



# Corridor Significance

The Thomasville Road corridor from Betton Road to Metropolitan Boulevard was identified as a top tier project within the Tallahassee-Leon County Bicycle and Pedestrian Master Plan 2019 Update. Projects were prioritized using a set of evaluation criteria including safety, connectivity, and equity. The proposed multi-use path along Thomasville Road is significant to the bicycle and pedestrian network because of the following:



## Thomasville Road provides north-south connectivity within the City

Thomasville Road offers a direct connection between two major activity centers: Midtown, close to the center of Tallahassee, and Market District in the northeast. This connection would further extend existing bicycle and pedestrian investments, closing a major gap in the network.



## This segment of Thomasville Road is surrounded by dense residential development

This corridor is accessible to numerous neighborhoods located along Thomasville Road, and provides multimodal access to a densely populated area with more than 20 neighborhoods along the corridor.



## Thomasville Road offers connectivity to popular destinations

Thomasville Road provides connectivity to parks, schools, businesses, and other multimodal facilities. See the table below for a list of destinations located along Thomasville Road.



Parks	Schools	Multimodal Facilities
Winthrop Park	Betton Hills School	Goose Pond Trail
McCord Park	School of Arts and Sciences	Hermitage Boulevard on-street bicycle lanes
Waverly Pond Park	Seminole Montessori	Existing sidewalks along side streets
Dorothy B. Oven Park	Gilchrist Elementary School	Transit stops along Thomasville Road

A goal of the Thomasville Road Multi-Use Path Feasibility Study is to provide a facility that is appropriate for a variety of user types and skill levels. Below are the four types of cyclists and the facilities they generally prefer.

### Type of Cyclist

### Preferred Facilities

# Types of Bicyclists



Multi-Use Path



Buffered Bicycle Lane



On-street Bicycle Lane



No Facility, Minimal Signage



### Children and Elderly

This group prefers a facility completely separated from the roadway, such as a multi-use path. Typically, no other type of facility would be appropriate for this skill level.



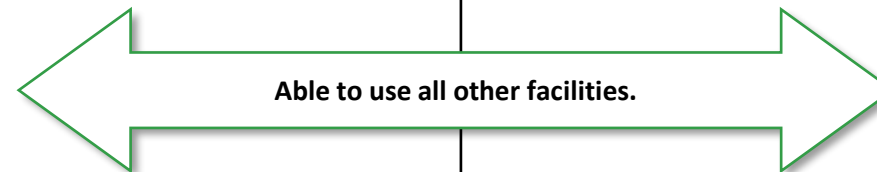
### Interested but Concerned

Bicyclists who would like to ride their bike but have fears which are usually caused by sharing the road with vehicles. This type of bicyclist prefers low speeds, low volumes, and a separated facility such as a buffered bike lane or multi-use path.



### Enthused and Confident

Bicyclists who feel comfortable traveling adjacent to vehicles in designated space such as a bike lane. These bicyclists may also use a buffered bike lane or multi-use path if available.

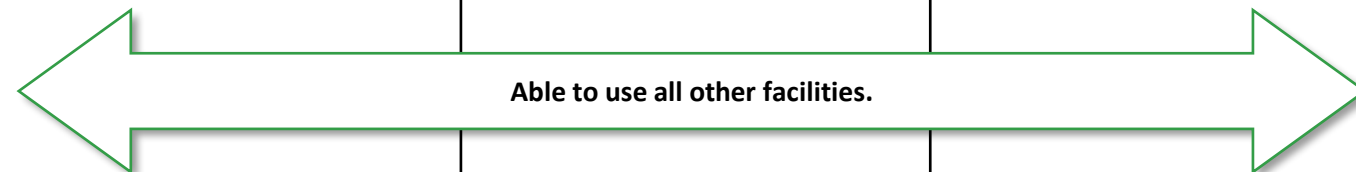


Able to use all other facilities.



### Strong and Fearless

Bicyclists who will ride along a corridor regardless of the conditions. These users have no problem sharing the lane with a vehicle traveling at high speeds. They may use any type of facility with ease and comfort.



Able to use all other facilities.



Photo source: Daily News-Record Harrisonburg, "Greenway Trail Sees User Numbers", 2019.

Photo source: Hennepin County, <https://www.hennepin.us/ridehennepin>.

