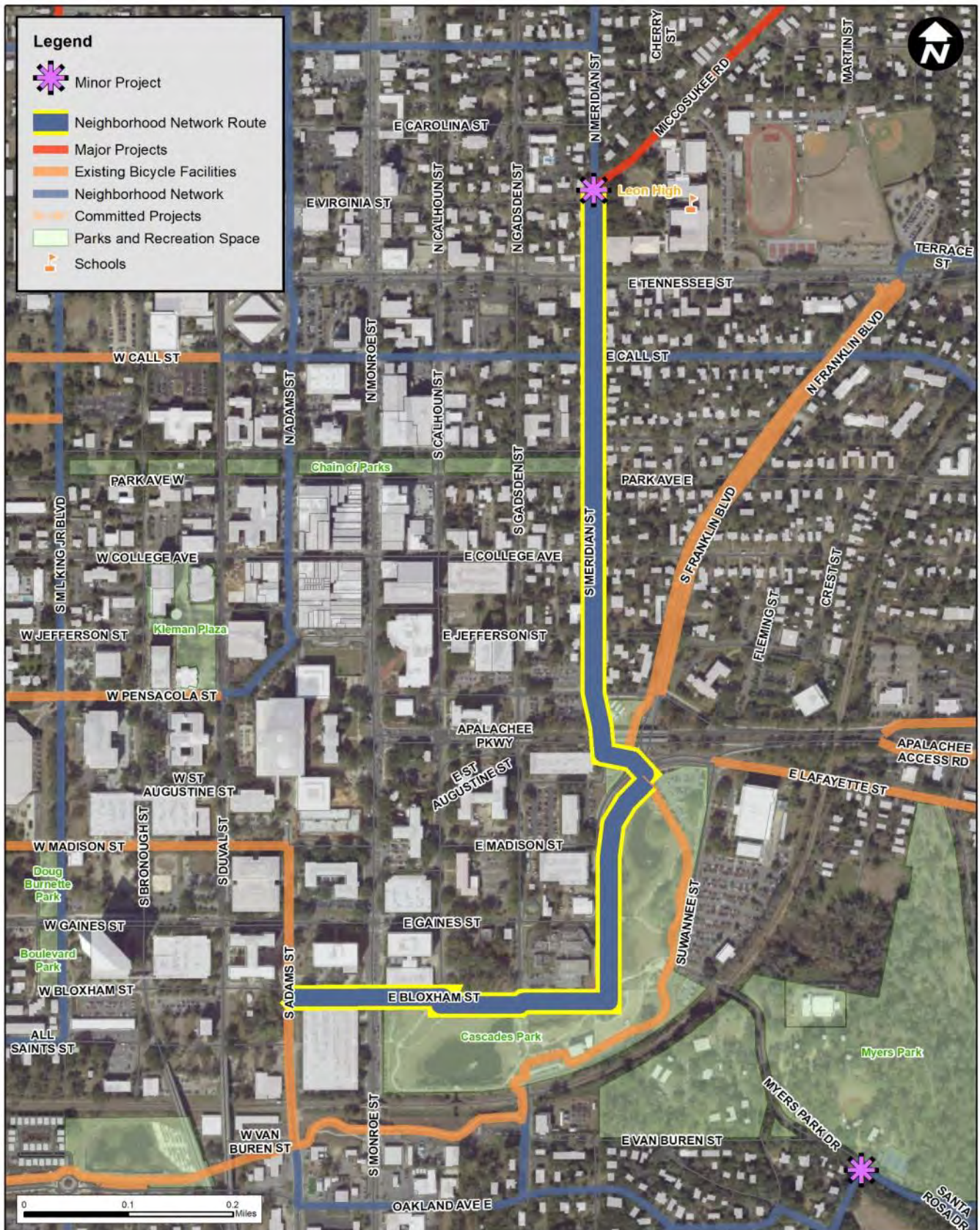


Neighborhood Network Route: 2L



Tier II Neighborhood Network Route: 2L

Meridian Street, E. Bloxham Street, Cascades Park Trail

Route Description

This neighborhood network route provides additional access to Cascades Park and the Downtown area via S. Meridian Street, and includes a significant portion of the Capital Cascades Trail that runs through Cascades Park. This route is located in an area where about 24% of households do not have access to a vehicle, and 26% of individuals are below the poverty line (ACS, 2015). This route provides north-south connectivity between Midtown, Downtown, and the South Monroe area. It connects to a major project on Miccosukee Road, as well a neighborhood network route that includes a portion of S. Meridian Street that runs through Lafayette Park and Midtown. A short section of this route also runs east-west along Bloxham Street, which has sharrows and is part of the existing Leon County Bicycle Network and connects to facilities on S. Adams Street. These facilities provide direct access back onto the Capital Cascades Trail and provide opportunities to connect to routes in Myers Park to the west, and those on FAMU's campus.

