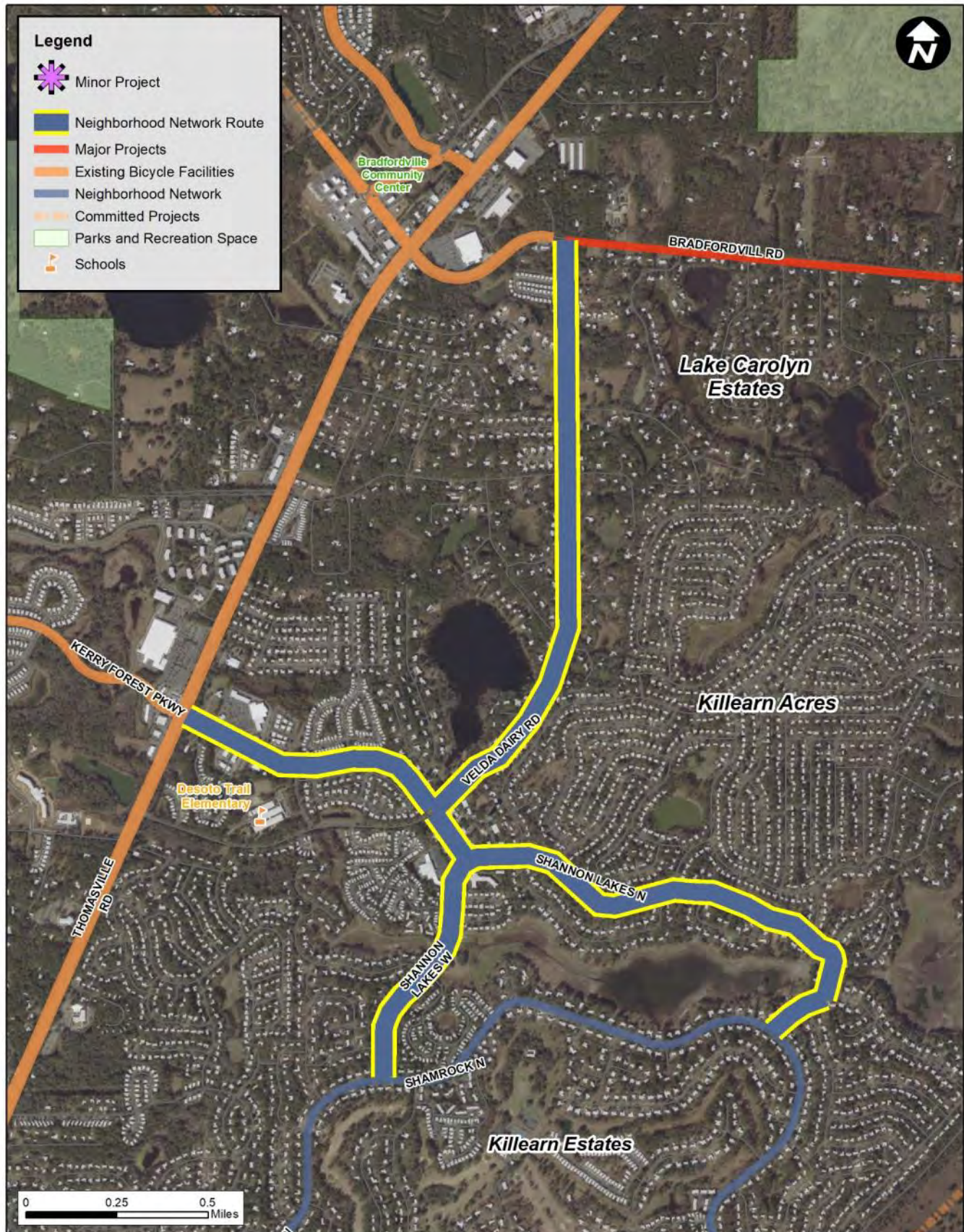




Neighborhood Network Route: 4B



Tier I Neighborhood Network Route: 4B

Shannon Lakes, Velda Dairy Road, McLaughlin Drive Kerry Forest Parkway

Route Description

This neighborhood network route provides additional connectivity throughout the Killearn area. This route was selected due to an appropriate bicycle comfort level and to give less experienced cyclists a designated route with safe facilities and signage. This area is characterized by an age 65+ population ranging between 20% and 25% (ACS, 2019). This route provides connectivity to existing facilities on Kerry Forest Parkway west of Thomasville Road, and will connect to a committed project on Bannerman Road. It will also connect to the minor project proposed on Shamrock Street. According to comments received during the public outreach, people are interested connectivity related to alternative transportation from residential areas to commercial and in entertainment areas on Kerry Forest Parkway and Bannerman Road. While Thomasville Road has facilities, it is unreasonable to recommend non-confident bicyclists travel on a principal arterial road with high speeds and high volume. This route would also benefit from the addition of designated bicycle lanes like the minor projects associated with Shamrock Street.

Route Details

Project Length: 4.74 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$113,776 — \$170,664

Goal Satisfaction



SAFETY



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CONNECTIVITY



HEALTH



Tier I Neighborhood Network Route: 5B

Betton Road, Trescott Drive, Hickory Avenue, Woodgate Way, Mitchell Avenue, Armistead Road

Route Description

This neighborhood network route is proposed to remain entirely on neighborhood streets and serve the neighborhoods of Betton Hills, Midtown, and Lafayette Park. It provides connectivity along neighborhood streets via a north-south connection to areas of activity on the north side of town. These roads are already being used by bicyclists and pedestrians to avoid using major corridors when traveling through this area and accessing destinations such as the Miracle Plaza or parks in the area. Trescott Drive currently has some traffic calming measures, such as speed bumps, and limited signage for bicyclists.

Existing bicycle and pedestrian facilities along this route include sidewalks along some of the corridors, including Mitchell Avenue and Betton Road. Mitchell Avenue recently had wide sidewalks constructed on one side of the road. Betton Road has sidewalks on both sides. Woodgate Way has sidewalks on one side, and Armistead has intermittent sidewalks. These existing sidewalks are significant because they can be used by less confident bicyclists if not comfortable sharing the road. This route also connects to the Goose Pond Trail, which connects to Hermitage Boulevard. Additionally, Centerville Road, a canopy road, has a wide sidewalk that was recently constructed, which can be used by bicyclists and pedestrians and would allow for extended connectivity in the area.