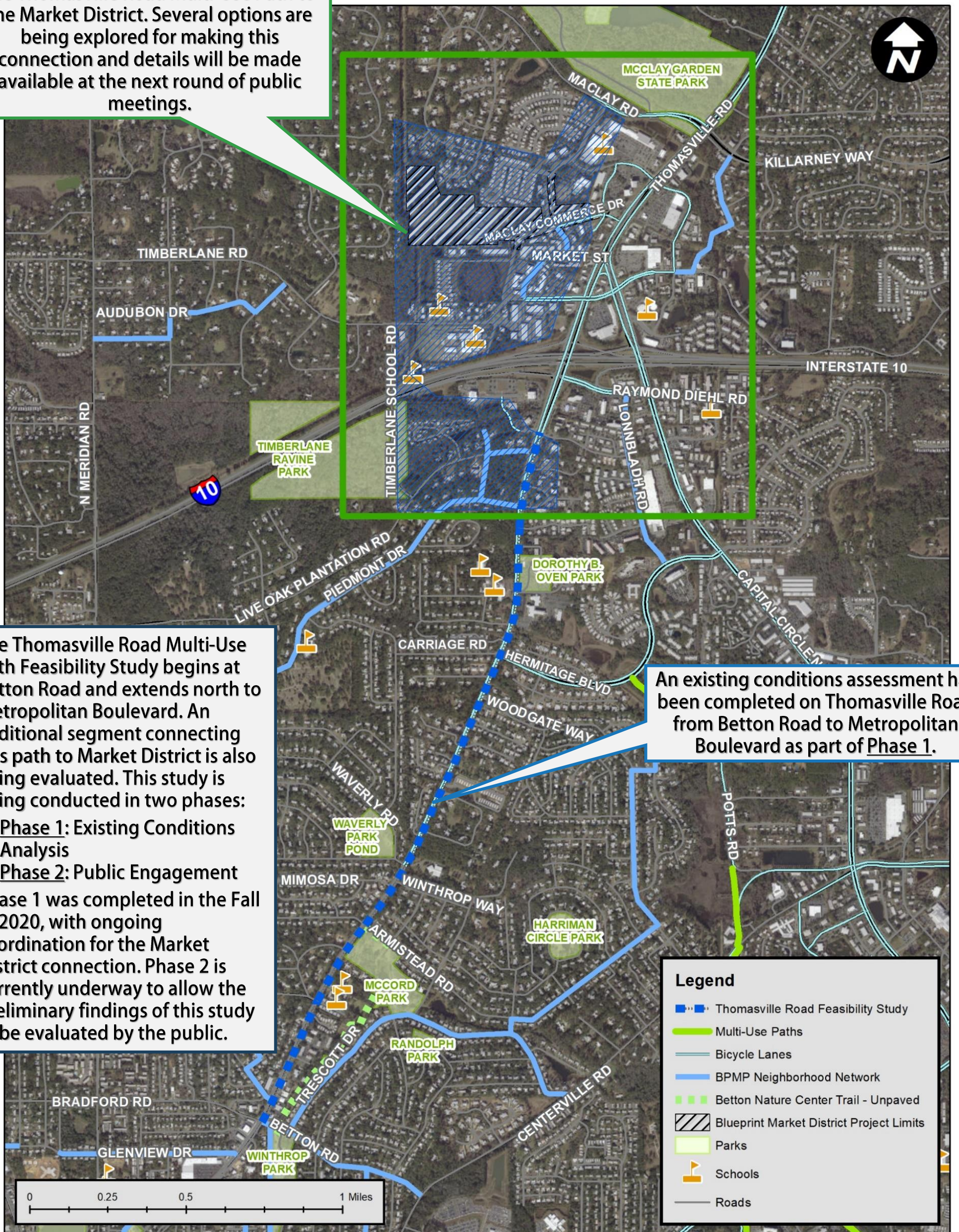
Photo source: The San Diego Union-Tribune, "Driving too near bikes could bring fines", 2014.





# Projects Limits

There is ongoing coordination with partner agencies to address connecting the Thomasville Road Multi-Use Path to the Market District. Several options are being explored for making this connection and details will be made available at the next round of public meetings.



The Thomasville Road Multi-Use Path Feasibility Study begins at Betton Road and extends north to Metropolitan Boulevard. An additional segment connecting this path to Market District is also being evaluated. This study is being conducted in two phases:

- **Phase 1:** Existing Conditions Analysis

- **Phase 2:** Public Engagement

Phase 1 was completed in the Fall of 2020, with ongoing coordination for the Market District connection. Phase 2 is currently underway to allow the preliminary findings of this study to be evaluated by the public.

