Next Steps: Feasibility Study in Progress

Proposed Improvements: Multi-use Path

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

#### **Project Costs**

Planning Level Construction Costs Estimate Range (with 20% contingency):  
\$3,366,000 — \$11,200,000

#### **Planning Consistency**

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

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH





## Major Project: Timberlane Road N. Meridian Rd. to Market Square



## Tier II Major Project

### Major Project: Timberlane Road

#### **Project Description**

Timberlane Road is an east-west corridor on the north side of Tallahassee, and provides connectivity between residential areas, schools, and commercial areas, including Market Square and other businesses located along Thomasville Road. The road is characterized by large, sloping hills. This section of Timberlane Road has a poor bicycle comfort level and does not accommodate less confident bicyclists. Sidewalks are present on the south side of the corridor the entire length of the proposed major project section, from Woodley Road to Market Street. As Timberlane Road approaches Market Square and Thomasville Road, sidewalks transition to both sides of the corridor, beginning at Martin Hurst Road and continuing to Thomasville Road. There are currently no existing bicycle facilities on this section of Timberlane Road, but there are designated bicycle lanes on both sides of the corridor from Market Square to Thomasville Road.

#### **Project Details**

Project Length: .84 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):

\$302,400 — \$1,008,000

#### **Planning Consistency**

The project compliments the Tallahassee-Leon County Greenways Master Plan and the Market District Placemaking Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