Route Details

Project Length: 4.47 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$107,225 — \$160,837

Goal Satisfaction



SAFETY



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EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 5C



Tier I Neighborhood Network Route: 5C

Beard Street, Cherry Street, Crestview Avenue

Route Description

Currently, this neighborhood network route is a highly used neighborhood street by residents, bicyclists, and pedestrians in the Lafayette Park neighborhood due to its slow speeds and neighborhood feel. It provides connectivity to businesses in the Midtown area off of Thomasville Road, as well as to Kate Sullivan Elementary School and Cobb Middle School on the eastern end of the route. It also connects to Lafayette Park and the Sue Herndon McCollum Community Center. Major Projects are proposed on both Miccosukee Road and Thomasville Road, which gives this route the opportunity to provide long-range connectivity to further destinations including Cascades Park, FAMU Way, the Tallahassee-St. Marks Historic Railroad State Trail, and Railroad Square.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFB at Beard Street and Thomasville Road. This crossing is also included as a recommendation in the Midtown Area Transportation Plan along with the redesign of the intersection.
- Short section of multi-use path or sidewalk on 6th Avenue to connect Crestview Avenue and Beard Street.

Route Details

Project Length: .93 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$40,404 — \$63,607

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 5C



Tier I Neighborhood Network Route: 5C

Beard Street, Cherry Street, Crestview Avenue

Route Description

Currently, this neighborhood network route is used by residents, bicyclists, and pedestrians in the Lafayette Park neighborhood due to its slow speeds and neighborhood feel. It provides connectivity to businesses in the Midtown area off of Thomasville Road, as well as to Kate Sullivan Elementary School and Cobb Middle School on the eastern end of the route. It also connects to Lafayette Park and the Sue Herndon McCollum Community Center. Major projects are proposed on both Miccosukee Road and Thomasville Road, which provides users the opportunity to make longer trips to destinations including Cascades Park, FAMU Way, the Tallahassee-St. Marks Historic Railroad State Trail, and Railroad Square.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFB at Beard Street and Thomasville Road. This crossing is also included as a recommendation in the Midtown Area Transportation Plan along with the redesign of the intersection.
- Short section of multi-use path or sidewalk on 6th Avenue to connect Crestview Avenue and Beard Street.