Associated Minor Projects:

- Pedestrian crossing with pavement markings, RRFBs, and signage at intersection of Miccosukee Road and S. Meridian Street.

Route Details

Project Length: 1.16 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$27,868 — \$41,802

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



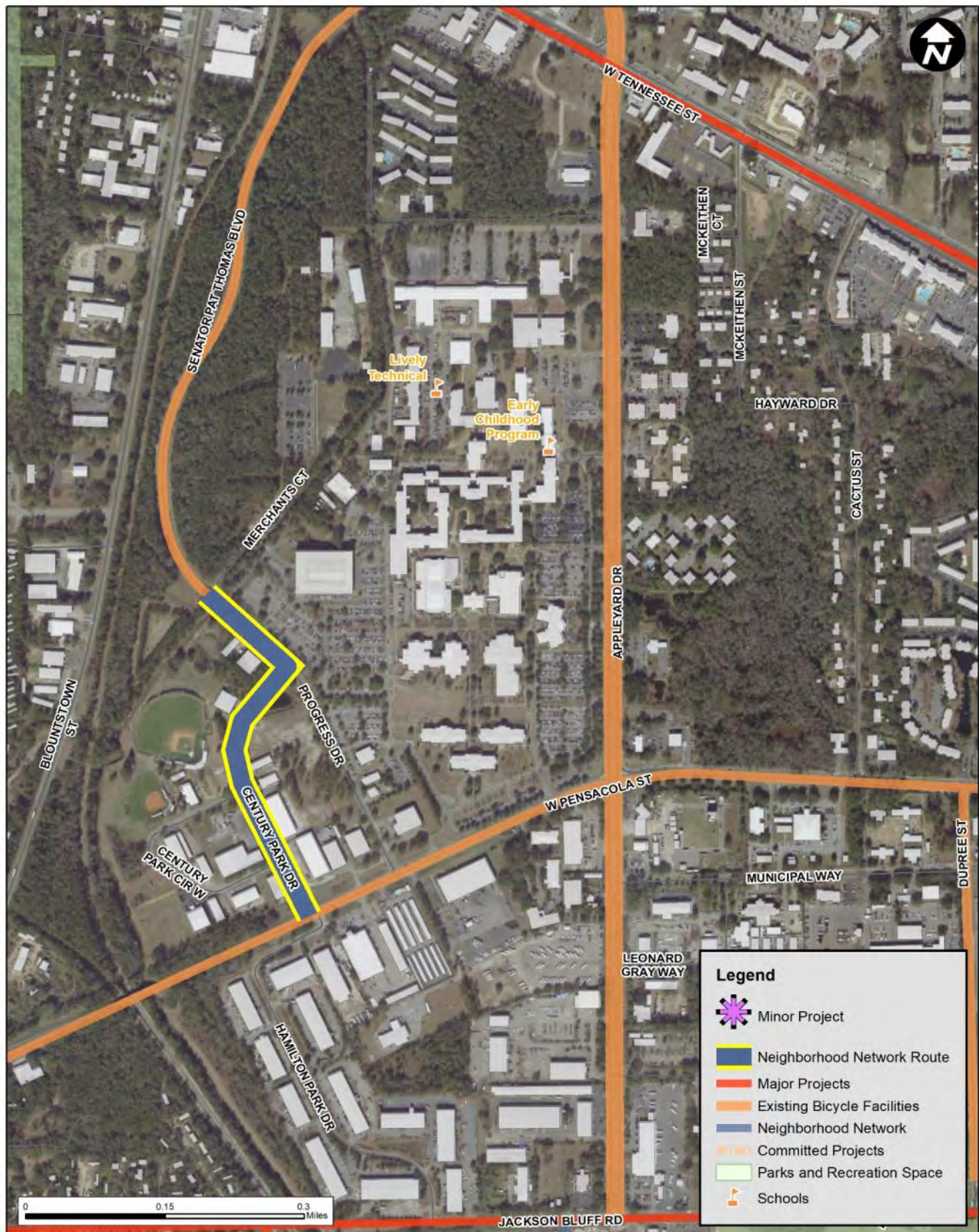
CONNECTIVITY



HEALTH



Neighborhood Network Route: 2M



Tier II Neighborhood Network Route: 2M

Century Park Drive

Route Description

This route provides additional access to Tallahassee Community College (TCC) campus from Pensacola Street. It provides connectivity between existing facilities to ensure that students as well as other users have the opportunity to make connections and access important locations on or near the TCC campus. With this link, users can access facilities that eventually connect to a major project proposed on W. Tennessee Street, and a major project proposed on Jackson Bluff Road.

Route Details

Project Length: .43 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$10,370 — \$15,555