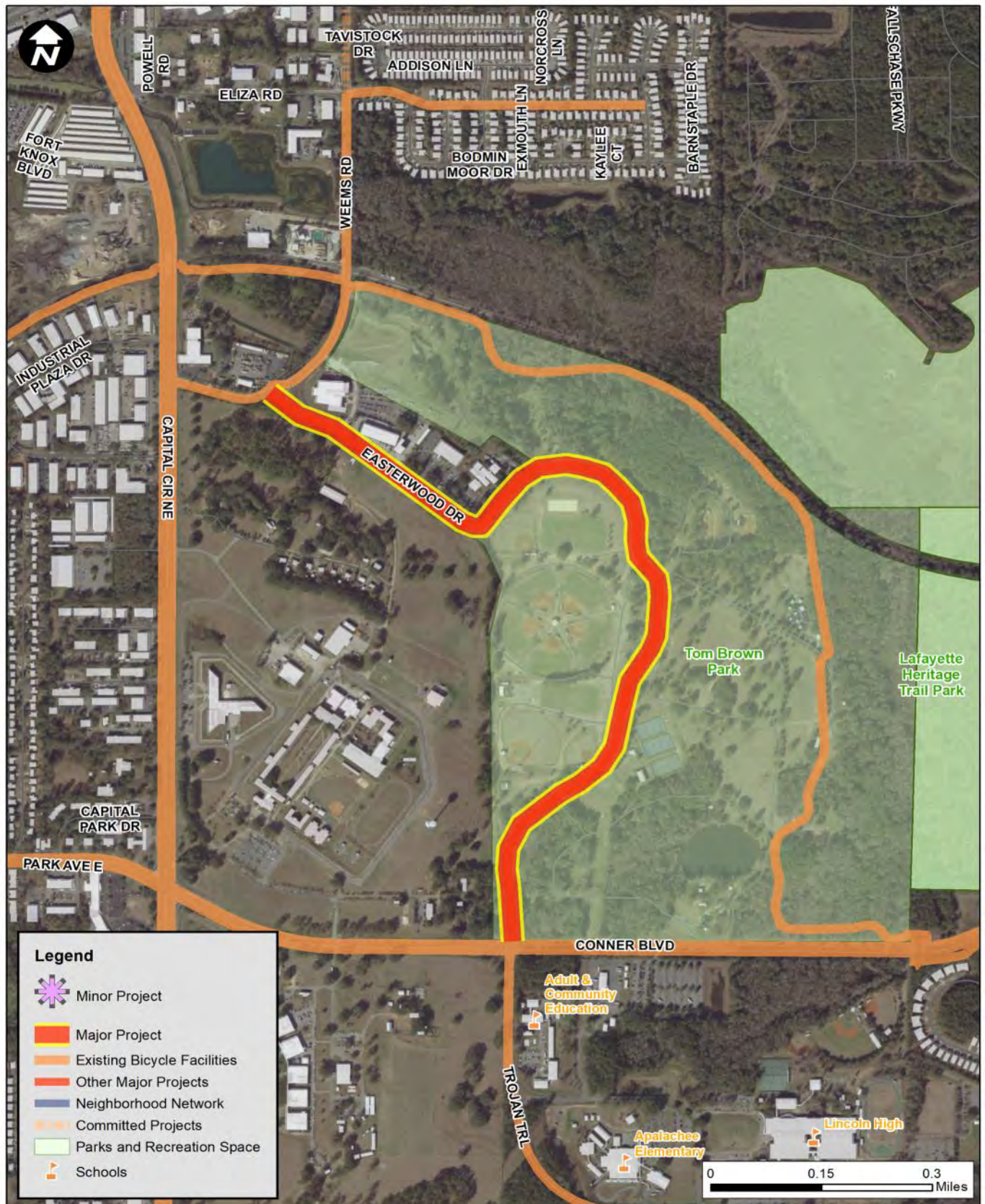
HEALTH





## Major Project: Easterwood Drive

Connor Blvd. to Weems Dr.



## Tier II Major Project

### Major Project: Easterwood Drive

#### **Project Description**

Easterwood Drive is located on the east side of Tallahassee, and is partially located within Tom Brown Park, which is a major area of activity. It provides connectivity between Conner Boulevard, Weems Road, and Trojan Trail, and allows users to avoid roads with high volumes and travel speeds such as Capital Circle NE. This area is highly recreational, and currently has facilities for bicyclists and pedestrians that range from trails to on-street designated bicycle lanes. Easterwood Drive currently has intermittent sidewalks on the western end of the road near Weems Road, but end when entering Tom Brown Park. There are sharrows on the road indicating that the road is to be shared with bicyclists. As is, this route is adequate for Strong and Confident cyclists, but facilities to accommodate all user types and pedestrians are needed. There are no traffic calming measures in place besides a low speed limit of 25 miles per hour. Despite the low speed limit and sharrows, Easterwood Drive has a poor bicycle comfort level.

#### **Project Details**

Project Length: 1.29 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Considerations: Coordination with existing planning projects

#### **Project Costs**

Feasibility Study Cost Estimate: \$20,000

Planning Level Construction Costs Estimate Range (with 20% contingency):  
\$464,400—\$1,548,000

#### **Planning Consistency**

This project compliments the Tallahassee-Leon County Greenways Master Plan.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH





# Major Project: Old Bainbridge Road

## Portland Ave. to Tangier Trail



## Tier II Major Project

### Major Project: Old Bainbridge Road

#### **Project Description**

This section of Old Bainbridge Road is located on the northwest side of Tallahassee. There are no sidewalks or bicycle facilities along this section of the road, the posted speed limit is 35 miles per hour. This section is in need of facilities to give students in this residential area access to the Tallahassee School of Math and Science, located just south of the northern limits of this proposed major project.

#### **Project Details**

Project Length: 1.15 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

#### **Project Costs**

Feasibility Study Cost: \$25,000

Planning Level Cost Estimate Range (with 20% contingency): \$414,000 — \$1,380,000

#### **Planning Consistency**

This project is consistent with Safe Routes to School and the Lake Jackson Town Center at Huntington “Sense of Place” Initiative.