Route Details

Project Length: .93 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$40,404 — \$63,607

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



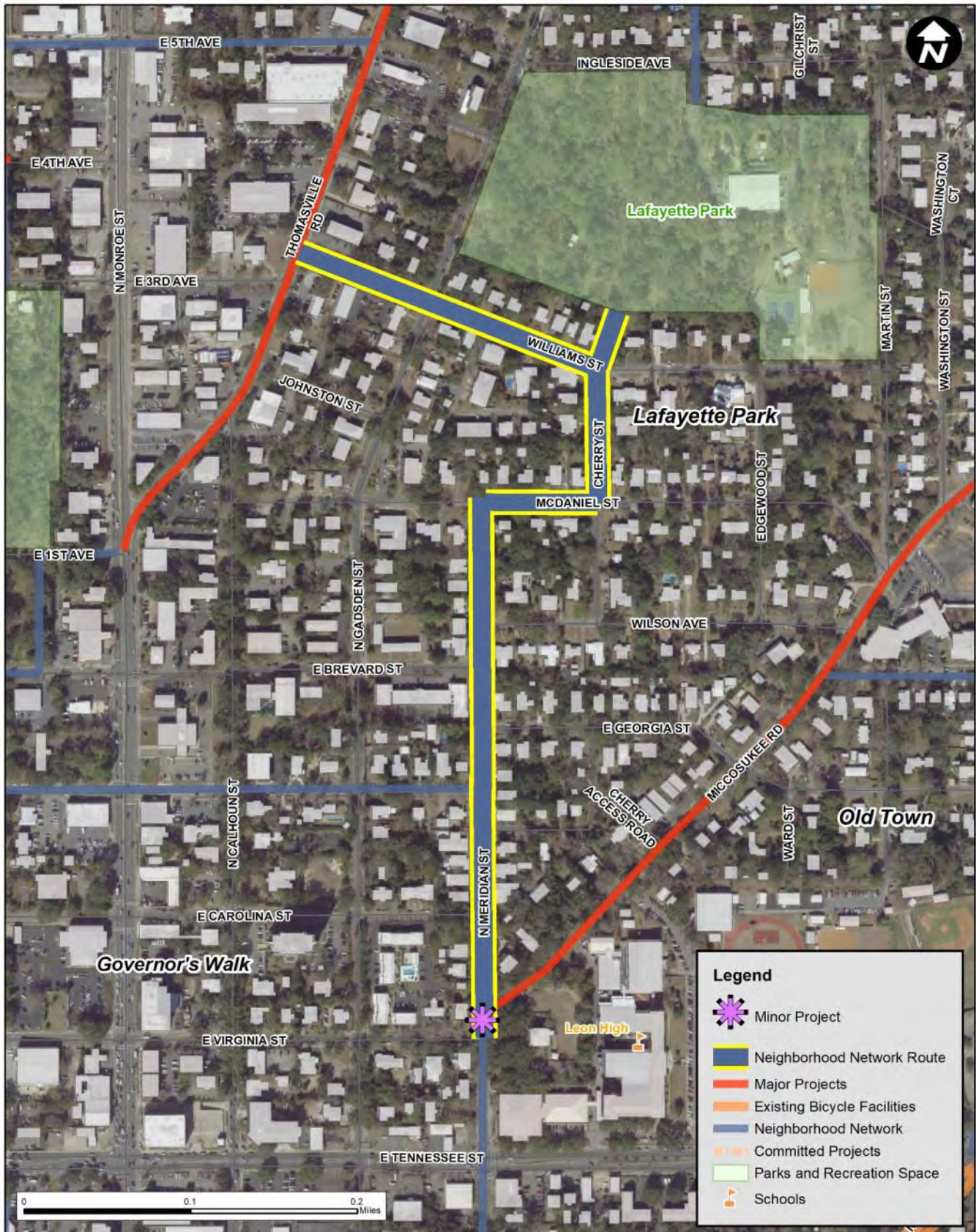
CONNECTIVITY



HEALTH



Neighborhood Network Route: 5E



Tier I Neighborhood Network Route: 5E

Meridian Street, Williams Street, Cherry Street, McDaniel Street

Route Description

This neighborhood network route provides north-south connectivity in the Midtown area, connecting Lafayette Park to major projects on Miccosukee Road and Thomasville Road. This route is similar to route 5C, but provides additional opportunities for the southern portion of this residential area as opposed to residents north of Lafayette Park. Like route 5C, this route provides opportunities for longer trips to further destinations. The minor project located at the terminus of this