Goal Satisfaction



SAFETY



MULTIMODAL



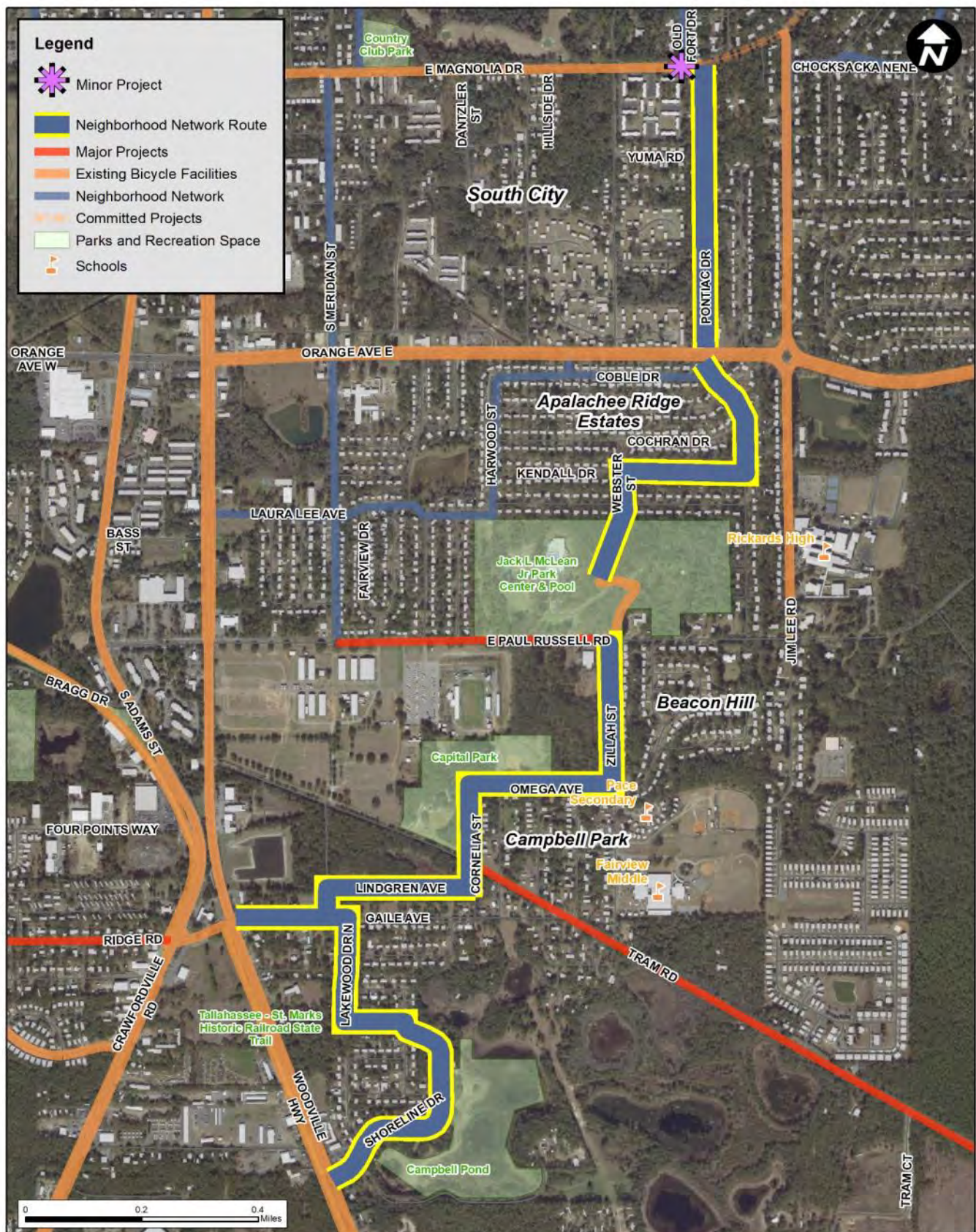
EQUITY



CONNECTIVITY



Neighborhood Network Route: 3A



Tier II Neighborhood Network Route: 3A

Zillah Street, Pontiac Drive, Gaile Avenue, S. Meridian Street, Lindgren Avenue, Cornelia Street, Omega Avenue E., Webster Drive, Kendall Drive, Shoreline Drive, Skylark Avenue, Lakewood

Route Description

This route is intended to provide north-south connections to a residential area in the southwest area of the City. This route runs through areas where individuals below the poverty level is as high as 50% of the population, and households without vehicles as high as 27% (ACS, 2015). This area has a multi-use path that is seldom used and lacks markings and signage along Zillah Street, Omega Avenue E., and Cornelia Street. The multi-use path is included in this route.

This route provides connectivity between several neighborhoods, parks, and schools. The Jack McClean Park, Community Center and Pool are accessible via this route from both the north and the south. There are also several schools in the area, including Pace Secondary, Fairview Middle School and Rickards High School, which will benefit from this route by providing safer connections to and from school for students living in this area. This route also offers two connections to Woodville Highway and the Tallahassee-St. Marks Historic Railroad State Trail via safe neighborhood roads, which offers opportunities for extended trips around the City and County.

Route Details

Project Length: 3.03 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$261,214 — \$499,222

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 3B



Tier II Neighborhood Network Route: 3B

Paul Dirac Drive, Flastacowo Road

Route Description

This neighborhood network route provides bicycle and pedestrian connectivity to the entire loop surrounding the FSU-FAMU engineering campus, Morcom Aquatics Center, the Don Veller Seminole Golf Course, the National MagLab, and other businesses inside Innovation Park. This area and especially the MagLab attract visitors from all over the world, making connectivity in and to this area highly desired. Currently, these destinations can be difficult for students, visitors, and residents of the community to reach if they lack access to a vehicle. The addition of adequate bicycle and pedestrian facilities will provide opportunities for alternative access, as well as serve surrounding areas where 44% of households do not have access to a vehicle and the number of individuals below the poverty rate ranges from 31% to 45% (ACS, 2015).