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

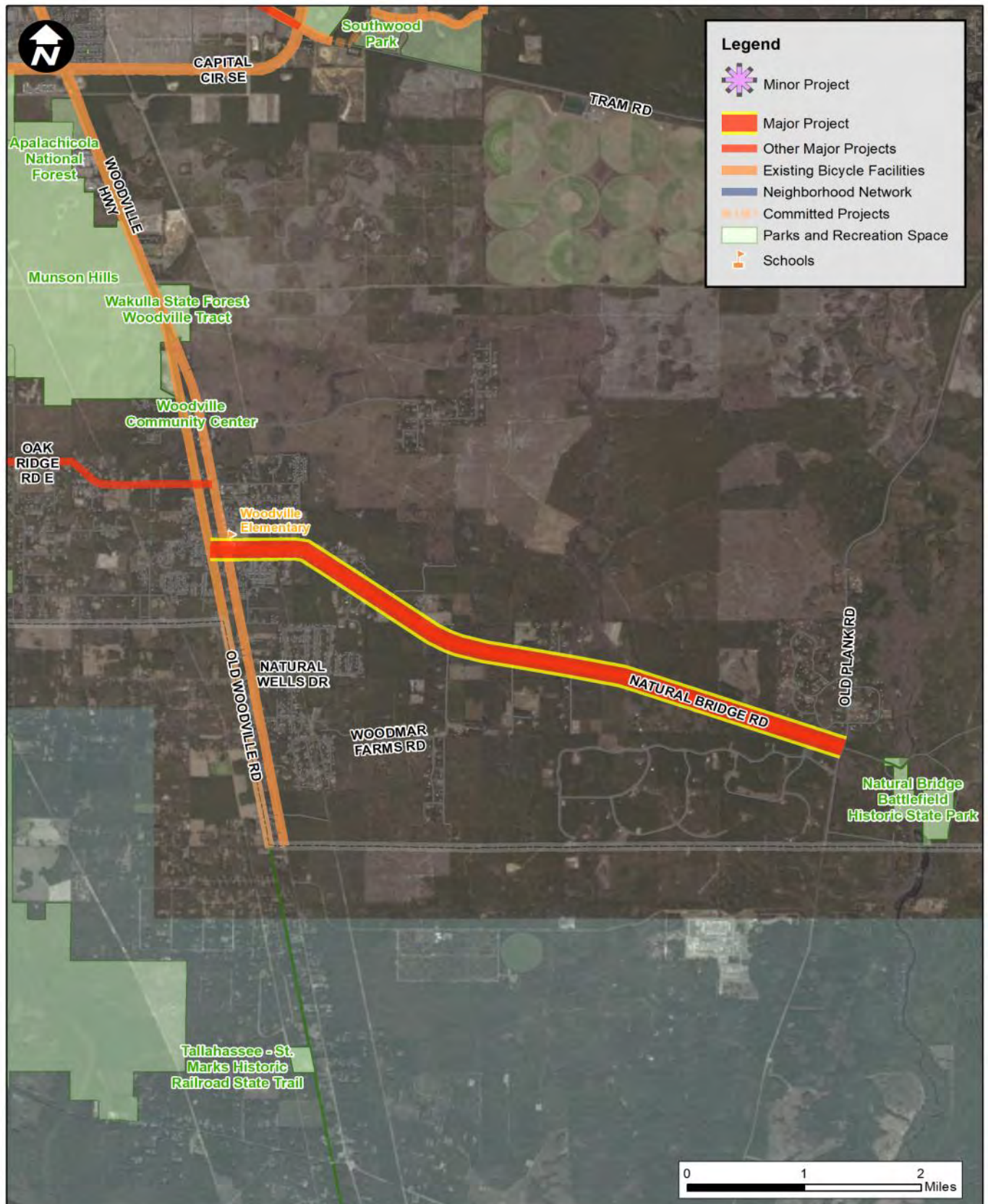


HEALTH





## Major Project: Natural Bridge Road Woodville Highway to Old Plank Rd.



## Tier III Major Project

### Major Project: Natural Bridge Road

#### **Project Description**

Natural Bridge Road is a major collector in southern Leon County. This area is characterized by rural residential development and natural areas such as the Apalachicola National Forest and the Natural Bridge Battlefield Historic State Park. A major project on this road will serve a scenic connection between Woodville Highway and the Tallahassee-St. Marks Historic Railroad State Trail, and natural areas and state parks west of Old Plank Road. There are no sidewalks or bicycle facilities on this road. It has an insufficient bicycle comfort level due to a posted speed limit of 45 MPH.

A multi-use path is recommended on Natural Bridge Road. A feasibility study is recommended to determine availability of right of way, path location, and other details associated with this project.