route on N. Meridian Street and Miccosukee Road is associated with route 2L. Through a connection with the major project on Miccosukee Road, this route provides additional safe connections for students attending any of the several schools located in the area to residential parts of the neighborhood. While this route is in an area that has a relatively low rate of individuals below the poverty level, households with no vehicle access, and age 65+ residents, it connects to block groups where individuals below poverty level is upwards of 25% and there are higher numbers of residents age 65+ (ACS, 2015).

Route Details

Project Length: .71 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$17,046 — \$25,570

Goal Satisfaction



SAFETY



MULTIMODAL



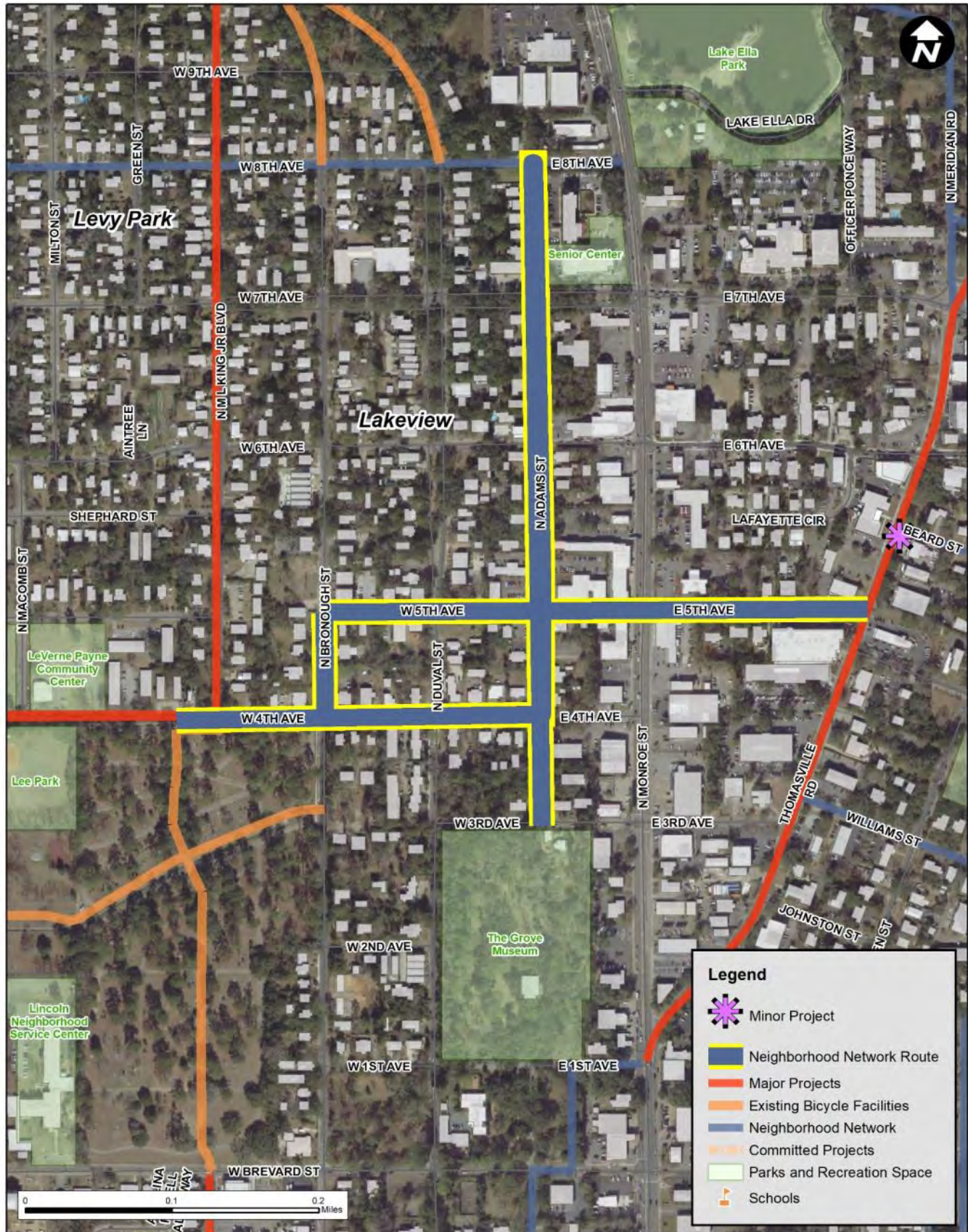
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CONNECTIVITY