An existing conditions assessment has been completed on Thomasville Road from Betton Road to Metropolitan Boulevard as part of Phase 1.



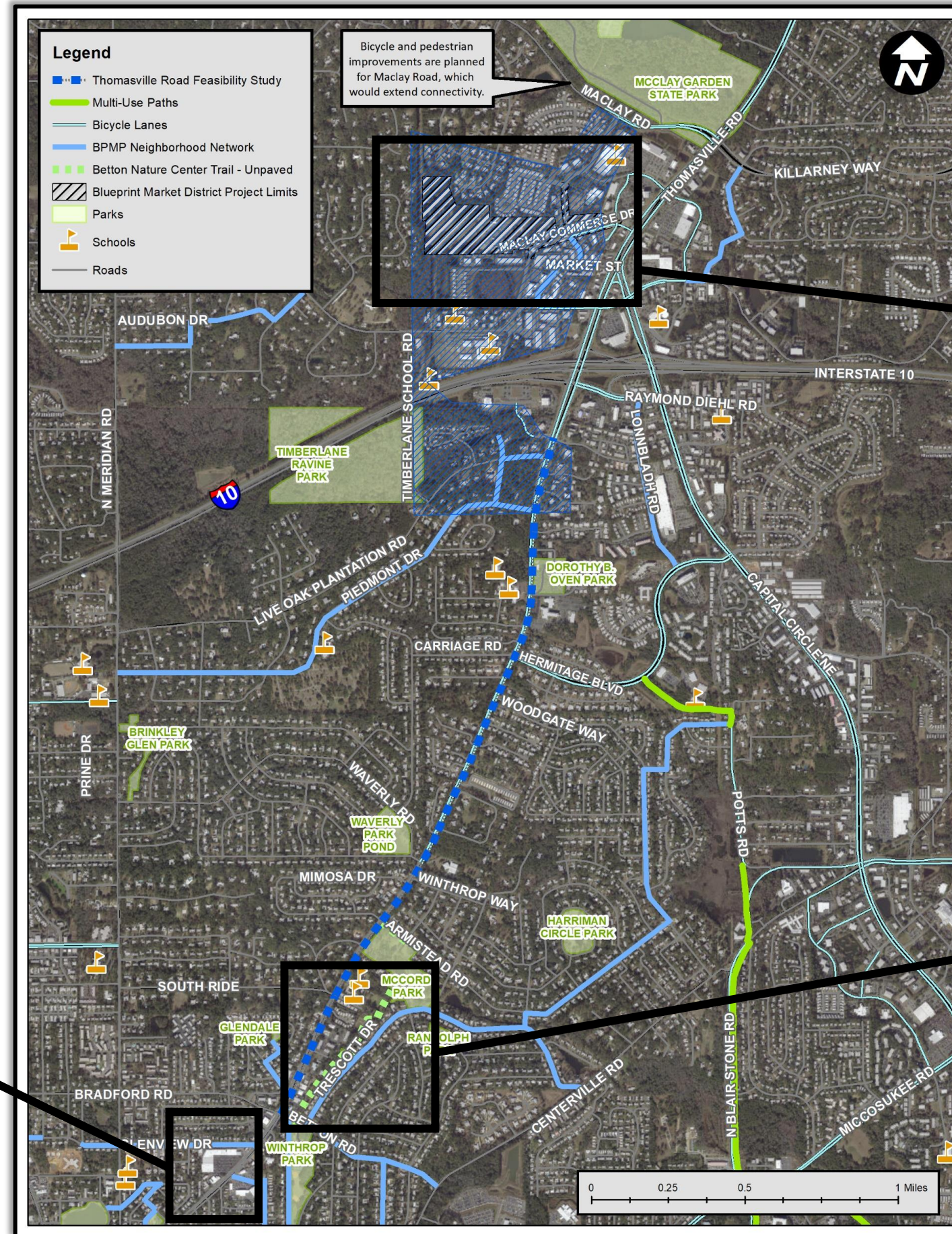
# Connecting Midtown and the Market District: Project Coordination

Along the Thomasville Road corridor and within the Market District, there are several projects that would be complementary to a multi-use path between Midtown and the Market District. These projects are being undertaken by different local agencies, and opportunities to partner are being explored in ongoing coordination.

## Midtown Area Transportation Plan

Capital Region Transportation Planning Agency  
(CRTPA)

- Plan adopted in Spring 2020
- Proposed bicycle and pedestrian improvements through roadway changes would allow for consistency between these two projects and promote connectivity throughout Midtown



## Market District Multi-Purpose Stormwater Project

Blueprint and City of Tallahassee

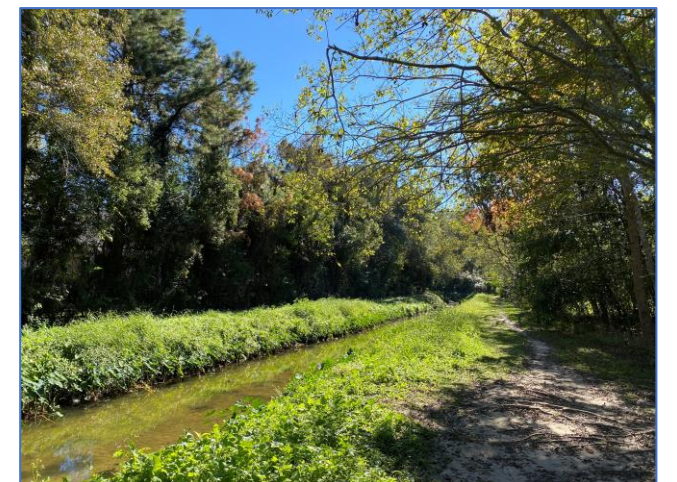
- Currently in the preliminary engineering phase and conducting public engagement
- Includes roadway improvements
- Potential to utilize proposed multimodal improvements in the park to connect north to Maclay Road



## McCord Pond Drainage Ditch Improvements

City of Tallahassee Underground Utilities

- Currently under design
- Construction is anticipated to begin in 2021
- Potential to construct multi-use path on top of the drainage improvements through continued coordination







# Project Goals

Project goals were outlined during Phase 1 of this study to guide the planning process and communicate desired outcomes. The following statements are the goals for the Thomasville Road Multi-Use Path Feasibility Study.



## Safety

Provide a safe connection between destinations along Thomasville Road



## Accessibility

Create a facility that is accessible to variety of user types, and is appropriate for at least three of the four bicycle comfort levels



## Network Connectivity

Grow network connectivity by providing opportunities to access destinations along and beyond Thomasville Road



## Positive User Experience

Ensure positive user experience by incorporating natural features, creative design, and ADA compliance



## Equitable

Make the facility available to people with disabilities, low-income areas, aging populations, and areas of low vehicle ownership



## Multimodal

Accommodate a variety of modes on the facility

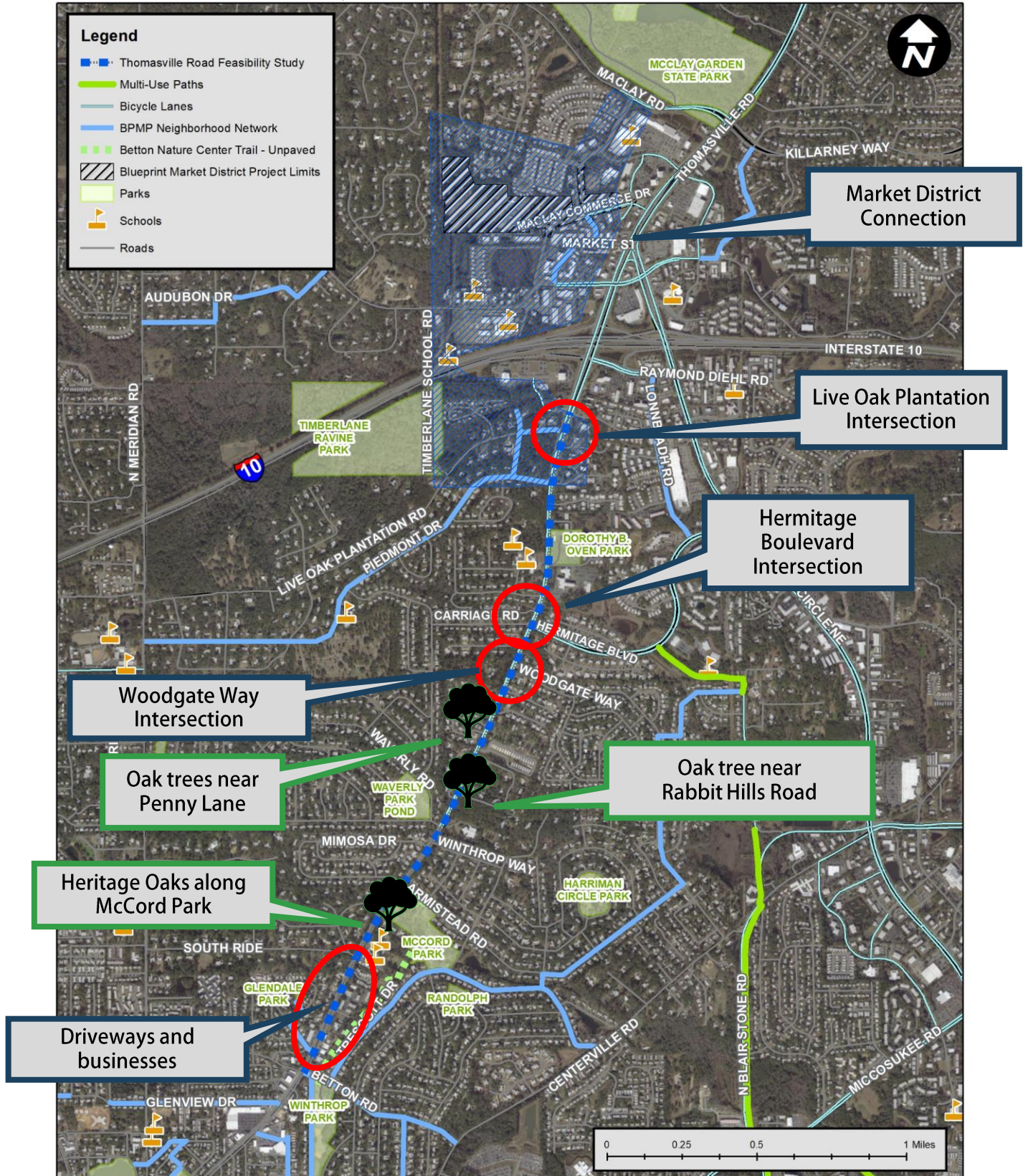


## Health & Recreational

Provide opportunities for extended trips to recreate and exercise



The following locations were identified as requiring additional consideration in future design phases for the proposed Thomasville Road Multi-Use Path. Creative solutions, that will be developed during the design phase of this project, will better address safety concerns and environmental impacts for the areas identified below.







# Frequently Asked Questions

**Q: What side of Thomasville Road is the path going to be on?**

**A:** At this stage of the Feasibility Study, alignment has not been determined. At the next public meeting, up to three alignment opportunities will be presented for public comment. At the conclusion of this Feasibility Study, a preferred alternative will be identified and further evaluated in the next phase to determine specific design details and other needs.

**Q: Will this path require additional right-of-way?**

**A:** At this time, it is anticipated that no additional right-of-way will be required. Impacts to private property along the corridor are not expected.

**Q: When will this be constructed?**

**A:** Once the Feasibility Study phase is concluded, the project will move into design which is anticipated to begin in late 2021 or early 2022. The design phase is already funded and will take approximately 1-2 years to complete. Construction (not funded at this time) will follow design.

**Q: Where will you be putting amenities such as parking, shelters, or restrooms?**

**A:** At this stage of the Feasibility Study, amenities associated with the multi-use path have not been identified. However, due to the urban nature of this route and its short length of approximately 2 miles, few amenities will be associated directly with the multi-use path.

**Q: When will the Feasibility Study conclude?**

**A:** The Feasibility Study is expected to conclude in late summer of 2021 and will be brought to the CRTPA board for adoption in fall of 2021.

**Q: How is this project being funded? Who is responsible for funding this?**

**A:** The Thomasville Road Multi-Use Path Project will be developed in various phases. The current Feasibility Study phase is being funded by the CRTPA. Design will also be funded by the CRTPA. All other phases, including construction, are not currently funded. No single local agency is responsible for funding this project, and opportunities for cost sharing in the future are being explored.



Existing sidewalk on west side of Thomasville Road



Existing sidewalk and bicycle lanes on east side of Thomasville Road





# Existing Conditions Assessment

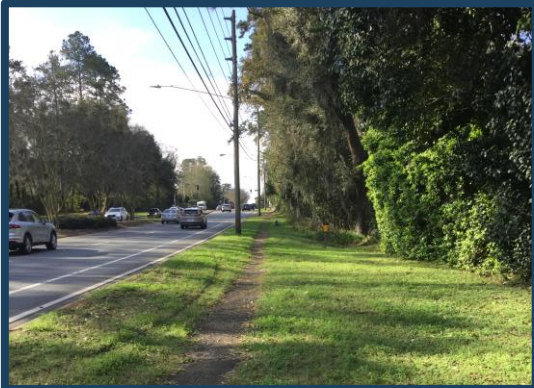
Below is an overview of the information gathered during the existing conditions assessment associated with Phase I of the Thomasville Road Multi-Use Path Feasibility Study.

## Sidewalk Location and Condition

Sidewalks are located on both sides of the corridor.

East Side: 5-foot, ADA compliant

West Side: Varying width, not ADA compliant



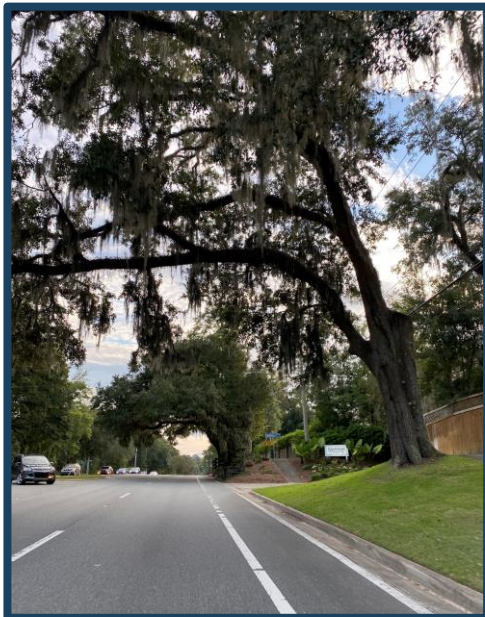
Non-ADA compliant sidewalk along west side of Thomasville Road



On-street bicycle lanes along Thomasville Road

## Existing Bicycle Facilities

5-foot on-street designated bicycle lanes are located on Thomasville Road north of Waverly Road. Connecting on-street bicycle lanes are located on Hermitage Boulevard.



Oak trees along Thomasville Road

## Preliminary Tree Assessment

A preliminary tree assessment was conducted by Urban Forester Mindy Mohrman of the Tallahassee-Leon County Planning Department. Based on her assessment, it was determined by the project team that impacts to trees in good and fair condition would be avoided.

## Parks, Recreation Areas, and Schools

The location of parks, recreation areas, and schools were mapped to identify the best options for making connections between these destinations.



McCord Park



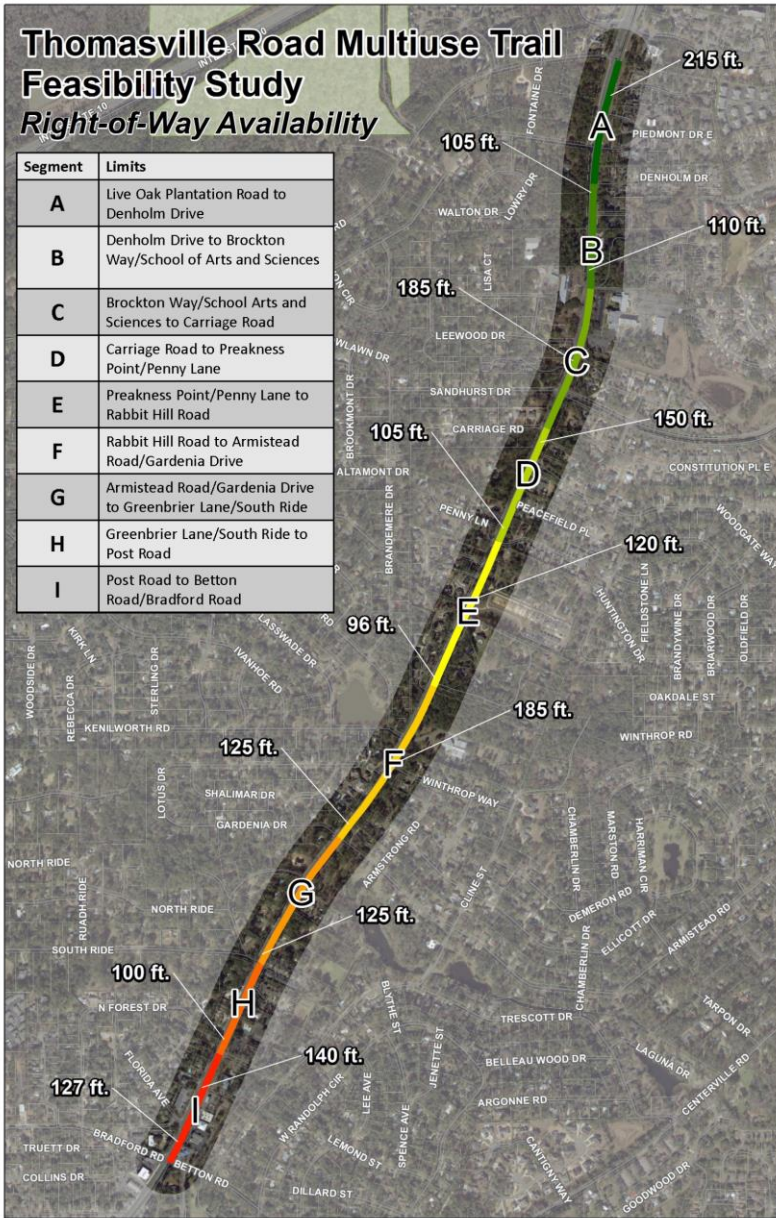


# Existing Conditions Assessment Continued

Below is a general summary of the information gathered during the existing conditions assessment associated with Phase I of the Thomasville Road Multi-Use Path Feasibility Study.

## Thomasville Road Multiuse Trail Feasibility Study Right-of-Way Availability

Segment	Limits
A	Live Oak Plantation Road to Denholm Drive
B	Denholm Drive to Brockton Way/School of Arts and Sciences
C	Brockton Way/School Arts and Sciences to Carriage Road
D	Carriage Road to Preakness Point/Penny Lane
E	Preakness Point/Penny Lane to Rabbit Hill Road
F	Rabbit Hill Road to Armistead Road/Gardenia Drive
G	Armistead Road/Gardenia Drive to Greenbrier Lane/South Ride
H	Greenbrier Lane/South Ride to Post Road
I	Post Road to Betton Road/Bradford Road



## Availability of Right-of-Way

Right-of-way along Thomasville Road was measured through data maintained by the Leon County Property Appraiser and verified during site reconnaissance. The map above shows the approximations gathered during the existing conditions assessment. The corridor was divided into segments for this analysis to make general assumptions for specific areas.

## Intersections

Major intersections and neighborhood road entrances were identified to determine potential conflicts between motorists and path users. The following intersections present safety concerns that will need to be addressed in future design phases:

- Live Oak Plantation Road
- Hermitage Boulevard
- Woodgate Way
- Betton Road



Live Oak Plantation Road & Thomasville Road



Woodgate Way & Thomasville Road





# Completed Activities

Phase 1 of the Thomasville Road Multi-Use Path Feasibility Study was completed in the Fall 2020. Phase 2 was initiated at the end of 2020 with a focus on soliciting stakeholder and public feedback. The following information describes completed steps and preliminary findings.

## Site Reconnaissance

The project team conducted several site visits along Thomasville Road and surrounding the Market District from Spring 2020 to Fall 2020 to gather data about the existing conditions along the corridor.

## Existing Conditions Assessment

The existing conditions assessment focused on right-of-way, existing bicycle and pedestrian facilities, major intersections, the location of parks, schools, businesses, overhead utilities, and trees along the corridor.

## Identification of Opportunities & Challenges

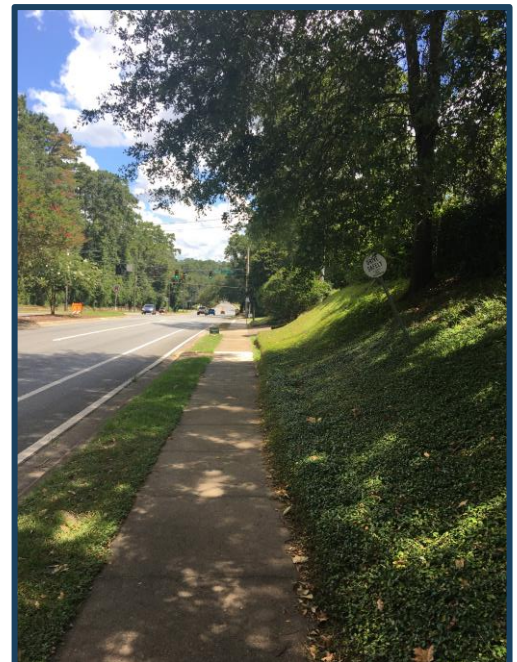
The existing conditions were evaluated to determine opportunities and challenges along the corridor for constructing a multi-use path.

## Meetings with Stakeholders

Several meetings have been held with the Bicycle and Pedestrian Master Plan Work Group, local neighborhood associations, schools, and businesses along the corridor.

## What were the preliminary findings?

Based on preliminary analysis and the conclusion of Phase 1, it was determined that construction of a multi-use path along the corridor is feasible. Through Phase 2, public engagement is being conducted to inform the public of these preliminary findings and refine potential path alignments based on feedback received from the public and stakeholders.







# The 9 C's of Bicycling

During the planning and design phases, different components of bicycle facilities are evaluated to ensure that adequate and appropriate facilities are provided. With the completion of the Thomasville Road Multi-Use Path Feasibility Study, the C's associated with Planning will have been addressed.

## Planning

### Coherent

- Enhances awareness of all users
- Provides adequate pavement markings, signage, and wayfinding

### Complete

- Includes all necessary enhancements to ensure positive user experience
- Provides alternative transportation opportunities

### Culture

- Addresses local culture and needs

### Connected

- Provides functional and convenient travel options
- Connects to other destinations
- Allows for extended trips

### Context

- Facilitates a social experience
- Considers different interests and a variety of skill levels

## Design

### Comfortable

- Built with all user types in mind
- Includes design strategies that prioritize user safety and comfort

### Compliant

- ADA compliant
- Complies with design standards outlined by FDOT, NACTO, and AASHTO

### Constructable

- Facility is cost-effective
- Future maintenance has been considered

### Continuous

- Allows users to avoid risky situations such as major intersections or high-speed, high-volume traffic





# Stakeholder Feedback and Information

Below are discussion topics that the project team has heard from engaged stakeholders, business owners, and neighborhood groups regarding the Thomasville Road Multi-Use Path Feasibility Study.

Overarching Issue	Concern	Solution
<b>Safety</b>	Crossings	<ul style="list-style-type: none"> <li>Limit number of crossings on Thomasville Road.</li> <li>Improve crossings at existing intersections and side streets.</li> </ul>
	High Speeds	Addressing speed is not within this scope of work, but the multi-use path will be constructed as far away from the road as possible to separate high speed motorists and path users.
	Crime	Multi-use paths are <u>not</u> associated with higher rates of crimes.
	Rule Enforcement	Signage stating the rules of the path, including time of use, permitted uses, and more, will be located along the path and at identified trailheads.
<b>Business Disruptions</b>	Access during construction	Access will be maintained at all times during construction, per FDOT requirements.
<b>Trees and Aesthetics</b>	Tree protection	Impacts to trees within FDOT right-of-way in good and fair condition will be avoided as identified by the Urban Forester at the Tallahassee-Leon County Planning Department.
	Landscaping	Landscaping opportunities will be addressed during the design phase of this project.



Thomasville Road near Waverly Road



Thomasville Road north of Betton Road





# Project Timeline

2019

Feasibility Study Phase I begins — Winter 2019

2020

Feasibility Study Phase I ends — Fall 2020

Feasibility Study Phase II begins — Fall 2020

2021

Anticipated CRTPA Board Adoption — Fall 2021

2022

Design Phase begins  
Late 2021/Early 2022

2023

**WE ARE HERE**

Feasibility Study  
Phase II is  
In Progress

*\*All time frames are subject to change*

Currently, CRTPA has funding allocated for the Design Phase of this project in the FY 2021-2022. Following the completion of this feasibility study and additional coordination with local partners, the Design Phase will be initiated, likely in late 2021 or early 2022. Subsequent phases, including construction, have not been funded yet. Coordination with local partners, including Blueprint Intergovernmental Agency and Tallahassee-Leon County Planning Department, will be ongoing to determine possible funding opportunities as well as implementation of adjacent facilities and projects.



Thomasville Road