#### **Project Details**

Project Length: 5.8 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Consideration: Right of way constraints need to be determined

#### **Project Costs**

Feasibility Study Cost Estimate: \$25,000

Planning Level Construction Costs Estimate Range (with 20% contingency):  
\$2,088,000—\$6,960,000

#### **Planning Consistency**

N/A

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



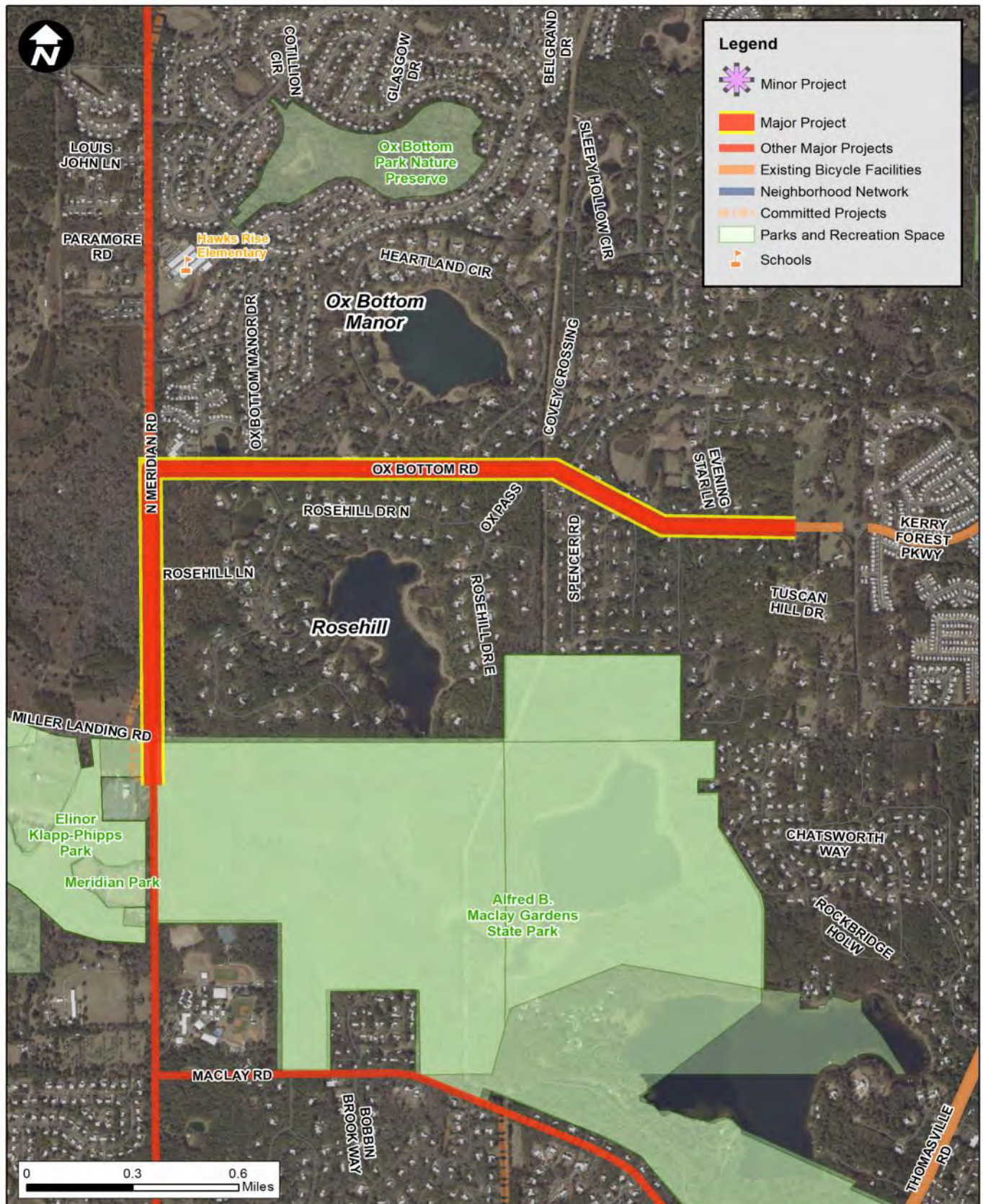
HEALTH





# Major Project: Ox Bottom Road & N. Meridian Road

## N. Meridian Rd. to Witchtree Acres



## Tier III Major Project

### Major Project: Ox Bottom Road & N. Meridian Road

#### **Project Description**

Ox Bottom Road and this section of N. Meridian Road are important roads on the northside of town for connecting highly residential areas with Elinor Klapp-Phipps Park and Alfred B. Maclay Gardens State Park. Ox Bottom Road is a major collector, and N. Meridian Road is considered a minor arterial, which indicates that both roads experience traffic and high-speeds that are not conducive for on-street bicycle facilities. This is further indicated by insufficient bicycle comfort levels on both Ox Bottom Road and this section of N. Meridian Road. There are currently no sidewalks nor bicycle facilities along either road associated with this major project. This project will provide facilities where they are currently lacking, and provide connectivity between existing facilities on Kerry Forest Parkway, and major projects on N. Meridian Road and Maclay Road.