Neighborhood Network Route: 5F



Tier I Neighborhood Network Route: 5F

5th Avenue, N. Adams Street, Bronough Street, W. 4th Avenue

Route Description

This neighborhood network route provides connectivity between Midtown, the Levy Park neighborhood, the Tallahassee Senior Center, and the Grove Museum. This area is characterized by about 25% of individuals below the poverty level, and about 17% of the population is age 65+ (ACS, 2015). Levy Park residents had expressed interest in safer facilities and connectivity for pedestrians during the public outreach process for this Plan. N. Adams Street and 5th Avenue provide options for this connectivity because they have adequate bicycle comfort levels and limited traffic. This route will connect to a major project proposed on 4th Avenue to connect to MLK Jr. Boulevard heading north or heading south through the Oakland Cemetery, which currently has a path that connects W. 4th Avenue to W. Brevard Street. This route also provides opportunities for accessing Downtown, FSU and the southside. It also connects to Lee Park and LaVerne Payne Community Center.

Route Details

Project Length: 1.54 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$36,883 — \$55,325

Goal Satisfaction



SAFETY



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CONNECTIVITY



HEALTH



Neighborhood Network Route: 5G



Tier I Neighborhood Network Route: 5G

Ford Street, Central Street, Jackson Street, W. 7th Avenue, W. 6th Street, W. 10th Street, Branch Street, Jackson Street

Route Description

This neighborhood network route provides a safe option via neighborhood streets to connect Tharpe Street and Brevard Street, which would otherwise be accessed by Monroe Street. It is located in an area characterized by individuals below the poverty rate that ranges from 34% of the population to as high as 77%, and where 17% to 28% of the households do not have access to a vehicle. This route provides additional connectivity within the Levy Park neighborhood. Using corridors with appropriate bicycle comfort levels to move north-south to avoid high speed, high volume roads was a major consideration in including this route. This route has the potential to connect to a Greenway Master Plan route proposed to run through the Lake Ella Publix parking lot. It also connects to the Levy Park and Pool area as well as RAA Middle School and Ruediger Elementary, providing students with safe bicycle routes within their neighborhoods. W. Tharpe Street, which connects to this route on the northern end of Branch Street, is being considered for major improvements for bicycle and pedestrian facilities, which would add significant opportunities for connectivity using this route.

Route Details

Project Length: 1.60 miles

Route Costs:

Planning Level Cost Estimate Range (including 20% contingency): \$38,148 — \$57,627

Goal Satisfaction



SAFETY



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EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: LC7



Tier I Neighborhood Network Route: LC7

Fleischman Road, Lonnie Road, Dempsey Mayo Road

Route Description

This route is recommended to provide bicycle and pedestrian connectivity in areas of Leon County that are outside of the five focus areas identified in this Plan. Though this route isn't within any of the identified focus areas, it serves a high number of residents and provides connections to the Miccosukee Greenway. This route runs through areas where the percentage of individuals below the poverty rate is as high as 30%, and nearly 50% of the population is age 65+, indicating the need for alternative transportation opportunities (ACS, 2015). This route provides connectivity to a major project on Olson Road and to a sidewalk and on-street bicycle lanes on Mahan Drive. This route also provides access to the Miccosukee Greenway, and provides a north-south connection between the Buck Lake area and neighborhoods north of I-10.

Route Details

Project Length: 1.60 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$63,125 — \$75,750

Goal Satisfaction



SAFETY



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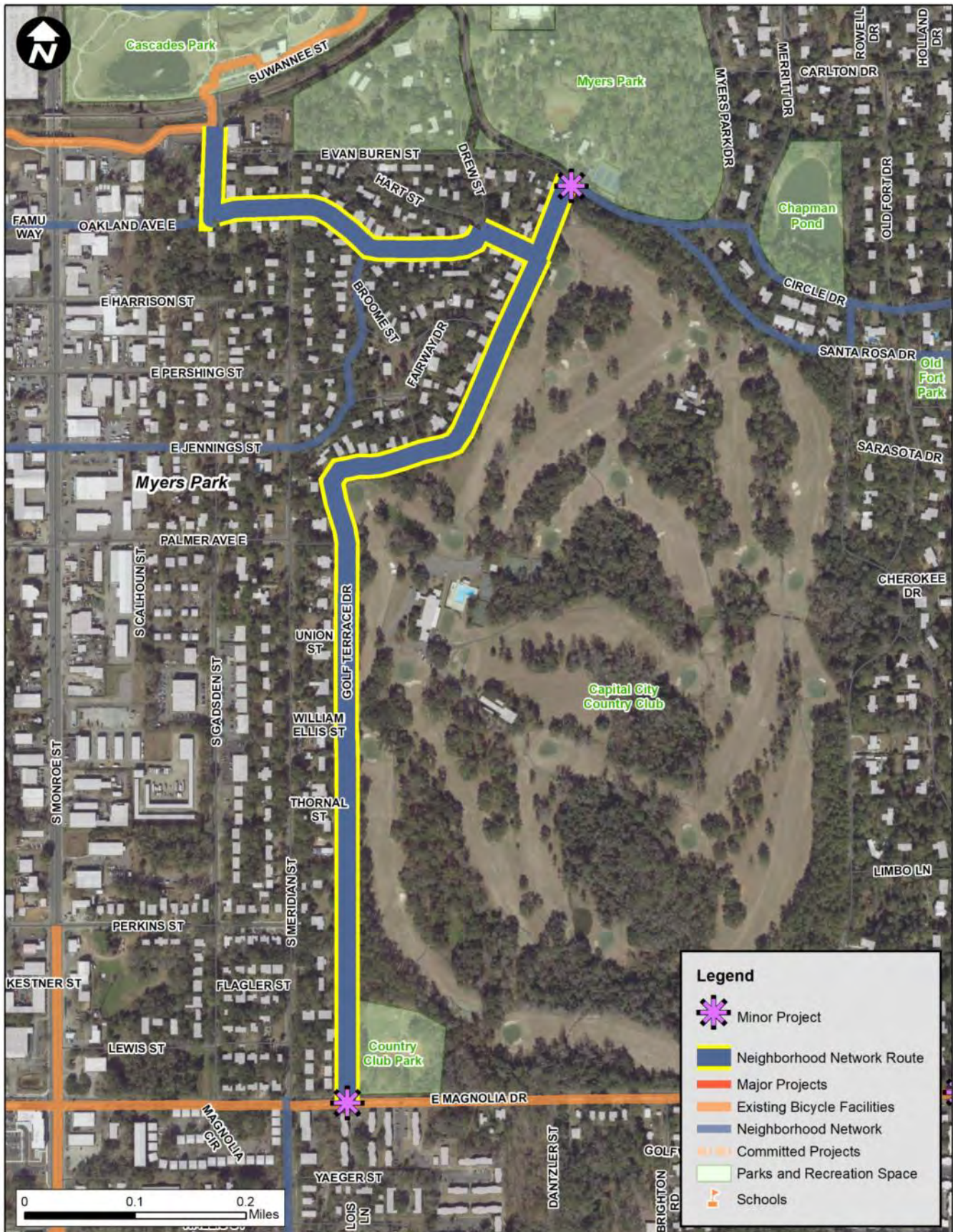
CONNECTIVITY



HEALTH



Neighborhood Network Route: 1B



Tier II Neighborhood Network Route: 1B

S. Gadsden Street, Oakland Avenue E., Golf Terrace Drive

Route Description

This neighborhood network route is located in the Myers Park Neighborhood and provides access to Cascades Park and existing facilities on Magnolia Drive. This route connects directly to neighborhood network routes that continue east to Indianhead Lehigh and west to FAMU, the Capital Cascades Trail, and Railroad Square. It also provides connectivity to neighborhoods south of Magnolia Drive, providing safe neighborhood routes for making north-south connections in this area. Although this route runs through an area of low poverty and few households with lack of vehicle access, it provides connectivity between areas to the south and the west where poverty ranges between 47% and 65% and Cascades Park (ACS, 2015). Ideally, this route will connect to route 2F on S. Meridian Street and provide a better option for continuing on Meridian Street North to Cascades Park and other areas of activity. Minor project at Golf Terrace Drive and Myers Park Drive is associated with Route 1A.

The majority of the roads associated with this route, except for S. Gadsden Street, do not have sidewalks. Despite this, users feel comfortable using the road as is, but traffic calming, signage, and potentially the addition of a sidewalk may be beneficial in the future. This route is anticipated to serve a high number of users due to its location in a residential area and its ability to safely connect several neighborhoods to areas of activity.

Route Details

Project Length: 1.34 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$32,353 — \$48,380

Goal Satisfaction



SAFETY



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EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 1D



Tier II Neighborhood Network Route: 1D

E. Call Street, Oak Street, Hays Street, Magnolia Drive

Route Description

This neighborhood network route is an east-west alternative to Park Avenue and Apalachee Parkway. This area lacks bicycle and pedestrian facilities, and is a major gap in providing connectivity between destinations on Magnolia Drive, Apalachee Parkway, and the Midtown and Downtown areas. E. Call Street, Oak Street, and Hays Street have adequate bicycle comfort levels and provide a safe route that is removed from heavy or high speed traffic that occurs on Park Avenue. Park Avenue is a popular route for many bicyclists but the current conditions are not conducive for all user types. It connects these neighborhoods to the Barnette and Sally Allen Nature Preserve.

While this route is mostly limited to neighborhood routes, there is a small section where the use of the sidewalk on Magnolia Drive is recommended. Because no facilities exist on Magnolia Drive in this section and based on the users comfort level, use of the existing sidewalk to access crosswalks at Park Avenue and Magnolia Drive is recommended. From this location, bicycle lanes are present on Park Avenue.

Route Details

Project Length: .82 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$19,680 — \$29,521

Goal Satisfaction



SAFETY



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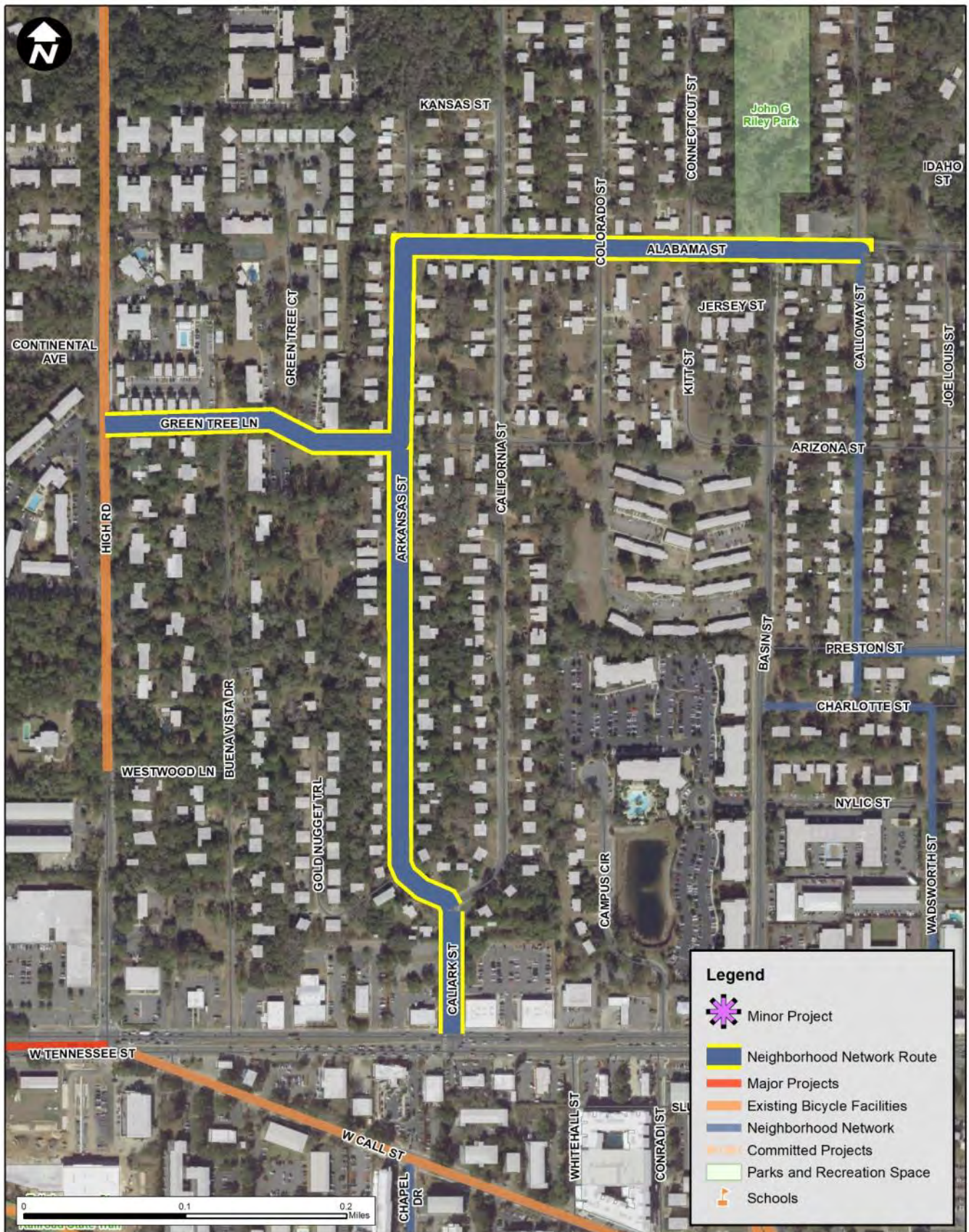
EQUITY



CONNECTIVITY



Neighborhood Network Route: 2C



Tier II Neighborhood Network Route: 2C

Greentree Lane, Arkansas Street, Alabama Street, Caliark Street

Route Description

This neighborhood network route was identified to provide a parallel route to High Road and W. Tennessee Street, two common routes used by students in this area. This area is characterized by high levels of individuals below the poverty rate, which can be as high as 70% along this route. This route also borders an area north of Alabama Street where about 31% of the population is age 65+ (ACS, 2015). These statistics indicate the need for alternative transportation opportunities. This route connects to existing facilities on High Road, and other neighborhood network routes, ensuring long-range connectivity and options for cyclists and pedestrians. While the route seemingly ends abruptly at the intersection of Arkansas Street and W. Tennessee Street, it is recommended that users access the signalized crosswalk and use any of the short access roads in between businesses on the south side of W. Tennessee Street to get to E. Call Street.

Route Details

Project Length: .98 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$23,436 — \$35,155

Goal Satisfaction



SAFETY



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CONNECTIVITY



HEALTH



Tier II Neighborhood Network Route: 2G

Lipona Road, Crabapple Drive, Continental Avenue

Route Description

This neighborhood network route includes roads that make connections to Ocala Road, a major north-south corridor. The area surrounding this route is characterized by high rates of individuals below the poverty rate ranging from 42% to as high as 72% (ACS, 2015). Continental Avenue provides a connection from existing facilities to Mission San Luis Park, which is a popular destination in the area. Lipona Road and Crabapple Drive provide opportunities for bicyclists to get to Pensacola Street and avoid the intersection at Pensacola Street and Ocala Road, which can become busy and dangerous depending on time of day. This route provides safe opportunities to make connections to the Tallahassee-St. Marks Historic Railroad State Trail, and provides safe bicycle facilities along Ocala Road, which is a high volume and high speed corridor.

Associated Minor Projects:

- Improved bicycle facilities, either a designated or buffered bicycle lane, are recommended on Ocala Road between Tharpe Street and Crabapple Drive.

Route Details

Project Length: .49 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency \$15,952 — \$23,928)

Goal Satisfaction



SAFETY



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