Through the Airport Gateway Project, multimodal facilities are anticipated to be provided on S. Lake Bradford Road as well as at the intersection at Orange Avenue and Paul Dirac Drive, which will enhance connections to Flastacowo Road as well as other areas. This route also provides connectivity between Roberts Avenue and Orange Avenue, both of which are anticipated to have multimodal facilities constructed along them in future years.

Route Details

Project Length: 3.24 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$77,733 — \$116,599

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 3G



Tier II Neighborhood Network Route: 3G

Tanner Drive, Bragg Drive, Notre Dame Street, Creek Road, Wheatley Road, Glynwood Drive, Lennox Drive, Woodland Street, Sunnyside Drive, Springsax Road

Route Description

This route provides an option for pedestrians and bicyclists through the Tuskegee neighborhood and those surrounding Springsax Park. The Jake Gaither Community Center, Golf Course, Springsax Park, and Lake Henrietta Park are located within this area. This area is characterized by a high percentage of individuals below the poverty level, ranging from 27% to as high as 48% (ACS, 2015). This route includes roads with adequate bicycle comfort level, and avoids travel on roads with high speeds and/or high traffic volumes, such as Springsax Road and Pasco Street. Some parts of this route occur on these roads due to the lack of parallel facilities that are safer. For non-confident users, it is encouraged that the sidewalk be used in these areas of the route. This area is residential, and is anticipated to serve a high number of users. For this reason, an additional segment of the route is located on Woodland Street and Sunnyside Drive with and was included to give access to neighborhoods south of Ridge Road. The major project recommended on Ridge Road will serve as a connector for this route and will facilitate extended trips.

Route Details

Project Length: 2.10 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$50,400 — \$75,600

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 3H



Tier II Neighborhood Network Route: 3H

Callen Street, Gunn Street, Walcott Street

Route Description

This route provides connectivity to both Orange Avenue and N. Lake Bradford Road while avoiding main corridors that have high traffic volumes that are easily congested during peak hours. It is located in and connects areas that have a high percentage of individuals below the poverty level, ranging from 35-61% of the population. This area is also characterized by neighborhoods where nearly 44% of the households do not have access to a vehicle (ACS, 2015). This route provides a direct connection on neighborhood streets to Pineview Elementary School. Additionally, this route provides an alternative opportunity for students or residents interested in accessing the FSU Reservation or destinations on Paul Dirac Drive via N. Lake Bradford Road and Orange Avenue. This route can be accessed from N. Lake Bradford Road at Callen Street and reaches Orange Avenue on Gunn Street. This route is a temporary improvement for bicyclists and pedestrians accessing this area, but improvements that may be associated with the Airport Gateway Project on Orange Avenue, Springhill Road, and N. Lake Bradford Road are anticipated.

Route Details

Project Length: 1.01 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$24,279—\$36,418

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 4D



Tier II Neighborhood Network Route: 4D

Vassar Road, Whitney Drive E., Delaney Drive, Limerick Drive

Route Description

This route is made up of two separate sections; Delaney Drive and Limerick Drive, and Vassar Road and Whitney Drive E. These two sections provide connections within residential areas to major projects on Killarney Way and Raymond Diehl Road. Through these small routes, additional connections to Shamrock Street and Olson Road can be made. The corridors associated with this route give residents the opportunity to access the network and continue to destinations on Thomasville Road or within the Killearn neighborhood, such as A.J. Henry Park.

Limerick Drive currently has speed bumps, and would only require additional signage and sharrows. Delaney Drive has an inadequate bicycle comfort level for providing comfort for varying use groups, but has a sidewalk on one side of the corridor which can be used by less confident bicyclists who do not feel comfortable sharing the road. Both Vassar Road and Whitney Drive E. do not have multimodal facilities since they are low-volume neighborhood streets. Both of these routes border areas of that have a high population of individuals age 65 or older (24%), and a moderate percentage of individuals below the poverty level (18%) (ACS, 2015).

Route Details

Project Length: 1.18 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$28,323 — \$42,485

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 4E



Tier II Neighborhood Network Route: 4E

Piedmont Drive, Market Street, Fontaine Drive, Martin Hurst Road, Lonnbladh Road, Live Oak Plantation Road

Route Description

This route is recommended to promote connections within the Market Square area and create connectivity between neighborhoods south of I-10. It is located in an area where about 27% of the population is age 65+ (ACS, 2015). This route is made up of three segments; Live Oak Plantation Road, Lonnbladh Road, and Market Square. These routes are connected via major projects on Timberlane Road, Timberlane School Road, Thomasville Road, and Metropolitan Boulevard. These segments complete connections between residential areas, office buildings, Market Square, and give users access to any of these destinations depending on their needs or interests. With regards to Market Square, because of an upcoming committed project by Blueprint that includes the addition of bicycle and pedestrian facilities within this area, only two roads that have limited facilities have been identified for this neighborhood network route to include additional signage, sharrows, and markings. The Market Square redevelopment project is expansive and includes a movie theater, shops, restaurants, a hotel, and office space, and this area is expected to become an area of entertainment in the coming years.

Route Details

Project Length: 2.77 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$67,865—\$101,797

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 5A



Tier II Neighborhood Network Route: 5A

Glenview Drive, N. Monroe Street

Route Description

This neighborhood network route provides east-west connectivity between Monroe Street and Thomasville Road. This route will also connect the future Lake Jackson Greenway project undertaken by Blueprint that will extend from Lake Jackson south to Lake Ella in Midtown. Glenview Drive is currently used by bicyclists, but lacks bicycle facilities and signage. Wide sidewalks were recently constructed along this road, which provide facilities that can be used by less confident cyclists. There are shops, restaurants and community assets such as the Young Actors Theatre located on the eastern end of Glenview Drive that would be accessible via this sidewalk and additional bicycle facilities. This route provides the opportunity to connect to W. Tharpe Street, as well as neighborhood network routes in Midtown and Levy Park. For the short distance on Monroe Street, it is recommended that users access the sidewalk to avoid heavy and potentially dangerous traffic in this area.

Route Details

Project Length: 1.43 miles

Route Costs

Planning Level Cost Estimate Range (include 20% contingency): \$34,288—\$51,431

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



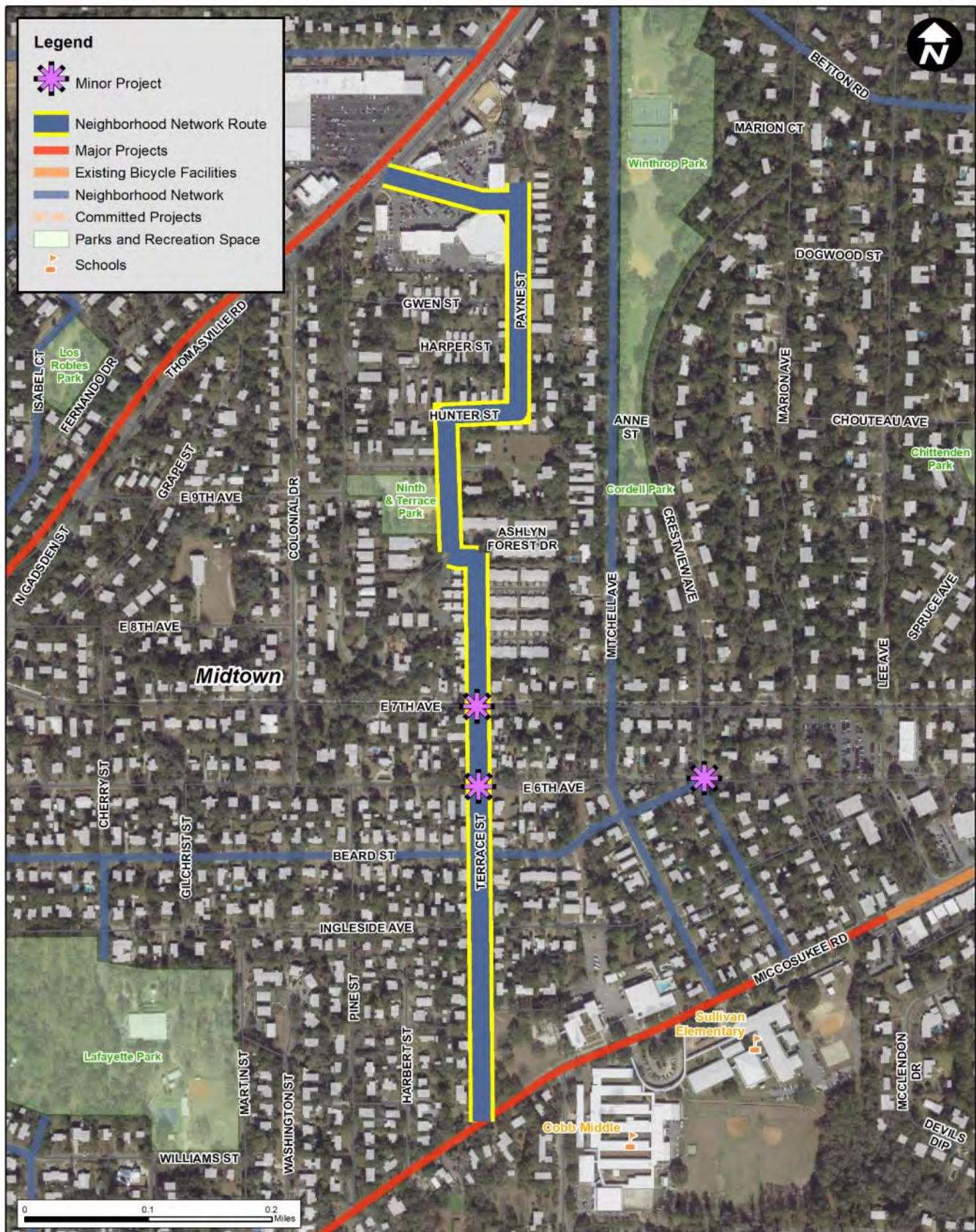
CONNECTIVITY



HEALTH



Neighborhood Network Route: 5D



Tier II Neighborhood Network Route: 5D

Terrace Street, Payne Street, Hunter Street, Terrace Hollow Court, Whole Foods Parking Lot

Route Description

This route provides connectivity through the Midtown and Lafayette neighborhoods, and provides access to major projects on Miccosukee Road and Thomasville Road. It connects to several parks, schools and businesses located on Thomasville Road. Connectivity to the Miracle Plaza, where Whole Foods is located, is a major component to the route, and provides multimodal access. This route also provides direct access to Cobb Middle School and Kate Sullivan Elementary School for students in the Midtown neighborhood. Public comment received regarding 6th and 7th Avenue indicate that high speeds and high volumes along these corridors make this area unsafe, so two minor projects related to RRFBs or signalized crossings are recommended. This route also connects to other neighborhood network routes in the area from Tiers I and II, and provides opportunities for longer trips to Downtown, Cascades Park, and destinations beyond.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFBs at intersection of Terrace Street and 6th Avenue
- Pedestrian crossing with pavement markings and RRFBs at intersection of Terrace Street and 7th Avenue

Route Description

Project Length: .97 miles

Route Costs

Planning Level Cost Estimate Range (with 20% contingency): \$59,232—\$94,848

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Tier II Neighborhood Network Route: 5H

8th Avenue

Route Description

This neighborhood network route will connect the Levy Park neighborhood and the Tallahassee Senior Center to Midtown and Lake Ella. This route is connected to existing facilities, proposed and committed projects, as well as routes in Tiers I, II and II that would provide north-south and east-west connections for users to access destinations to the east in Midtown or south in Downtown and beyond. The N. MLK Jr. Boulevard (North) major project intersects with this route, which will dedicate separated facilities to bicyclists and pedestrians to encourage safe travel along this road.

This route intersects an area where about 18% of households do not have access to a vehicle, and poverty among individuals ranges from 27% to 34%, indicating a need for alternative transportation opportunities (ACS, 2015). This is primarily residential area, with schools and parks located within it. For access to Lake Ella, less confident bicyclists should use the sidewalk along N. Monroe Street to access the signalized crosswalk in front of the park.

Route Details

Project Length: 1.05 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$25,222—\$37,834

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH



Neighborhood Network Route: 5I



Tier II Neighborhood Network Route: 5I

Talaflo Street, Terrace Street, E. Brevard Street, E. Tennessee Street

Route Description

This neighborhood network route provides an alternative route for accessing Franklin Boulevard and Cascades Park from neighborhoods in the Midtown area. This project will connect a major project on Miccosukee Road to the wide sidewalks and bicycle lanes found on Franklin Boulevard, which then connects to Cascades Park and the Capital Cascades Trail. This route gives users the opportunity to avoid high-volume roads, specifically W. Tennessee Street, to access popular destinations in Downtown and the growing Cascades area. It is also an asset for an area that is highly residential and has 3 schools (Leon High School, Cobb Middle School, Kate Sullivan Elementary) within 1 mile of the route. According to ACS 2015, this area is characterized by 20% of individuals living below the poverty line.

Associated Minor Projects:

- Improvement of the pedestrian crossing with additional signage and RRFBs at intersection of Tennessee Street and Franklin Boulevard as indicated by public comment to improve existing signalized crosswalk.

Route Details

Project Length: .54 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$30,896—\$49,344

Goal Satisfaction



SAFETY



MULTIMODAL



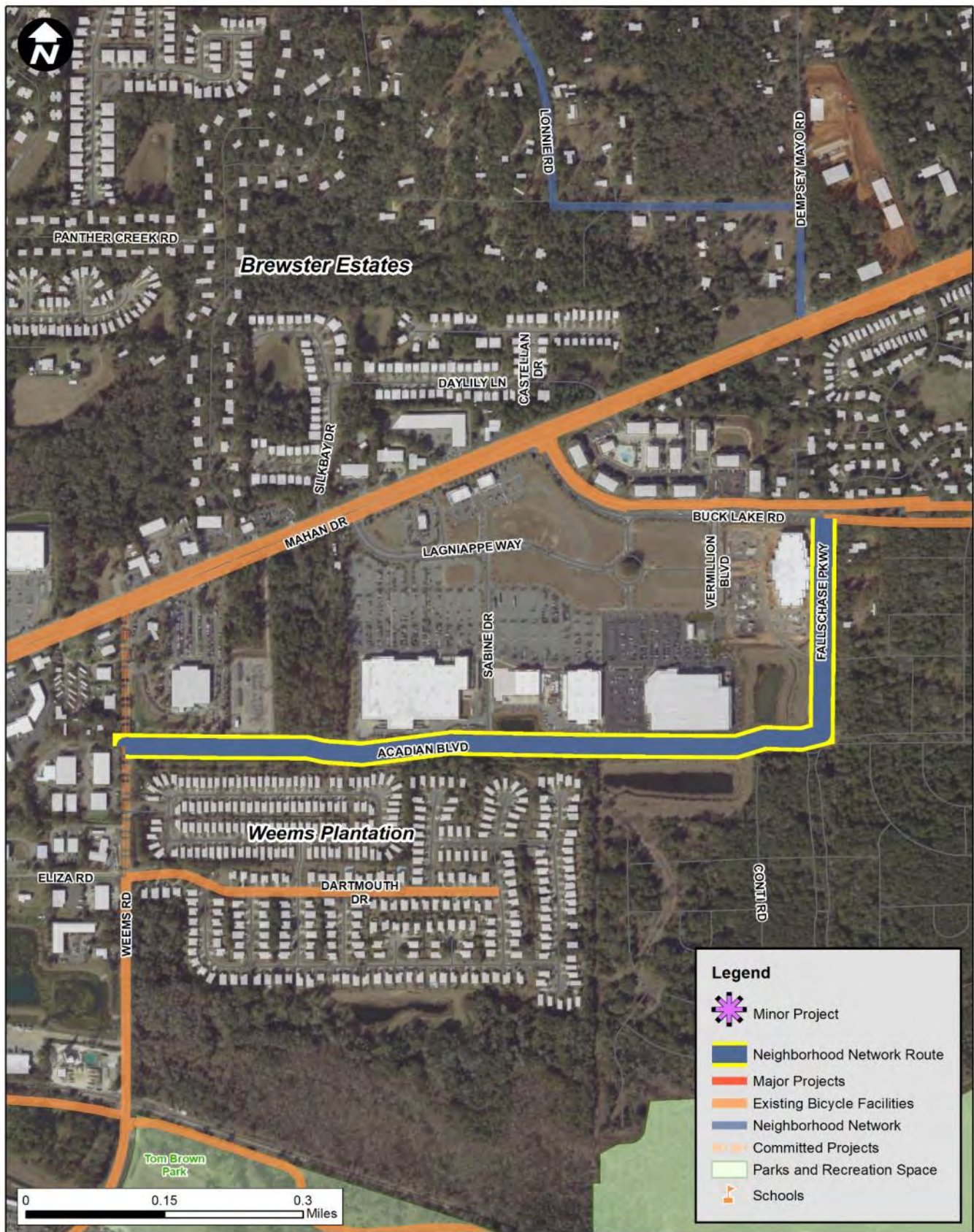
EQUITY



CONNECTIVITY



Neighborhood Network Route: LC1



Tier II Neighborhood Network Route: LC1

Acadian Boulevard, Fallschase Parkway

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. Acadian Boulevard has a high bicycle comfort level, making it an excellent option for avoiding heavy traffic on Mahan Drive to the north. This route will connect to a committed project on Weems Road, as well as existing bicycle facilities and sidewalks on Buck Lake Road, extending the network and providing access to other locations for the residential areas located just south of Acadian Boulevard. It provides alternative transportation options for accessing businesses, including the movie theater, located north of Acadian Boulevard for those residential areas surrounding the route. Additionally, further development and apartment complexes are being built along this route, and they will benefit from this route as it provides the opportunity to make safe connections between the Buck Lake communities and Tom Brown Park which can be accessed via Weems Road.

Route Details

Project Length: 1.00 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$23,949—\$35,924

Goal Satisfaction



SAFETY



MULTIMODAL



CONNECTIVITY



HEALTH