#### **Project Details**

Project Length: 2.82 miles

Next Steps: Feasibility Study

Proposed Improvements: Multi-use Path

Special Consideration: 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: \$20,000

Planning Level Construction Costs Estimate Range (with 20% contingency):  
\$1,015,200—\$3,384,000

#### **Planning Consistency**

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

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY

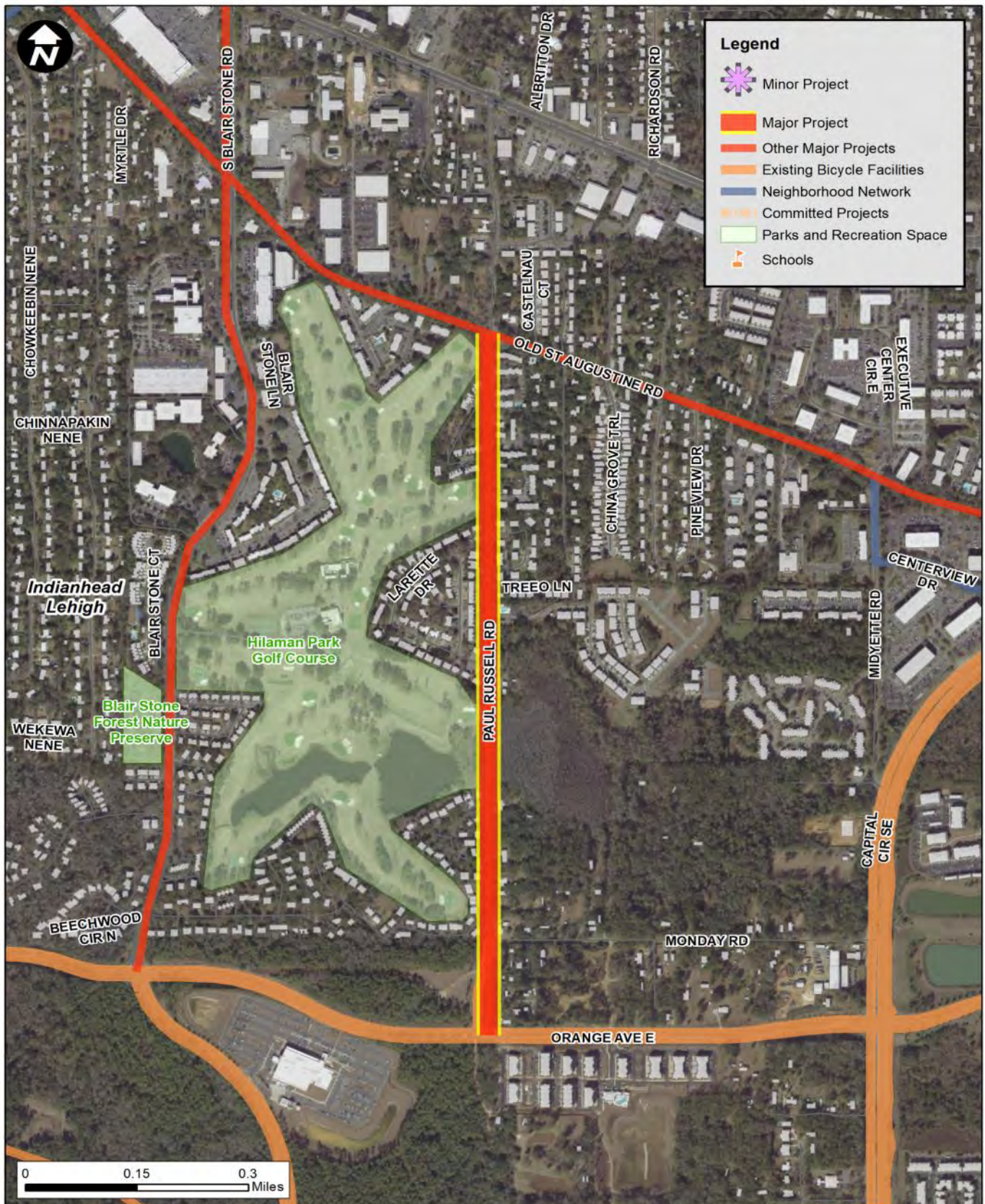


HEALTH





## Major Project: Paul Russell Road Apalachee Parkway to Orange Ave.



## Tier III Major Project

### Major Project: Paul Russell Road

#### **Project Description**

This section of Paul Russell Road provides a north-south connection between a major project on Old St. Augustine Road and existing sidewalks and bicycle facilities on Orange Avenue. There are no sidewalks along Paul Russell Road from Old St. Augustine Road to Monday Road. Sidewalks are present on the corridor from Monday Road to Orange Avenue. Bicycle facilities on Paul Russell Road include sharrows and signage, indicating that bicyclists may use the full lane until the intersection with Monday Road, where on-street bicycle lanes begin and continue to Orange Avenue. Despite offering some facilities, Paul Russell Road north of Monday Road has an inadequate bicycle comfort level for accommodating different types of bicyclists.

#### **Project Details**

Project Length: 1.00 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):  
\$360,000—\$1,200,000

#### **Planning Consistency**

N/A

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY

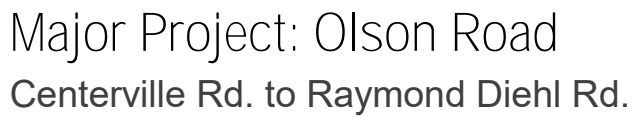


CONNECTIVITY



HEALTH





## Tier III Major Project

### Major Project: Olson Road

#### **Project Description**

Olson Road provides north-south connectivity between neighborhoods in the Killearn area and those south of I-10, such as Eastgate. Olson Road is a major collector, and is typically used as an alternative to Capital Circle NE for commuting between neighborhoods on the northside and workplaces closer to the City center. There are sidewalks on the east side of the corridor with a grass buffer between the sidewalk and traffic lanes, until just south of Baltic Avenue, the sidewalk is adjacent to the roadway. There are no bicycle facilities currently on Olson Road. A major project will provide a safe option for both bicyclists and pedestrians that connects to major projects on Raymond Diehl Road and Killarney Way, as well as neighborhood network routes on Fleischman Road and Vassar Road

To address these issues, a multi-use path is recommended on Olson Road. A feasibility study is recommended to determine availability of right of way, location of path, and whether or not the sidewalk can be widened in this section to provide a multi-use path.

#### **Project Details**

Project Length: 1.37 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): \$493,200—\$1,644,000

#### **Planning Consistency**

N/A

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH





## Major Project: Raymond Diehl Road Olson Rd. to Killarney Way



## Tier III Major Project

### Major Project: Raymond Diehl Road

#### **Project Description**

This section of Raymond Diehl Road runs exclusively through a residential area, providing an alternative route for traveling north and south other than Thomasville Road. Like Olson Road, Raymond Diehl Road has a lot of thru-traffic associated with commuters accessing workplaces in other areas of Tallahassee and Leon County. While the posted speed limit is 30 MPH, the lack of intersections and traffic calming as well as wide travel lanes facilitate higher speeds. A sidewalk is located on the east side of the corridor from Vassar Road to Olson Road, but is not present on the rest of this section. No bicycle facilities exist.

To address this, buffered bicycle lanes are recommended on this section of Raymond Diehl Road. Travel lanes are very wide in this area, and additional space may be reallocated during restriping to accommodate a buffered bike lane while also creating friction on the road that would encourage motorists to slow down. Vertical delineators between the buffered bicycle lane and the travel lanes are an option for adding additional safety measures. A feasibility study is recommended to determine lane widths and the determine if sufficient space is available to accommodate a buffered bicycle lane that is at least 7 feet wide.

#### **Project Details**

Project Length: .56 miles

Next Steps: Feasibility Study

Proposed Improvements: 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: \$15,000

Planning Level Construction Costs Estimate Range (with 20% contingency): \$201,600 — \$672,000

#### **Planning Consistency**

N/A

## Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH