Midtown to Market

Thomasville Road MULTI-USE PATH Feasibility Study

January 2022

CRTPA CAPITAL REGION

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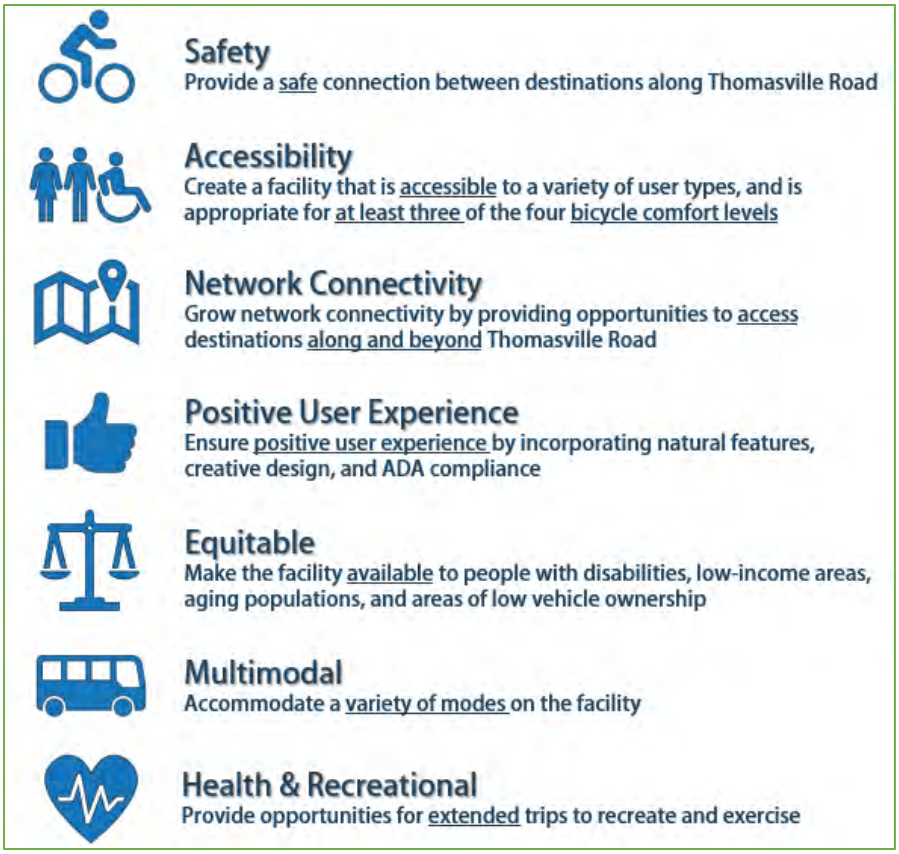
INTRODUCTION

The Thomasville Road Multi-Use Path Feasibility Study evaluated the opportunity for constructing a paved, bidirectional 10 to 12-foot multi-use (multi-use path) path along Thomasville Road from Betton Road to Metropolitan Boulevard, a distance of approximately 2.5 miles. As the Study progressed, an additional connection between the northern terminus of this project to the Market District was also evaluated. This Study was conducted in accordance with several locally adopted plans which identified the project, including the Tallahassee-Leon County Greenways Master Plan (2013), the 2015 update to the Greenways Master Plan, and the 2019 update to the Tallahassee-Leon County Bicycle-Pedestrian Master Plan (BPMP). The Thomasville Road Multi-Use Path is one of the few north-south corridors that offers opportunities for connectivity in the overall bicycle-pedestrian in Tallahassee and Leon County. Project goals for this project are shown in **Figure 1** below. The Feasibility Study project limits are shown in **Figure 2**.

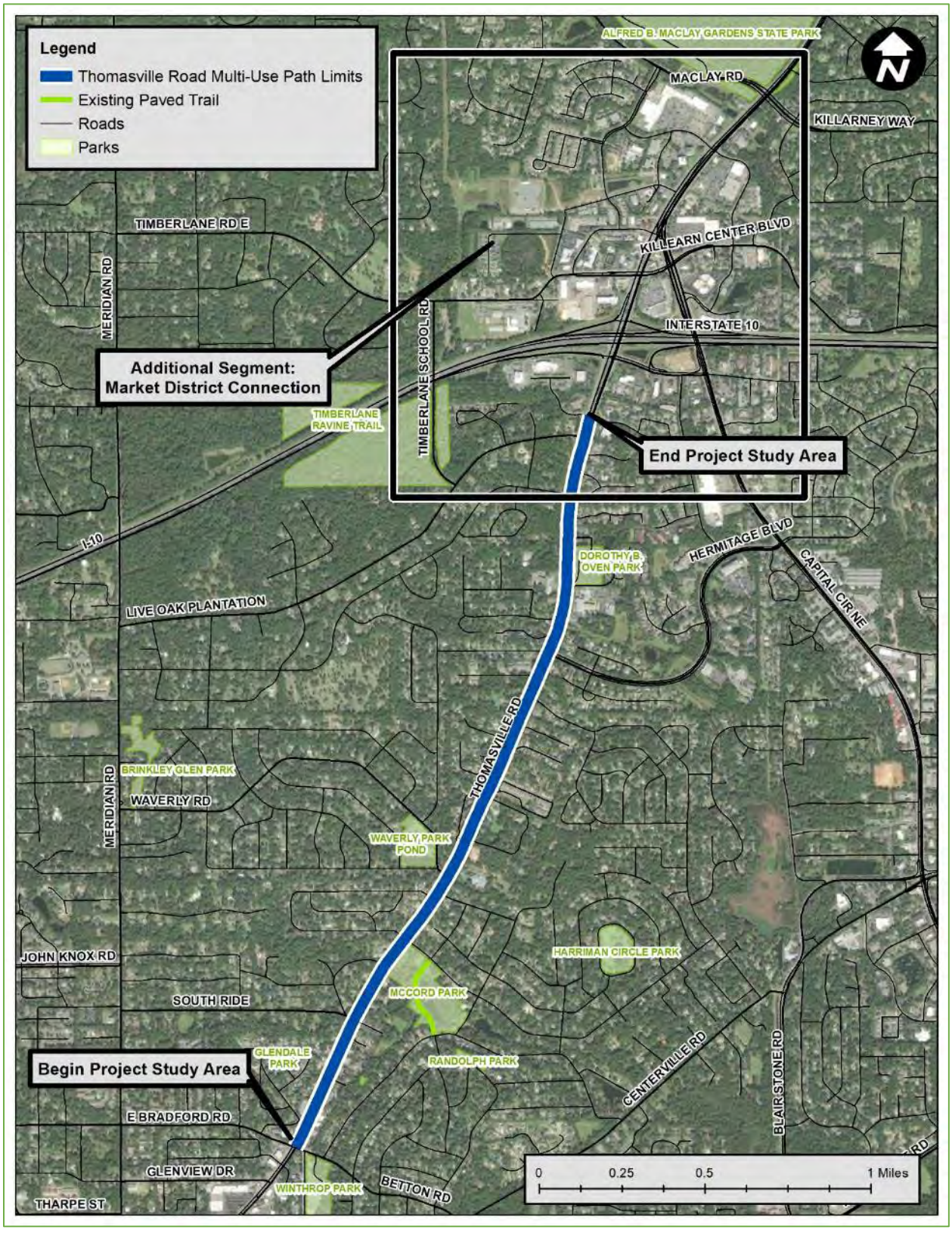
Figure 1. *Project Goals*



Project Area Characteristics

The areas surrounding the project area along Thomasville Road are generally characterized by residential land uses, with some areas of commercial and recreational uses. The Market District Connection area is also characterized by residential, commercial, and recreational land uses which vary along each of the evaluated roads. Throughout the project area there are several local parks that are directly accessible, including Winthrop Park, Guyte P. McCord Park, Dorothy B. Oven Park, Waverly Pond, and Timberlane Ravine Park. Schools and places of worship are also located along the project area.

Figure 2. *Project Study Limits*

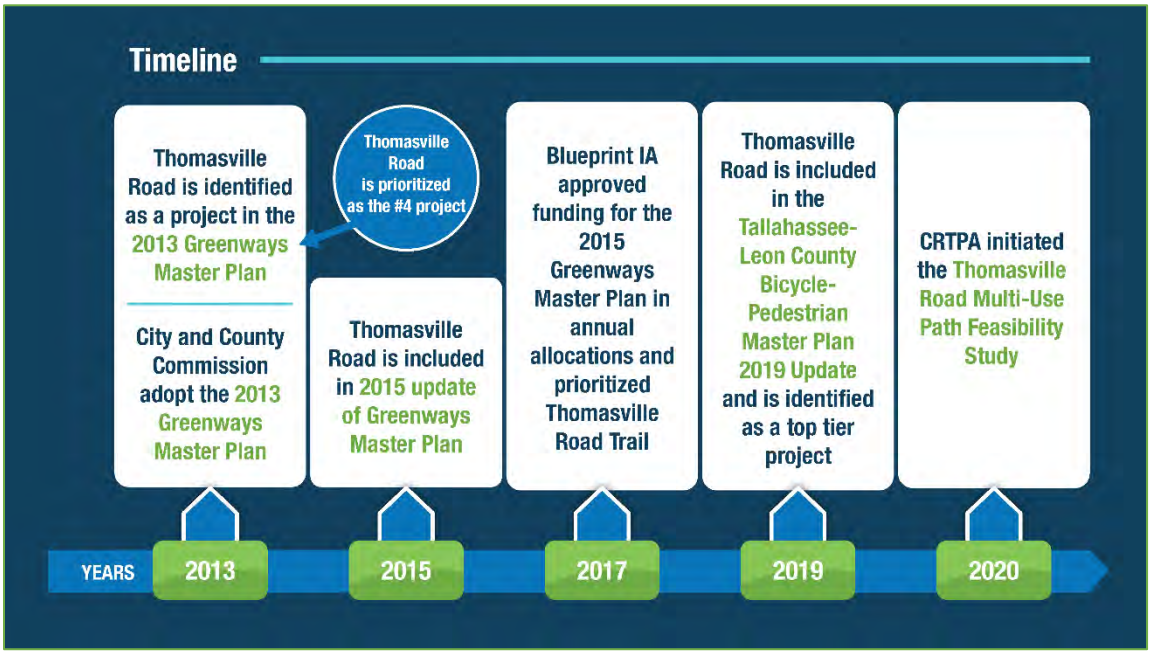


Currently along Thomasville Road, there is an existing sidewalk on both sides of the corridor. The sidewalk on the east side is 5 feet wide and ADA-compliant, providing a facility for joggers and walkers from over 20 neighborhoods with direct access to the corridor. However, the sidewalk on the west side is sub-standard, with crumbling asphalt in some areas. The west side sidewalk is not ADA compliant. On-street bicycle lanes are located along the corridor from Waverly Road heading north, but are infrequently used due to high travel speeds and traffic volumes. While these facilities may provide limited opportunities to walkers and joggers, the current conditions limit access to a variety of skill levels of bicycling. These skill levels are described in the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). This multi-use path would ensure that all bicyclists are able to access a safe and appropriate facility. As is, bicyclists with less comfort and lower abilities are using the existing sidewalk or exploring longer, alternate routes to access their preferred destinations.

Project History

The Thomasville Road Multi-Use Path Feasibility Study is the product of several years of planning related to the expanding bicycle and pedestrian network in Tallahassee and Leon County. The Thomasville Road trail first appeared in the 2013 update to the Tallahassee-Leon County Greenways Master Plan, a planning document for trail projects that was originally adopted in 2004. In the 2013 update, the Thomasville Road trail was ranked 4th out of 29 projects. That same year, the City and the County both independently adopted the updated Greenways Master Plan, which included the Thomasville Road trail project. In 2015, an additional update to the Greenways Master Plan was completed, which identified Thomasville Road as a greenways project, though project rankings were removed. In 2017, the Blueprint Intergovernmental Agency approved funding for projects in the adopted 2015 Greenways Master Plan and bike route system projects in an annual allocation, and prioritized the Thomasville Road trail along with several other projects. In 2019, the Capital Region Transportation Planning Agency updated of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan. This master plan identified Thomasville Road through recommendations from public engagement and the Greenways Master Plan as a top tier project due to its connectivity and opportunities to fill a major gap in bicycle and pedestrian facilities. In addition, a multimodal trail project on Thomasville Road has been included in both the 2040 and 2045 Regional Mobility Plan for the Capital Region. This document is the long-range transportation plan for the Capital region, and provides guidance on the direction of the transportation system for a horizon period of 20 years. This project background is shown in the timeline in **Figure 3.**

Figure 3. *Thomasville Road – Project Timeline*



Feasibility Study

With many years of planning that identified the need for a trail along Thomasville Road, the next step included a project feasibility study. A feasibility study is the first planning step when considering a project for eventual construction. A feasibility study can be described by the following:

- A feasibility study is a planning level evaluation that determines whether a project is possible within the existing right-of-way;
- It includes an existing conditions assessment and an inventory of features within and surrounding the project footprint;
- It identifies potential impacts or enhancements at a very high level;
- It may include robust public engagement;
- And it precedes design phases, where impacts and enhancements are further evaluated and addressed with specificity.

Substandard sidewalk on the west side of Thomasville Road

During this feasibility study, the project team collected data and evaluated existing conditions, as well as coordinated with local stakeholders and the public to gain meaningful feedback. If this project moves forward into design, the details found in this report will be further refined and evaluated on a case-by-case basis. This includes tree impacts, driveway treatments, path materials, and landscaping opportunities. This Feasibility Study is able to anticipate potential impacts or treatments, but is not focused on the specificity of these impacts. The feasibility study seeks to determine if the project is feasible considering general characteristics of the existing conditions of the corridor.

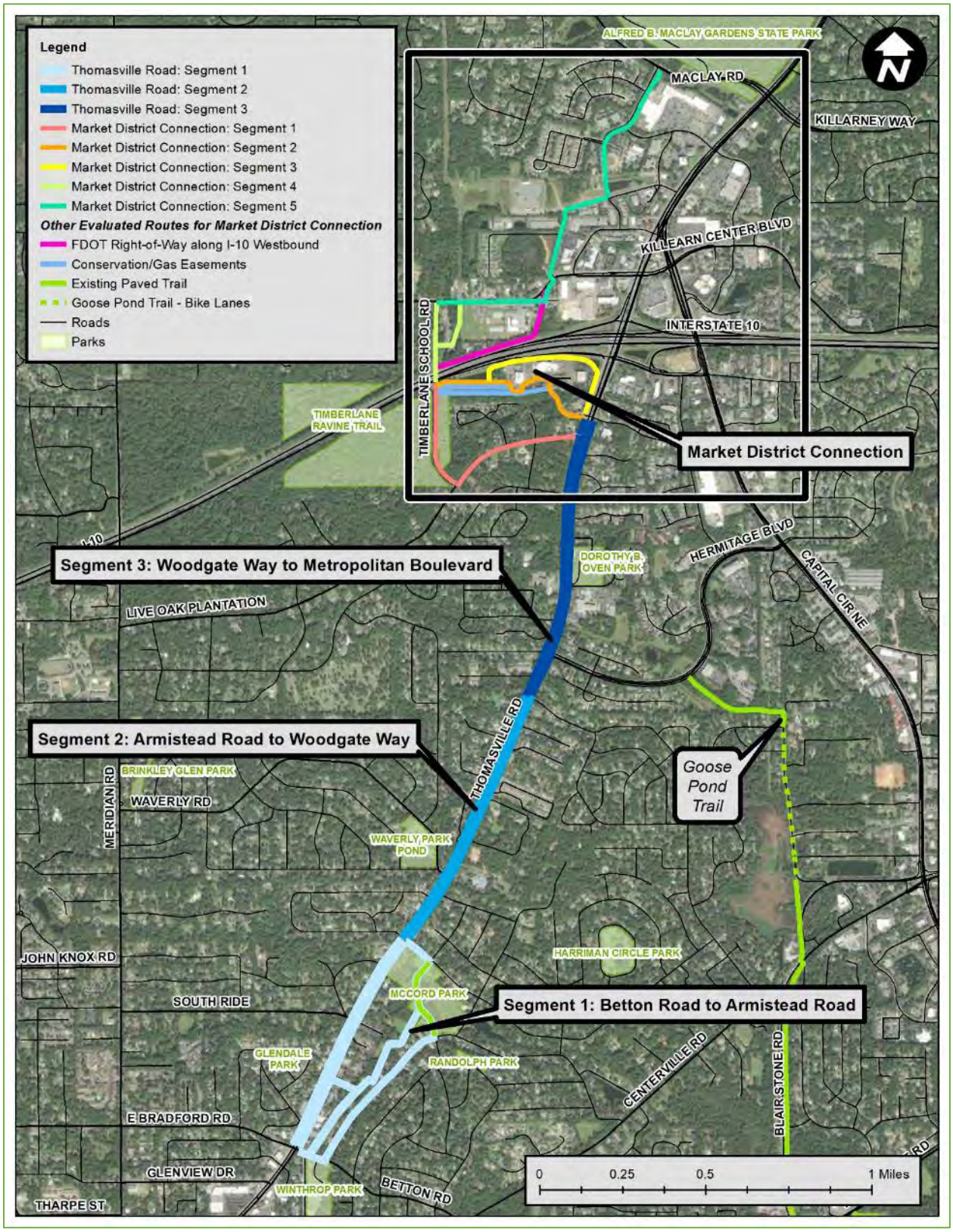
Project Study Segments

This Study was conducted by evaluating Thomasville Road by segments between Betton Road and Metropolitan Boulevard. As the analysis progressed, additional opportunities for the location of the path outside of the identified project study area surfaced and were included in this analysis. These additional opportunities to connect the path to the Market District were analyzed to mitigate identified challenges along Thomasville Road as well as evaluate opportunities that may provide a more connected, safer, or feasible route. **Table 1** identifies each of the project segments and the associated alternatives that were evaluated. **Figure 4** shows each segment and the alternatives that were evaluated.

Table 1. *Thomasville Road Multi-Use Path Study Segments*

Segment	Limits	Alternatives
Segment 1	Betton Road to Armistead Road	• Thomasville Road East • Thomasville Road West • McCord Ditch/Betton Nature Center Trail • Trescott Drive (East side) • Post Road/McCord Ditch (covered ditch)
Segment 2	Armistead Road to Woodgate Way	• Thomasville Road East • Thomasville Road West
Segment 3	Woodgate Way to Metropolitan Boulevard	• Thomasville Road East • Thomasville Road West
Market District Connection	Live Oak Plantation Road to Maclay Commerce Drive	• Metropolitan Boulevard • Live Oak Plantation Road • Timberlane School Road • Timberlane Road • Martin Hurst Road • Market Street • Maclay Road • FDOT Right-of-way • Gas Easement - Florida Gas Transmission Company • Conservation Easement – Tallahassee Memorial Hospital (TMH) and Capital Health Plan (CHP) • Electric Easement – West side of Gilchrist Elementary School

Figure 4. *Thomasville Road Multi-Use Path Study Segments*



EXISTING CONDITIONS

An existing conditions assessment was initiated in December 2019. This included a desktop analysis and preliminary mapping of existing environmental and physical conditions in the project area. Information was collected and analyzed to determine project feasibility, as shown in **Table 2**.

***Table 2**. Data Collection*

Data	Source	Year
Average Annual Daily Traffic (AADT), Number of Lanes, Speed Limit	*Florida Department of Transportation (FDOT) via Tallahassee-Leon County GIS (TLCGIS)*	2019
Signal Four Analytics Crash Data	*University of Florida GeoPlan Center*	2016-20
Preliminary Right-of-Way	*Leon County Property Appraiser*	2019
Utility Pole Locations	*City of Tallahassee*	2020
Tree Locations/Conditions	*ESRI Aerial Imagery, Field Verification*	2020-21
Driveways	*ESRI Aerial Imagery, Field Verification*	2020-21
Cultural Structures, Bridges Cemeteries, and Surveys	*State Historic Preservation Office (SHPO) via Florida Geographic Data Library (FGDL)*	2021
FEMA Flood Zones	*Federal Emergency Management Agency (FEMA) via FGDL*	2019
Wetlands	*National Wetlands Inventory (NWI)*	2020
Species Data	*Florida Fish and Wildlife Conservation Commission (FWC), United States Fish and Wildlife Service (USFWS)*	Various

Following the completion of the desktop analysis and preliminary mapping, field verification was conducted on the following dates with the project team:

- February 19, 2020
- May 14, 2020
- June 12, 2020
- August 19, 2020
- November 16, 2020
- October 14, 2021

Existing Transportation Conditions

Thomasville Road is a north-south corridor with annual average daily traffic (AADT) ranging between 30,000 to 34,000 according to data maintained by the Florida Department of Transportation (FDOT, 2019). This is on par with other principal arterials in Tallahassee, including Monroe Street, Apalachee Parkway, and Mahan Drive. The posted speed limit within the study area is 45 miles per hour. Transit facilities are located on both sides throughout the study area. Currently, Thomasville Road has sidewalks on both sides of the corridor, and on-street 4-to-5-foot designated bicycle lanes that begin at Waverly Road heading northbound. While the sidewalk on the east side of the corridor is ADA compliant and 5 feet in width, the sidewalk on the west side of the corridor is inadequate and not up to standard in many areas. It varies in width, and in some areas, is an uneven asphalt surface that does not meet requirements for ADA compliance. These facilities are not considered appropriate for a variety of pedestrians and bicyclists. Existing transportation conditions for each segment are described in detail below and are shown in **Figures 5 through 7**.

Segment 1: Betton Road to Armistead Road

Thomasville Road

Thomasville Road between Betton Road and Armistead Road has ADA-compliant sidewalks on both sides of the corridor with little to no buffer between the sidewalk and Thomasville Road. There are no bicycle facilities. At the intersection of Betton Road, there are a total of six travel lanes with center left-turn lanes and a median. North of Post Road, the corridor narrows to four travel lanes, which is maintained until Live Oak Plantation Road near the end of the project study area. The speed limit in this section of Thomasville Road is 45 miles per hour. Average Annual Daily Traffic (AADT) for this segment is 30,000 (FDOT, 2019).

Trescott Drive

Trescott Drive from Betton Road to the McCord Park entrance at Blythe Street is a two-lane residential road with traffic calming speed bumps and an ADA-compliant sidewalk on the west side. Currently, there are no bicycle facilities along Trescott Drive; however, limited signage located near the McCord Park entrance at Blythe Street on the east side of the road indicates the roadway is a shared space for bicyclists and motorists. Trescott Drive is frequently traveled by bicyclists and pedestrians, and provides a connection between Winthrop Park on the south side of Betton Road and McCord Park, which is facilitated by a rectangular rapid flashing beacon (RRFB) pedestrian crossing across Betton Road.

McCord Ditch

McCord Ditch is not currently an existing transportation facility; however, it runs adjacent to the Betton Nature Center Trail. This trail is used by pedestrians and bicyclists, and is frequently used as an alternative option for connecting between Winthrop Park and McCord Park. No formal data on usage of this trail currently exists.

Both the Trescott Drive and McCord Ditch option would utilize the existing paved trail that runs through McCord Park, connecting Trescott Drive to Armistead Road. No updates would be made to the existing path, and would merely provide a connection. The multi-use path would resume on the south side of Armistead Road connecting McCord Park to Thomasville Road. The existing sidewalk on Armistead Road is not currently ADA compliant due to slope. This project would widen that sidewalk to complete the connection.

Segment 2: Armistead Road to Woodgate Way

Thomasville Road from Armistead Road to Woodgate Way has sidewalks on both sides of the corridor with a maintained buffer. The sidewalk on the east side of the corridor maintains ADA compliance, while the sidewalk on the west side begins to deteriorate heading north from the intersection of Armistead

Road. The sidewalk along the west side of the corridor is largely in disrepair along this segment, and is made up of various materials, most notably asphalt. At Waverly Road, 4-to-5-foot on-street designated bicycle lanes begin on both sides of the corridor heading north. The speed limit in this section of Thomasville Road is 45 miles per hour. Average Annual Daily Traffic (AADT) for this segment is 30,000 (FDOT, 2019).

Segment 3: Woodgate Way to Metropolitan Boulevard

Thomasville Road from Woodgate Way to Metropolitan Boulevard maintains the same general characteristics as Segment 2, with sidewalks and 4-to-5-foot on-street designated bicycle lanes on both sides of the corridor. The sidewalk on the west side is in a state of disrepair and is not ADA compliant. The speed limit is 45 miles per hour. Average Annual Daily Traffic (AADT) for this segment is slightly higher at 34,000, which is indicative of its location closer to Interstate 10 (I-10) and commercial uses north of I-10. The road begins to widen back to six lanes near Live Oak Plantation Road.

Market District Connection

Several opportunities were evaluated for the Market District Connection, as previously shown in **Figure 4.** **Table 3** details the transportation characteristics of the main roads that were studied:

Table 3. *Existing Transportation Characteristics - Market District Connection Roads*

Road	Number of Lanes	Speed Limit	Multimodal Amenities
Live Oak Plantation Road	2	30 miles per hour	Sidewalk from Thomasville Road to Martin Hurst Road/Fontaine Drive on the north side
Timberlane School Road	2	35 miles per hour	Sidewalk from private road to Timberlane Road on the east side
Timberlane Road	2, center left-turn lane	35 miles per hour	Sidewalk on south side of Timberlane Road
Martin Hurst Road	2	N/A	Sidewalk on west side of Martin Hurst Road

Intersections

Along Thomasville Road, several intersections were identified that present challenges for multimodal users. The project team observed each of these intersections during field verification and reviewed crash data using Signal Four Analytics when identifying potential routes for the path. **Table 4** lists the intersections that were most concerning based on observations made during field review and preliminary review of Signal Four Analytics data. These intersections will require further analysis in future phases to establish appropriate design strategies and path configuration. In addition to these intersections, there are neighborhood and business entrances that currently cause challenges for users and should be evaluated for improvement during the design phase to accommodate all user types along the corridor.

Table 4*. Most Concerning Intersections Along Thomasville Road from Betton Road to Metropolitan Boulevard based on Field Review*

Intersections
Betton Road
Post Road
Waverly Road
Hermitage Boulevard
Piedmont Drive
Live Oak Plantation Road
Metropolitan Boulevard

Figure 5. *Existing Transportation Characteristics – Segment 1*

Figure 6. *Existing Transportation Characteristics – Segment 2*

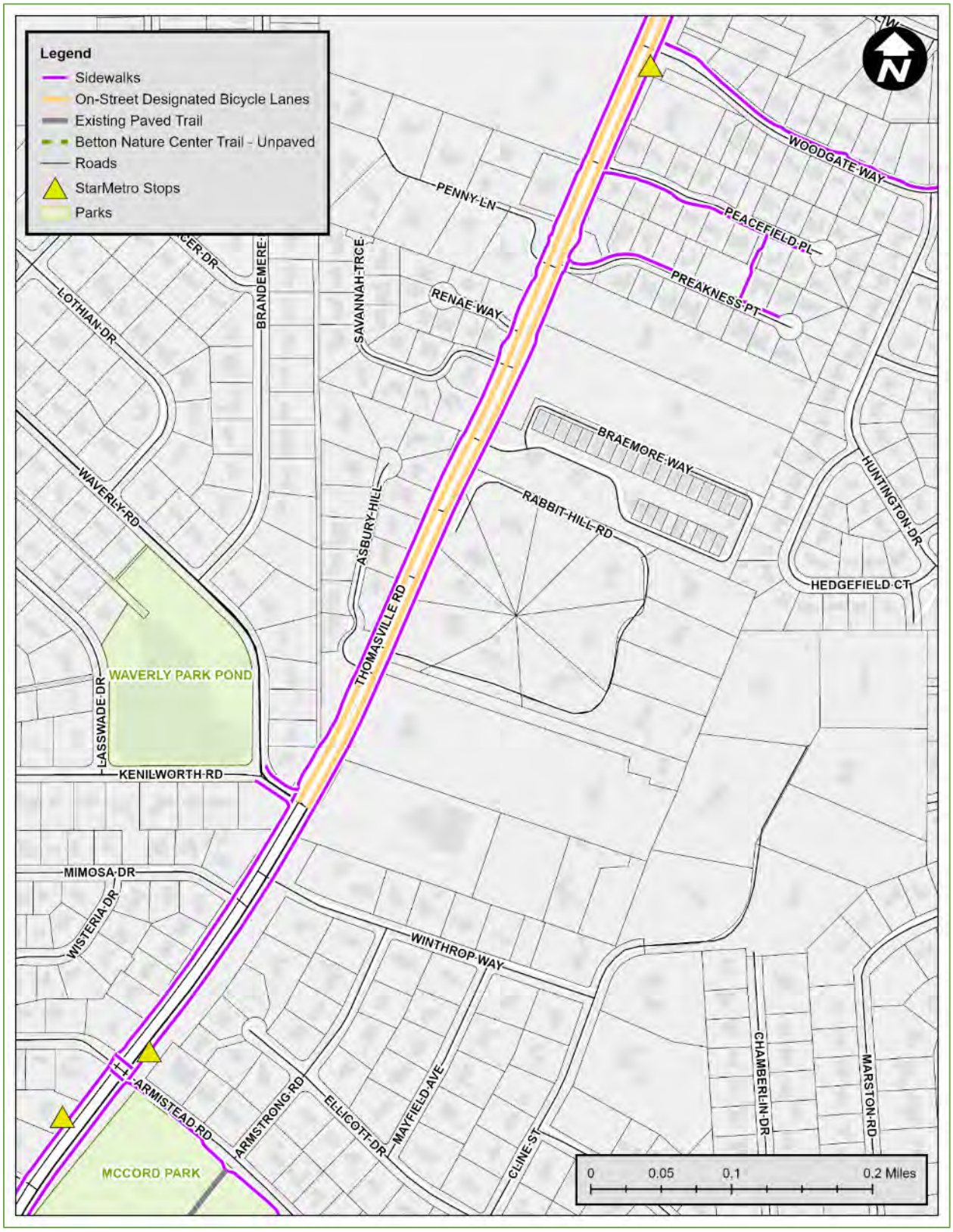
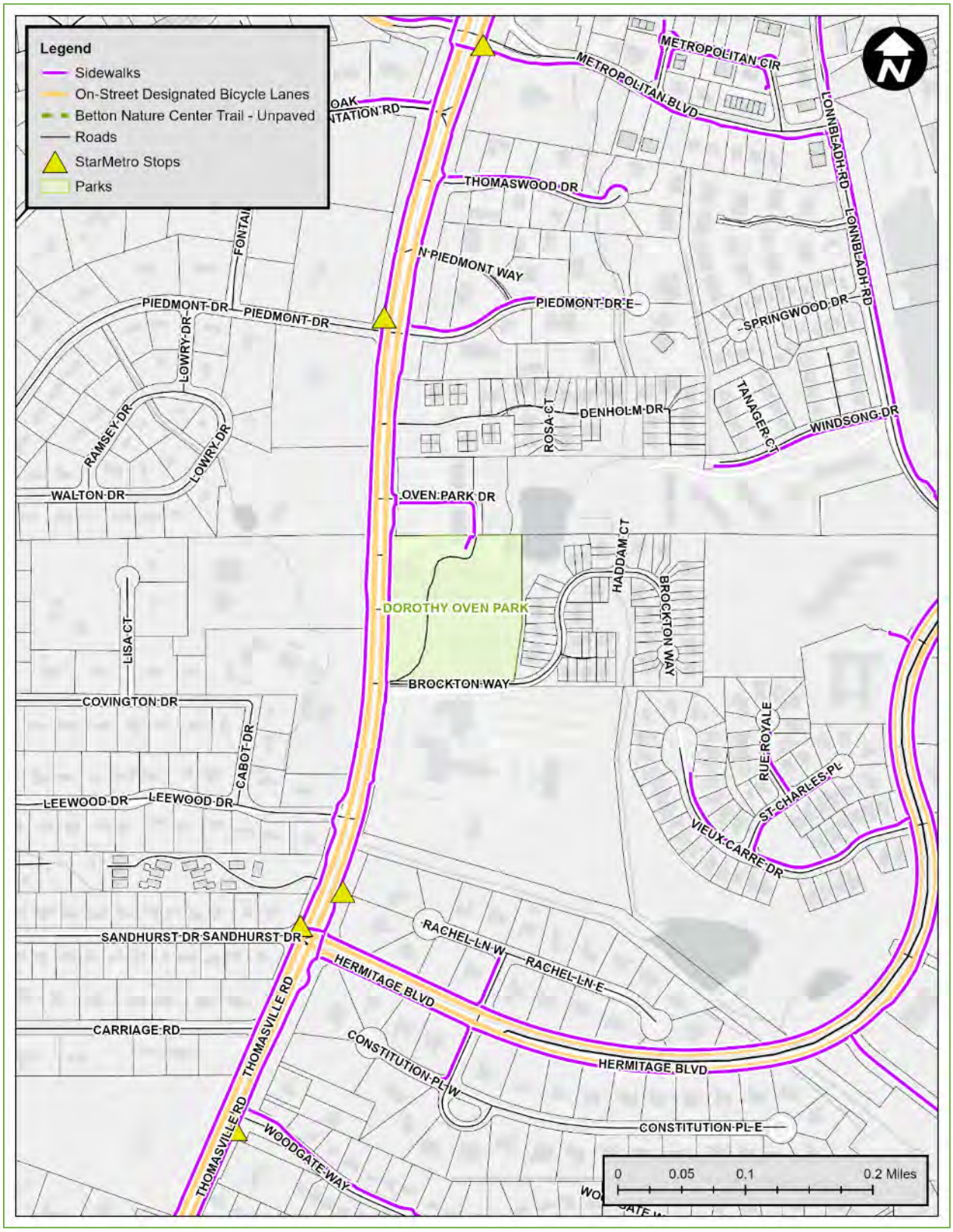


Figure 7. *Existing Transportation Characteristics – Segment 3*



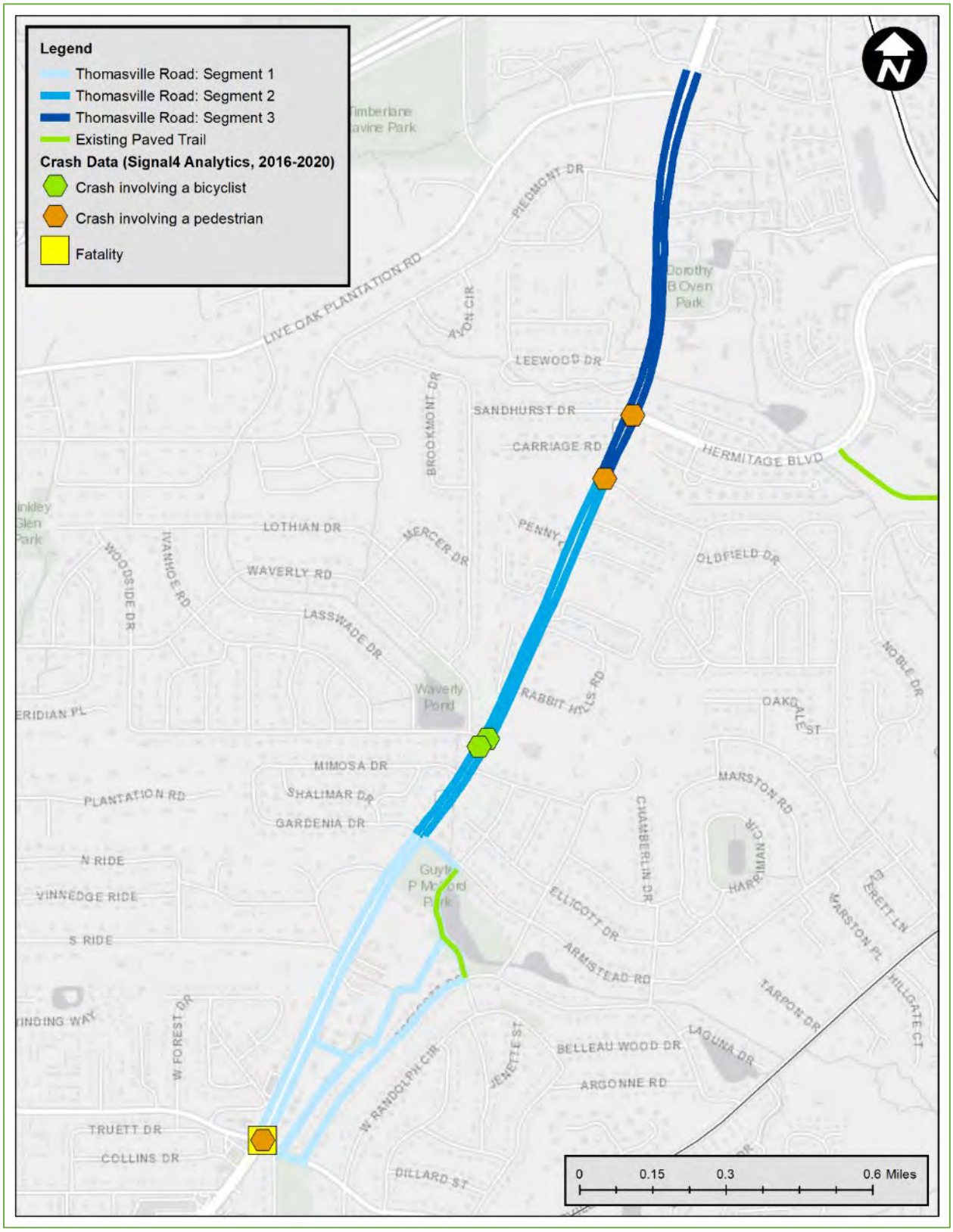
Signal Four Analytics Crash Data

To understand previous and existing crash conditions along the corridor, Signal Four Analytics Crash data was obtained for the project area from Betton Road to Metropolitan Boulevard and incorporated into a Safety Review and Comparison Memorandum, which can be found in **Appendix A**. It was determined that five (5) crashes involved a bicycle or a pedestrian between 2016 and 2020, which gives a crash rate of less than one (1) Bike/Ped crash per mile per year. This crash rate is based on the existing facilities along the corridor which is a sidewalk and 4-ft bike lane (not present along the entire 2.41-mile segment). In addition, over the five-year period, four (4) of the Bike/Ped crashes resulted in injury and there was one (1) fatality. These Bicycle and pedestrian crashes between 2016 and 2020 are shown in **Table 5** and **Figure 8**.

Table 5*. Bicycle and Pedestrian Crashes along Thomasville Road from Betton Road to Metropolitan Boulevard (Signal Four Analytics, 2016-2020)*

Crash Type	Year	Location	Severity
Bicycle	2016	Thomasville Road and Waverly Road	Injury
Pedestrian	2017	Thomasville Road and Hermitage Boulevard	Injury
Pedestrian	2017	Thomasville Road and Woodgate Way	Injury
Pedestrian	2017	Thomasville Road and Bradford Road/Betton Road	Fatality
Bicycle	2020	Thomasville Road and Waverly Road	Injury

Figure 8. *Bicycle and Pedestrian Crashes within the Study Area*



Right-of-Way

Right-of-way availability was determined through desktop analysis using Leon County Property Appraiser data from October 2019. Available right-of-way fluctuates along Thomasville Road, and while the majority of the corridor has sufficient right-of-way to accommodate a 10-to-12-foot multi-use path, some areas are constrained including Rabbit Hills Drive, near Savannah Trace, and in other locations along the corridor that are shown in red in **Figure 9**, **Figure 10**, and **Figure 11**. Space to accommodate a multi-use path is constrained by both the existing available right-of-way as well as physical obstacles within the right-of-way, such as trees or utility poles. Determining the feasibility of the multi-use path includes the development of costs associated with the path (it should be noted that right-of-way acquisition is typically costly). In order to avoid these costs, flexibility with the design of the multi-use path and roadway should be allowed where right-of-way constraints exist. **Table 6** shows right-of-way ranges for each segment along on Thomasville Road.

Table 6. *Approximate Right-of-Way Availability by Segment*

Segment	Total Right-of-Way*
Segment 1: Betton Road to Armistead Road	100-140 feet
Segment 2: Armistead Road to Woodgate Way	95-185 feet
Segment 3: Woodgate Way to Metropolitan Boulevard	105-215 feet
Market District Connection	
Live Oak Plantation Road	55-68 feet
Timberlane School Road	80-136 feet
Timberlane Road	65-100 feet
Martin Hurst Road	34-48 feet

**Total right-of-way is an approximation based on desktop analysis using Leon County Property Appraiser Data.*

Physical Obstructions

Along the corridor, several physical obstacles are located within existing right-of-way. These obstacles include utility poles, signal boxes, walls, trees, and wooden railings. Some locations where these obstructions are located include the west side of Thomasville Road between Armistead Road and Woodgate Way, and north of Hermitage Boulevard on both sides of the corridor. Currently, these obstacles have limited the width of the sidewalk on the west side of the corridor. In some areas along the corridor, such as at Rabbit Hills Drive on the east side of the corridor, or Savannah Trace on the west side, the obstacles are circumvented by weaving the sidewalk around them at the expense of continuous and cohesive pedestrian facilities. The majority of these obstacles can be relocated within the existing right-of-way or largely avoided based on creative design solutions for the path. **Figures 9 through 11** show the location of utility poles as well as areas of constrained right-of-way. Tress are addressed under a separate section on page 24.

Figure 9. *Areas of Constrained Right-of-Way and Utility Poles – Segment 1*

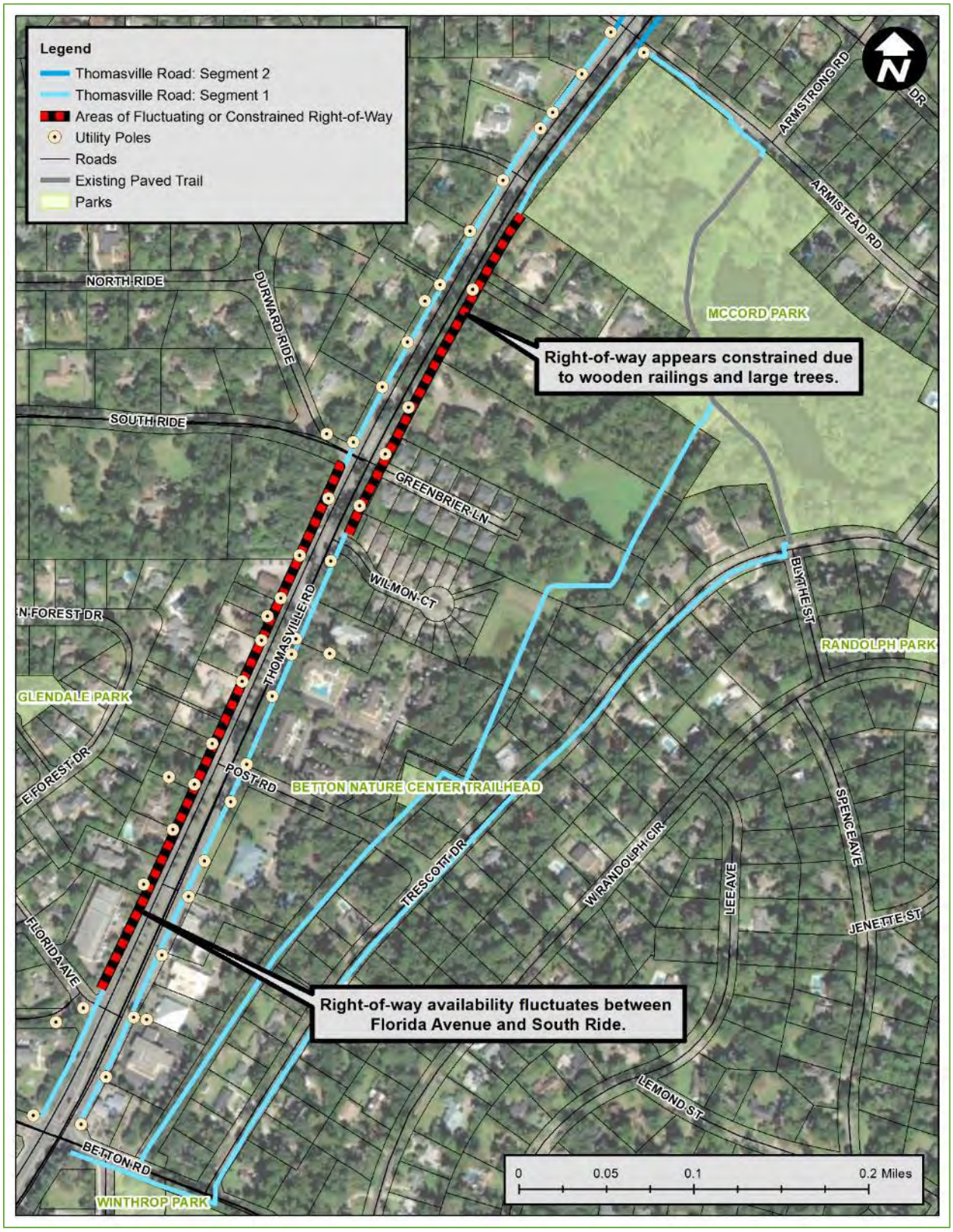


Figure 10. *Areas of Constrained Right-of-Way and Utility Poles – Segment 2*

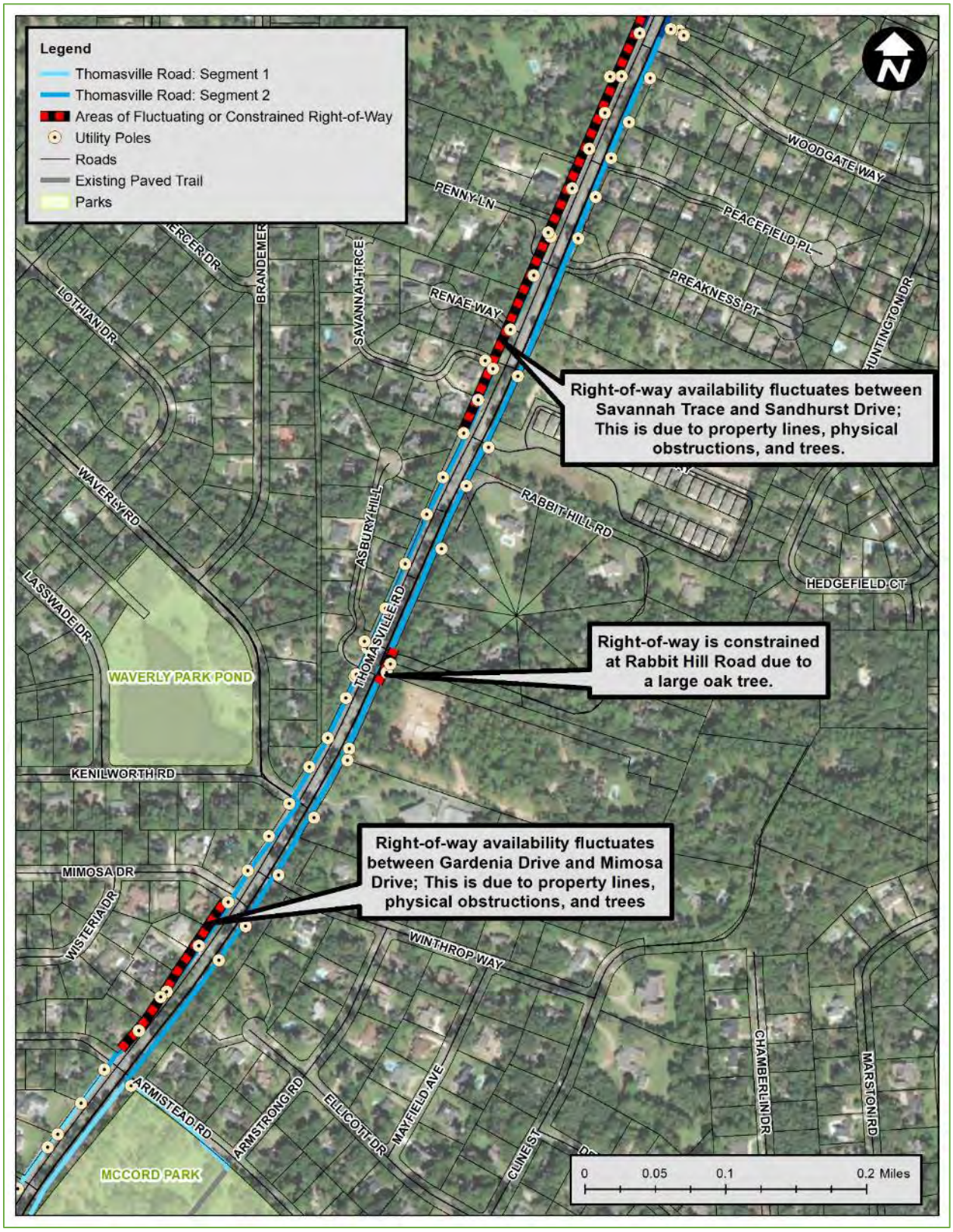
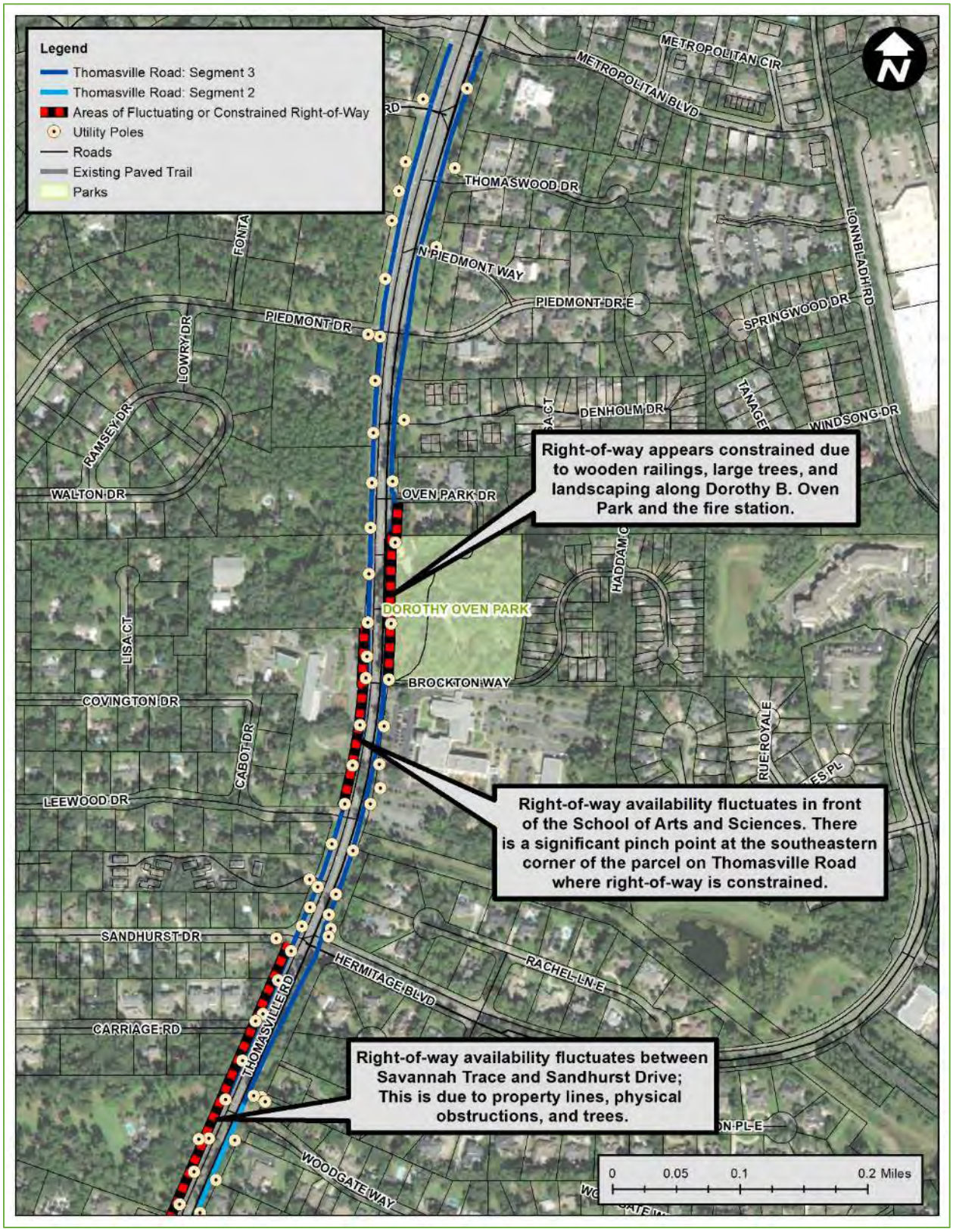


Figure 11. *Areas of Constrained Right-of-Way and Utility Poles – Segment 3*



Driveways

Thomasville Road

An analysis was conducted to determine the location and type of driveways present throughout the project area. Due to the number of destinations along this segment of Thomasville Road, numerous driveways intersect with the existing sidewalks on both sides of the corridor. Approximate driveway counts are detailed in **Table 7**. The driveways along the corridor were sorted into three categories: residential driveways, commercial driveways, and unsignalized roads. These categories are defined as follows:

- **Residential Driveways**: Driveways for private residence
- **Commercial Driveways**: Driveways or roads that lead directly to businesses, churches, or schools
- **Unsignalized Roads**: Roads that do not have a formal signal, and are typically residential roads that allow entrance to neighborhoods
- **Signalize Roads**: Roads that have a formal signal

Trescott Drive and Market District Connection

While several residential driveways exist along Trescott Drive, this road is a residential corridor with a low speed limit, and these driveways do not present the same challenges as commercial or unsignalized roadways along Thomasville Road, which is a high-speed, high-volume corridor. For the Market District Connection, none of the evaluated roads had significant driveway concerns or conditions. Driveways along Segments 1 through 3 are shown in **Figures 12, 13, and 14.** To limit conflict between motorists and path users, design guidelines should be followed. These design opportunities include painted or high visibility crosswalks, and specific and unique signage to direct path users appropriately.

Table 7. *Approximate Driveway Counts by Segment*

Route	Residential Driveways	Commercial Driveways	Unsignalized Roads	Signalized Roads	TOTAL
Segment 1: Betton Road to Armistead Road					
East	2	14	3	2	21
West	7	14	3	2	26
Segment 1: Trescott Drive (Betton Road to McCord Park Entrance/Blythe Street)					
East	34	0	1	0	35
Segment 2: Armistead Road to Woodgate Way					
East	3	3	5	1	12
West	3	0	6	1	10
Segment 3: Woodgate Way to Metropolitan Boulevard					
East	0	6	3	3	12
West	1	4	5	2	12

Figure 12. *Driveways – Segment 1*

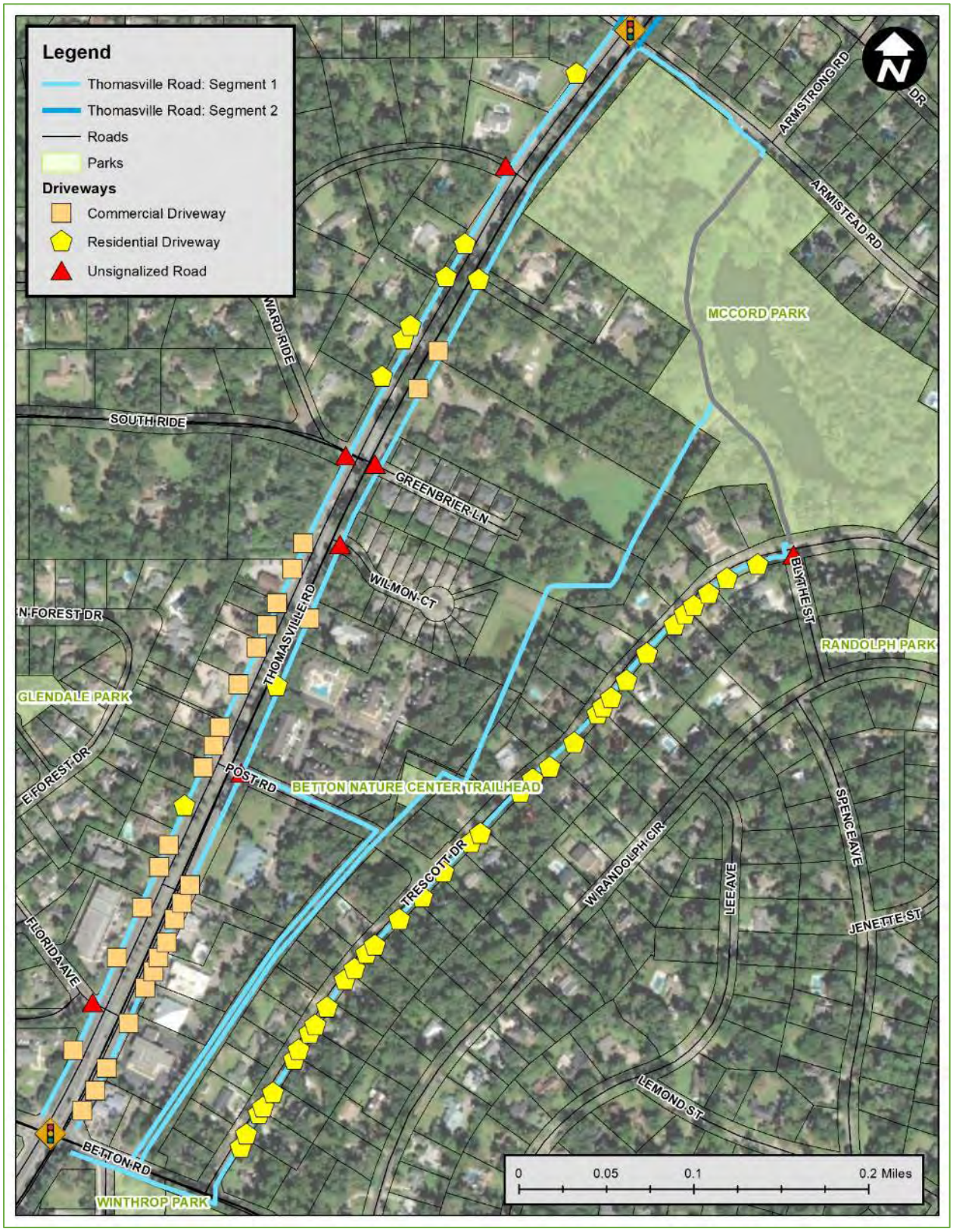
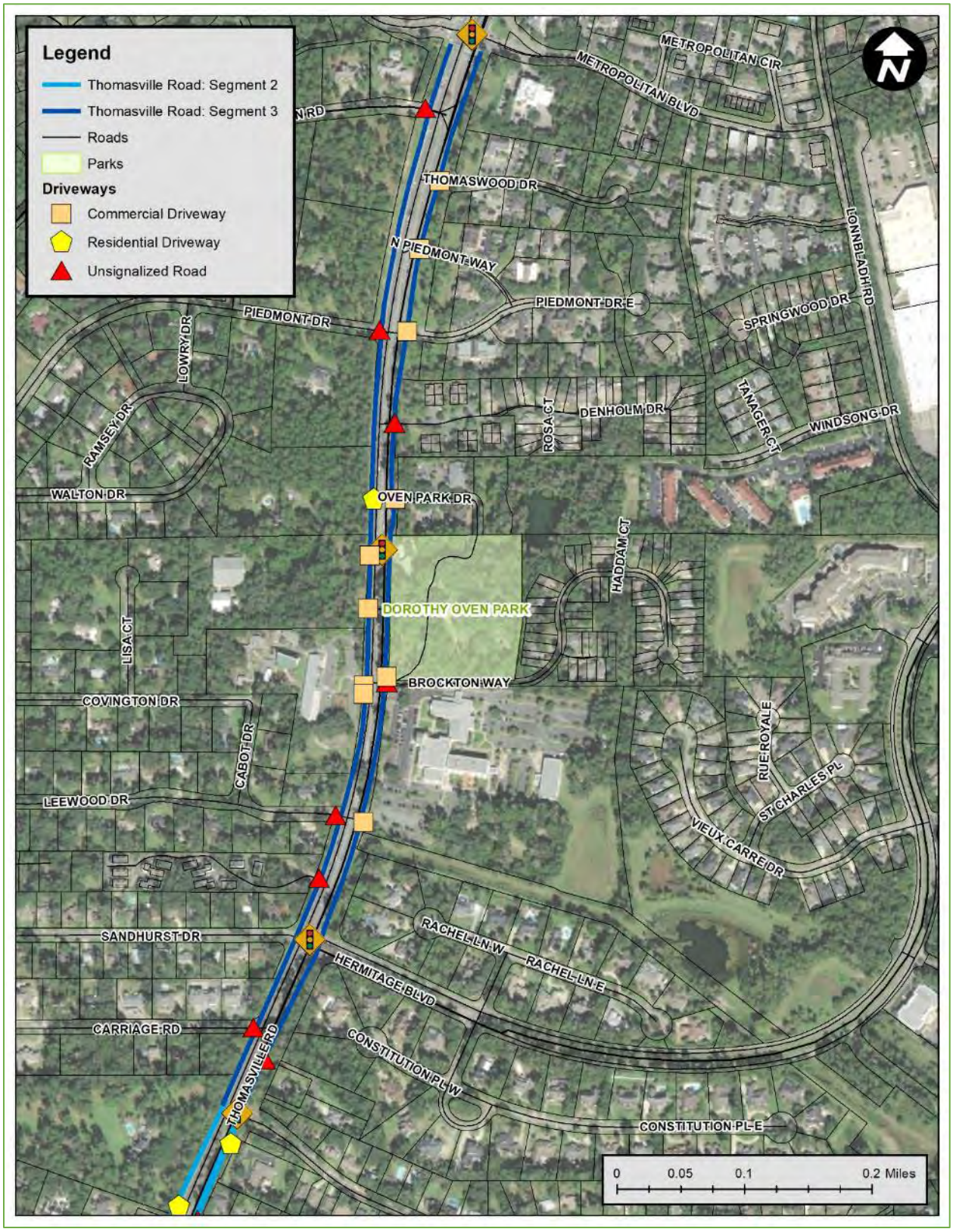


Figure 13. *Driveways – Segment 2*

Figure 14. *Driveways – Segment 3*



Trees

Local tree ordinances and the Urban Forest Master Plan for the City of Tallahassee outline protections for specific species and limit options for tree removal based on the condition and size. In following these ordinances, many trees present physical barriers that cannot be removed, limiting the available space to accommodate a 10-to-12-foot multi-use path. A preliminary tree assessment was conducted by Tallahassee-Leon County Planning Department along Thomasville Road. This assessment provided data on the health of trees located along the corridor, both within the right-of-way and in some cases, just beyond it and as a result, considerations will need to be made during the path's design which may include protecting trees through narrowing or meandering the trail, moving roadway curb and gutter, or removing unhealthy trees. The following condition types were used to classify the trees in the tables and maps below:

- **Poor Condition –** A tree in poor condition has extensive canopy decline, wounding, branch loss, cavities, or decay;
- **Fair Condition –** A tree in fair condition has some canopy decline (thin foliage), and more significant branch loss, cavities, and decay;
- **Good Condition** – A tree in good condition has a healthy canopy and minor branch loss, cavities, or decay.

Table 8 details the identified trees within the right-of-way that would need to be considered when locating a multi-use path. This list is not exhaustive.

Table 8. *Trees Along Thomasville Road Between Betton Road and Metropolitan Boulevard (Data Collected as of August 2021)*

Map Reference	Tree	Condition	Side of corridor	Location	Characteristics
Segment 1: Betton Road to Armistead Road					
1	**21" live oak**	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy
2	**15" live oak**	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy
3	**26” live oak**	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy, Heritage tree
4	**27” live oak**	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy, Heritage tree
5	**22” live oak**	Fair	East	North of Post Road	Trimmed for utility lines, somewhat one-sided canopy, Heritage tree
6	**24” live oak**	Fair	West	Between South Ride and North Ride	

Map Reference	Tree	Condition	Side of corridor	Location	Characteristics
7	42" live oak	Fair	West	Between South Ride and North Ride	Multi-stem live oak
8	19" sugar maple	Good	East	McCord Park, south of Armistead Road	
9	31" live oak	Good	East	McCord Park, south of Armistead Road	
10	21" live oak	Good	East	McCord Park, south of Armistead Road	Somewhat weak canopy due to shade competition
11	31" live oak	Good	East	McCord Park, south of Armistead Road	
12	15" live oak	Good	East	McCord Park, south of Armistead Road	
Segment 2: Armistead Road to Woodgate Way					
13	33" live oak	Fair	West	South of Mimosa Drive	
14	23" water oak	Poor	West	South of Mimosa Drive	Major decay
15	70" live oak	Good	West	South of Mimosa Drive	Some canopy decline typical of older trees
16	56" live oak	Good	East	Rabbit Hill Road	
17	20" live oak	Fair	West	South of Penny Lane	Trimmed for utility lines, one-sided canopy
18	24" live oak	Poor	West	South of Penny Lane	Trimmed for utility lines, one-sided canopy
19	25" live oak	Fair	West	South of Penny Lane	Trimmed for utility lines, one-sided canopy
20	42" live oak	Fair	West	South of Renae Way	Trimmed for utility lines, one-sided canopy
21	14" water oak	Fair	West	South of Renae Way	Trimmed for utility lines, one-sided canopy
22	34" live oak	Fair	West	South of Renae Way	Trimmed for utility lines, one-sided canopy
23	44" live oak	Fair	West	South of Renae Way	Trimmed for utility lines, one-sided canopy

Map Reference	Tree	Condition	Side of corridor	Location	Characteristics
24	32" live oak	Good	East	South of Peacefield Place	
25	28" live oak	Good	East	South of Peacefield Place	
26	31" live oak	Fair	West	North of Penny Lane	Trimmed for utility lines, one-sided canopy
27	28" live oak	Fair	West	North of Penny Lane	Trimmed for utility lines, one-sided canopy
Segment 3: Woodgate Way to Metropolitan Boulevard					
28	46" live oak	Good	East	South of Hermitage Boulevard	Previous root impact
29	Live Oak	Fair	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
30	Live Oak	Poor	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
31	Live Oak	Fair	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
32	Live Oak	Fair	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
33	Live Oak	Poor	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
34	Live Oak	Fair	East	In front of Thomasville Road Baptist Church	In decline, with thin canopies, missing branches, and some degree of cavity and decay
35	Live Oak	Good	East	In front of Thomasville Road Baptist Church	
36	Live Oak	Fair	East	In front of Dorothy B. Oven Park	Large cavity/decay

Map Reference	Tree	Condition	Side of corridor	Location	Characteristics
37	**Water Oak**	Poor	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
38	**Water Oak**	Fair	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
39	**Unknown**	Dead	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
40	**Sweetgum**	Fair	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
41	**Laurel Oak**	Fair	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy
42	**Sweetgum**	Fair	West	In front of School of Arts and Sciences	Trimmed for utility lines, one-sided canopy

Other Tree Considerations

Trees along Trescott Drive were also evaluated to determine potential impacts. According to this evaluation, it was determined that impacts to trees would be significantly reduced by locating the path on the east side of the corridor versus the west side. City-owned right-of-way on the east side of Trescott Drive appears to have very large trees due to previous clearing for overhead utilities, but exact details on potential impacts to these trees are not known at this time. Tallahassee-Leon County Planning Department also indicated that all of the trees along the corridor are in good condition, and that there is significant tree cover. Impacts to trees in good condition that provide shade are to be avoided.

The McCord Ditch was not evaluated for tree impacts. Based on its condition, tree removal and impacts are to be expected in conjunction with the drainage project separately from this project. Additionally, roads associated with the Market District Connection were not evaluated for tree impacts. Based on right-of-way assessment and preliminary field verification, no large trees were noted in areas where a multi-use path is being considered.

Figures 15, 16, and 17, show the location of trees that appear within or immediately adjacent to the Thomasville Road corridor from Betton Road to Metropolitan Boulevard. As of November 2021, no additional information has been collected. All trees identified within the right-of-way will be further evaluated on a case-by-case basis in future design phases.

Large Oak Tree near Rabbit Hills Road

Figure 15. *Trees – Segment 1*

Figure 16. *Trees – Segment 2*

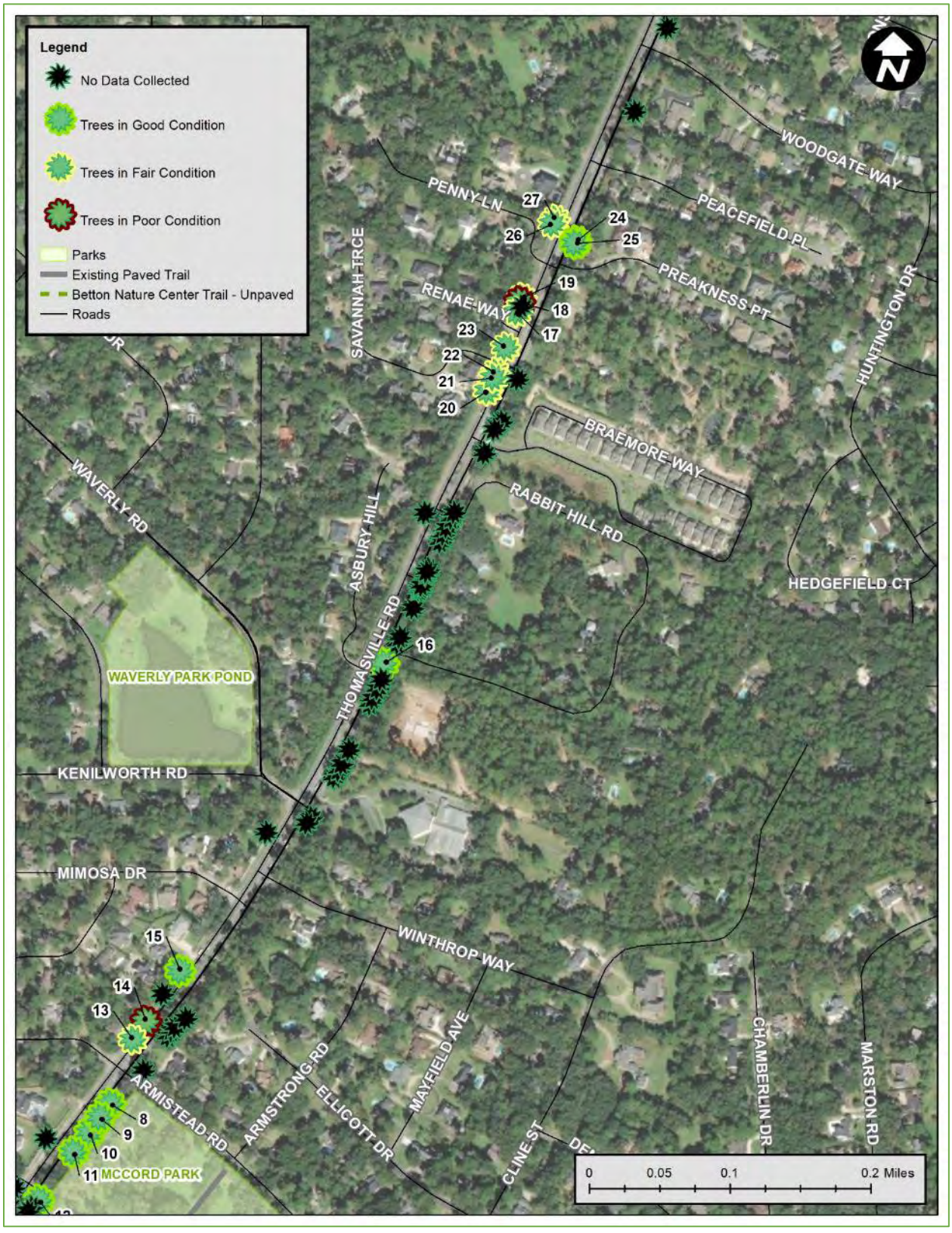
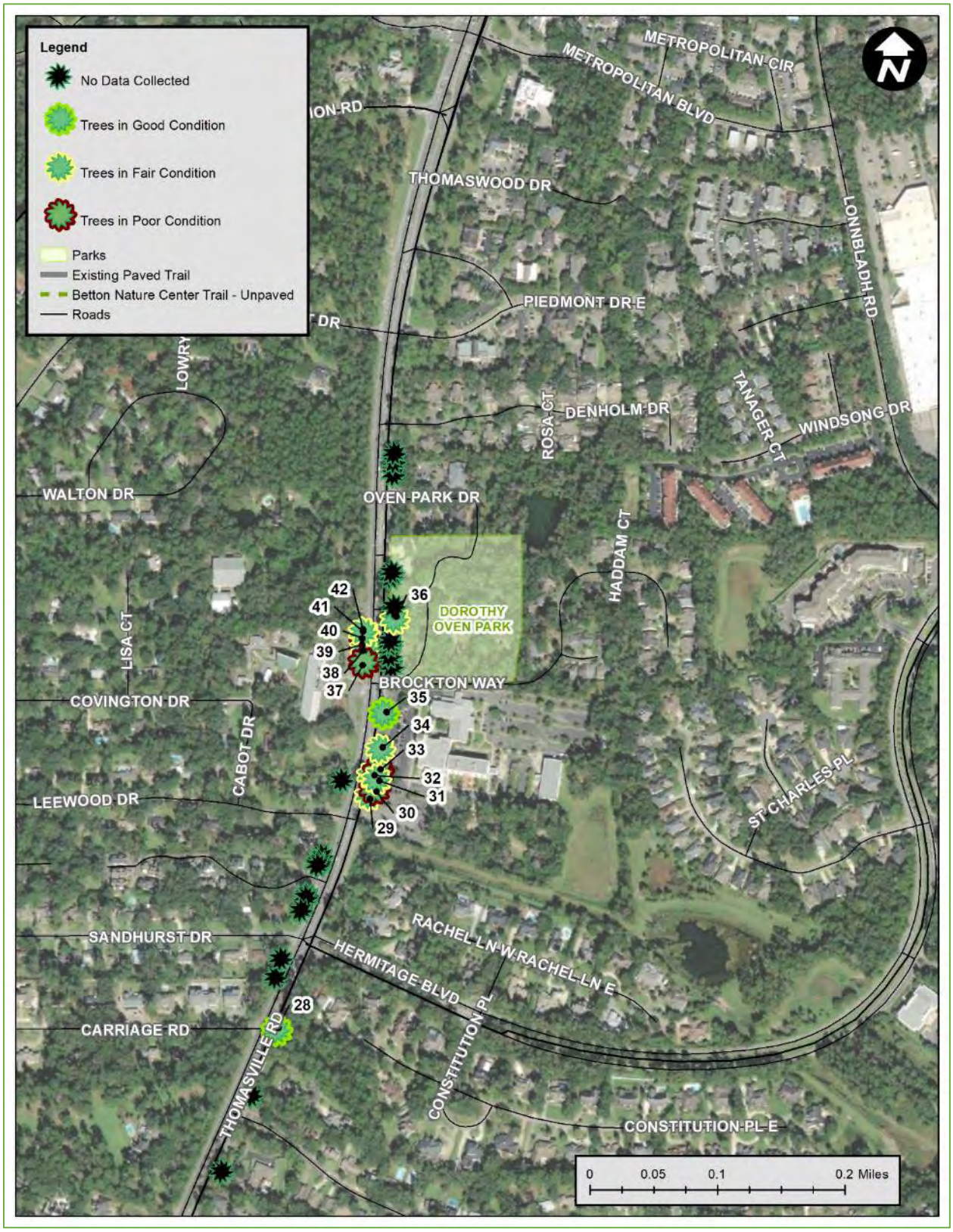


Figure 17. *Trees – Segment 3*



Easements

Several easements are located along the Thomasville Road corridor and associated routes for each segment, including the Market District Connection. Easements were identified to evaluate the opportunity for constructing the path on alternative routes. Easements were investigated at the following locations:

- Betton Nature Center Trail/McCord Ditch
- North of Live Oak Plantation Road
- Gilchrist Elementary School

Along the Betton Nature Center Trail/McCord Ditch, several overlapping easements exist. Due to this overlap, questions remain about regarding allowable uses in this area. If a multi-use path were to be constructed in this area, it would likely be constructed over the existing ditch, which is owned by the City of Tallahassee. Conservation and gas easements are located north of Live Oak Plantation Road, surrounding the Metropolitan Corporate Center. The gas easement in this area was omitted from consideration after conversations with the Florida Gas Transmission Company indicated that while a perpendicular path crossing the easement would be allowable, a parallel path on top of the easement would not be permitted. Conversations with City staff informed us that the conservation easements were not permitted for recreational uses due to fragile natural ecosystems in conservation. However, the electric easement located along Gilchrist Elementary School's western boundary is appropriate for accommodating a path and would not result in a conflict of uses. Further coordination with the Leon County School Board will be required in the next phase of this project. **Table 9** describes these easements in detail and include Map IDs for reference to **Figure 18 and Figure 19**.

Table 9. *Easements*

Map ID	Easement	Type	Coordination
A	**Betton Nature Center Trail**	• Conservation • Access • Drainage • Utility • Miscellaneous	City of Tallahassee Real Estate
B	**Florida Gas Transmission Company**	• Gas	City of Tallahassee Real Estate
C	**Tallahassee Memorial Hospital (TMH)**	• Conservation	City of Tallahassee Real Estate, City of Tallahassee Growth Management
D	**Capital Health Plan (CHP)**	• Conservation	City of Tallahassee Real Estate, City of Tallahassee Growth Management
E	**Gilchrist Elementary School**	• Electric	City of Tallahassee Real Estate and Leon County School Board

Figure 18. *Easements – Betton Nature Center Trail*

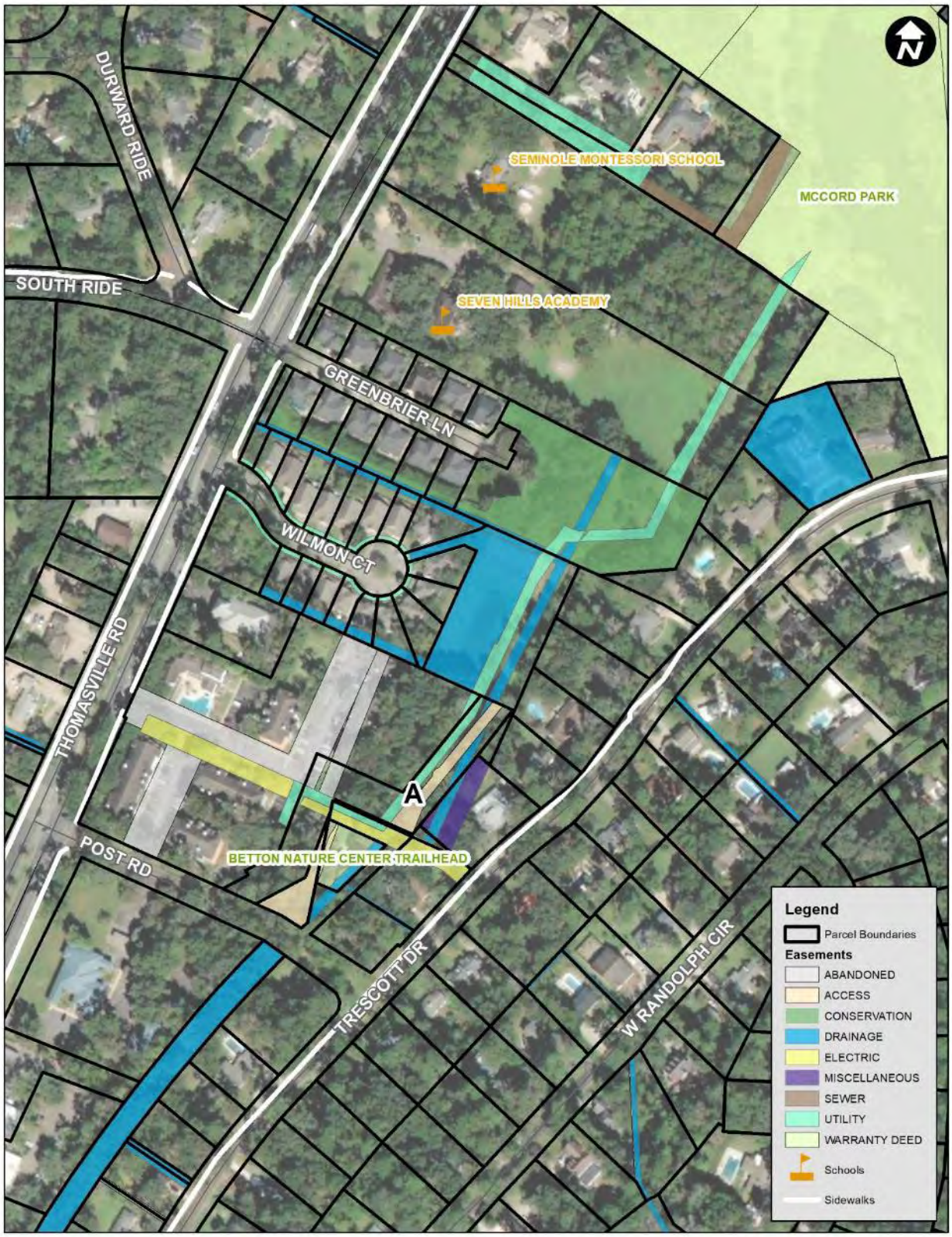


Figure 19. *Easements – Market District Connection*

Environmental Characteristics

Flood Zones and Wetlands
The project study area is entirely located within Flood Zone X, which is described as follows:

Flood Zone X – .2% annual chance of flooding

These flood zones are not expected to be adversely impacted by any of the alternatives outlined in this Study. Some areas of Flood Zone A and AE are located in areas adjacent to the corridor, but are not located within the Thomasville Road right-of-way, where this project would occur. This is shown in **Figure 20.**

No wetlands were located immediately along the corridor that would be impacted by this project, as shown in **Figure 21.**

Species
Along the corridor, GIS data maintained by the Florida Fish and Wildlife Conservation Commission (FWC) and United States Fish and Wildlife Service (USFWS) indicated that no species of interest have been documented within the vicinity surrounding the corridor. However, this preliminary analysis indicated that the corridor is located within wood stork core foraging areas and red-cockaded woodpecker consultation areas. No eagles' nests are located along the corridor or within wooded areas adjacent to it per the FWC Historical Bald Eagle Nesting Areas ArcGIS online map. No critical habitat for federally listed species was identified. Additional analysis will be necessary to identify the potential impact to species in the area based on the chosen alternative. **Figure 22** shows the species that may occur along the corridor.

Figure 20. *Flood Zones*

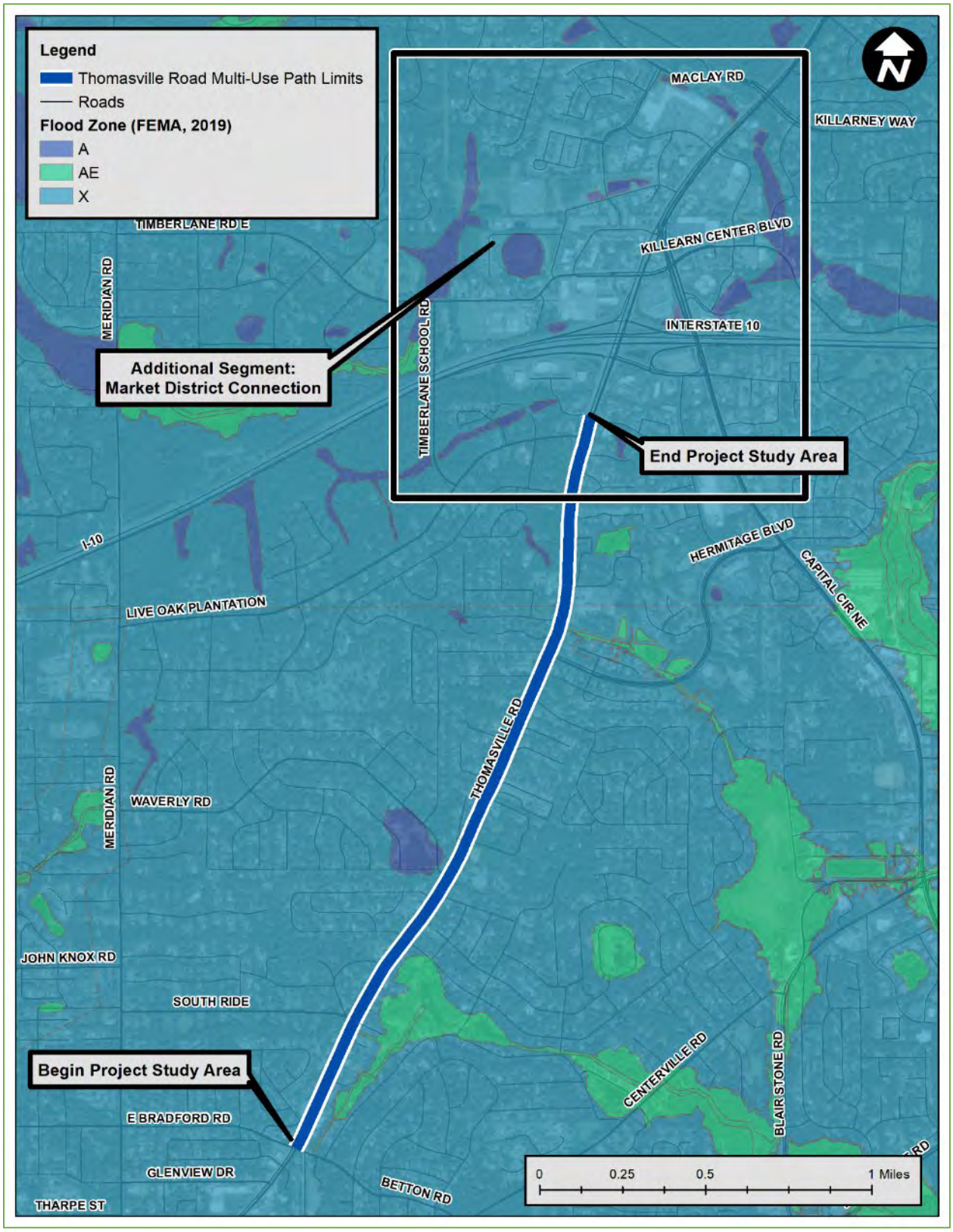


Figure 21. *Wetlands*

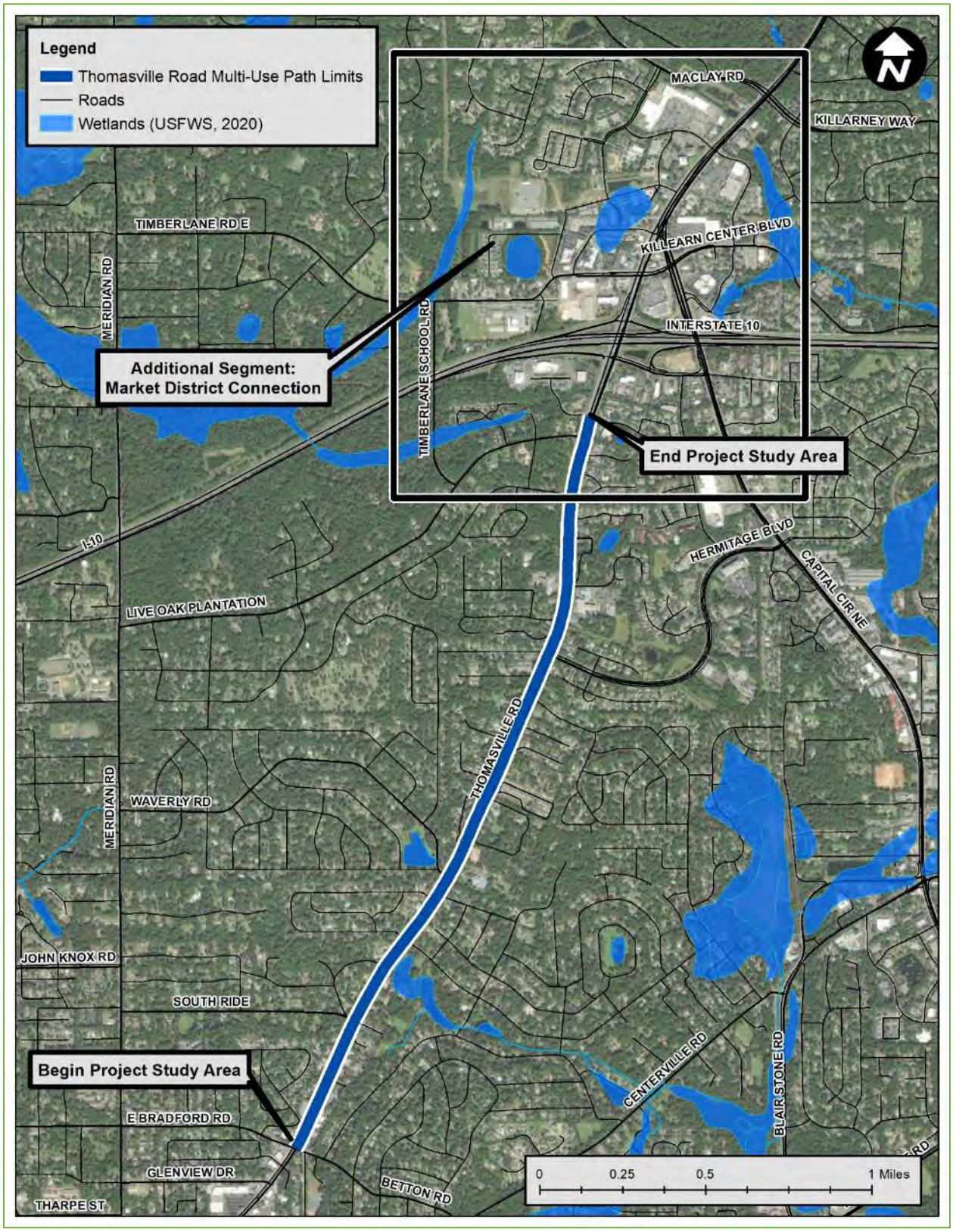
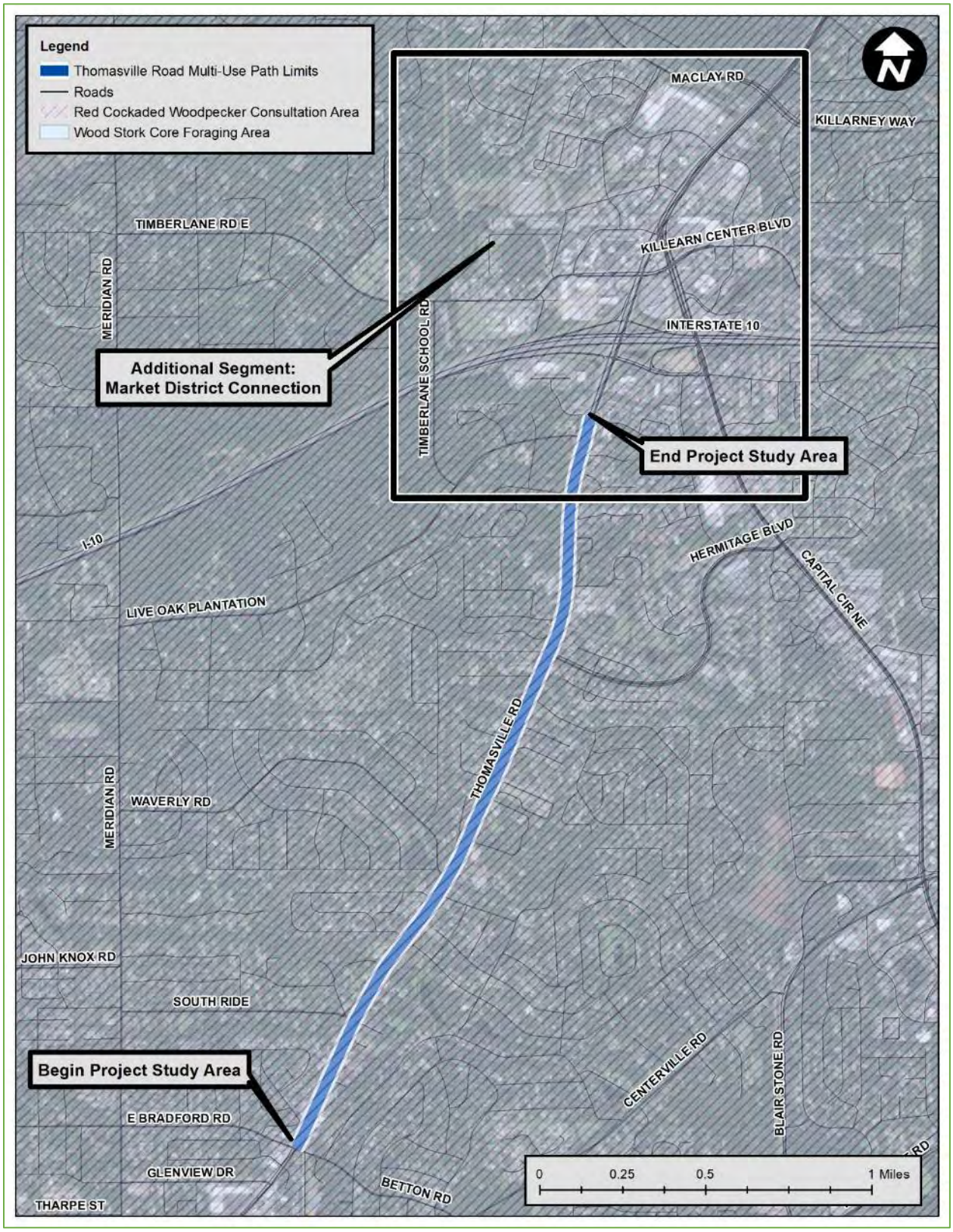


***Figure 22**. Species*



Historic and Cultural Resources

According to data maintained by the State Historic Preservation Office updated in January 2021, no structures, cemeteries, or resource groups are located within or adjacent to the project study area. Some structures are located within neighborhoods that run adjacent to Thomasville Road, but these structures are outside of the project study area and established right-of-way associated with the corridor.

Grade & Elevation

Grade changes were identified along the Thomasville Road corridor on both sides of the road where the sidewalk is located. These grade issues vary in significance, but are most prevalent along the west side of the corridor between Piedmont Drive and the School of Arts and Sciences, and along the east side of the corridor between Winthrop Way and Greenbrier Lane. Grade issues were also identified along both sides of Timberlane School Road and Timberlane Road, which are associated with the Market District connection aspect of this path. Grade issues can be dangerous and limit path use by a variety of skill levels. It can also be cost prohibitive to construct a multi-use path that requires grading.

Elevation is also associated with both sides of Thomasville Road as well as with alternatives related to connecting Thomasville Road to the Market District. Inclines and declines will inevitably be a part of any bicycle and pedestrian improvements along Thomasville Road, which are not conducive to lesser-skilled bicyclists. Path design features such as switchbacks, additional path width, signage, and rest areas provide design options for addressing elevation issues and maintaining ADA compliance.

Network Connectivity

Thomasville Road provides significant north-south connectivity between numerous neighborhoods, business districts, and destinations in Tallahassee and Leon County. Currently, this connectivity is primarily beneficial to motorists, and few residents use the existing sidewalks or bicycle lanes for transportation purposes. This is due to a lack of adequate and appropriate facilities, which creates a barrier to connectivity in the bicycle and pedestrian network. Along the 2.5 miles of Thomasville Road between Betton Road and Metropolitan Boulevard, destinations and amenities were identified as shown in **Table 10**. In addition to these destinations, the project study area traverses several residential areas, which would provide direct neighborhood access to alternative transportation and recreation opportunities associated with this path. **Figure 23 and Figure 24** show network connectivity on both the north side and south side of Tallahassee. These projects are detailed in **Table 11**.

Table 10. *Network Connectivity*

Schools	• School of Arts and Sciences • Betton Hills School • Gilchrist Elementary School
Parks	• Winthrop Park • Guyte P. McCord Park • Waverly Pond Park • Dorothy B. Oven Park • Timberlane Ravine Park
Business Districts	• Market District • Midtown
Multimodal Connections	• Designated bicycle lanes on Hermitage Boulevard to connect to Goose Pond Trail • Sidewalks connecting to Thomasville Road include Betton Road/Bradford Road, Armistead Road, Waverly Road, Preakness Point, Peacefield Place, Woodgate Way, Hermitage Boulevard/Sandhurst Drive, Live Oak Plantation, Metropolitan Boulevard • Transit stops on Thomasville Road

Figure 23. *Network Connectivity – Tallahassee North*

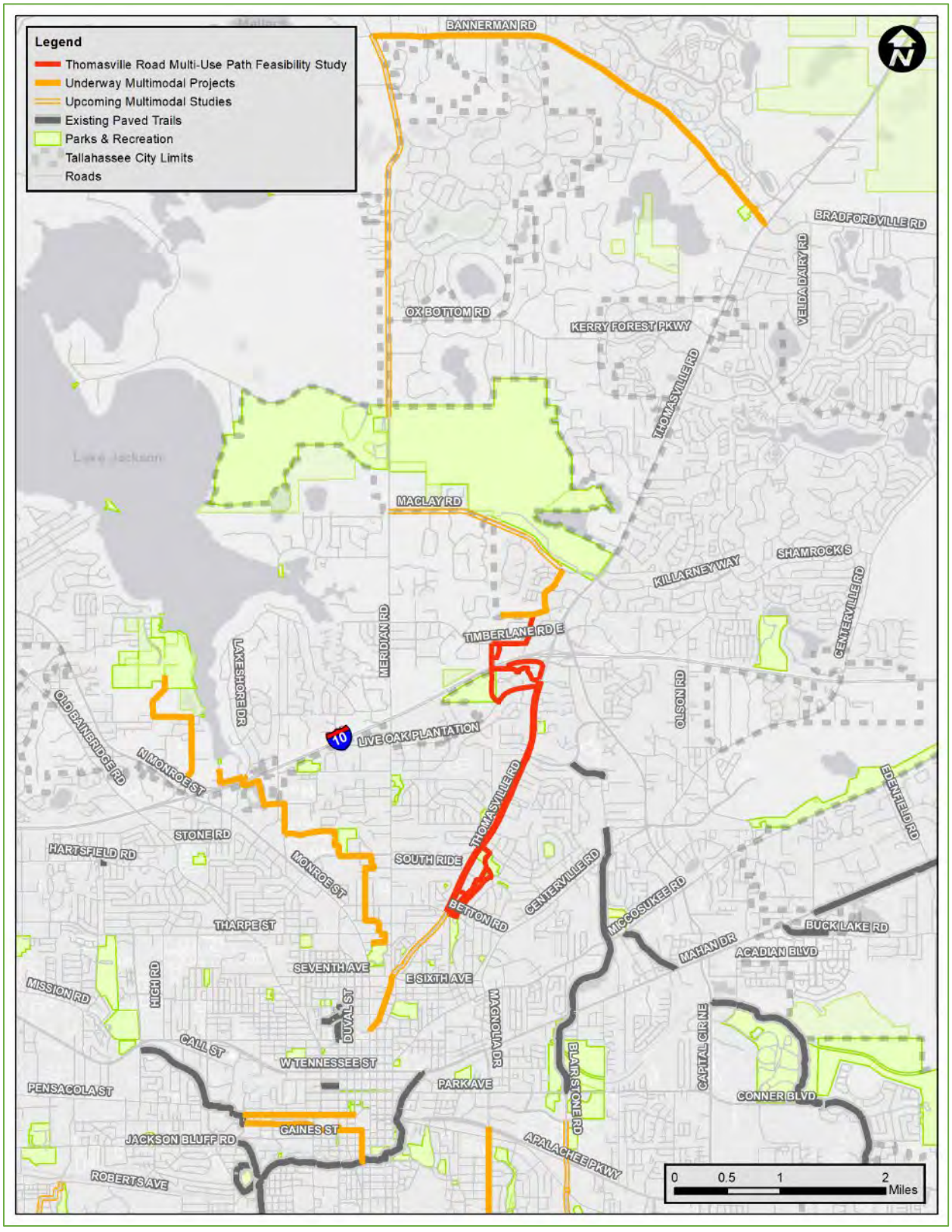


Figure 24. *Network Connectivity – South Tallahassee*

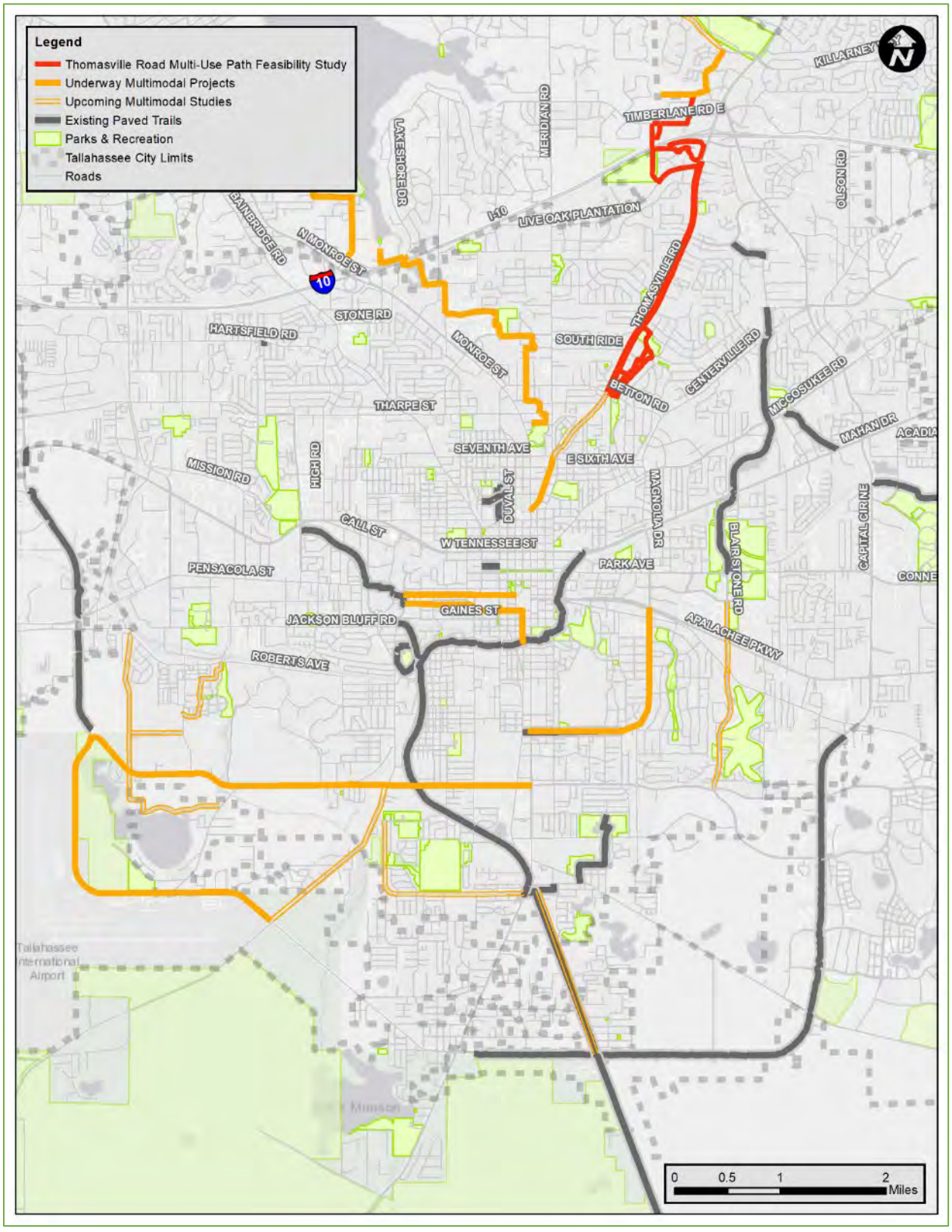


Table 11. *Underway and Upcoming Multimodal Projects*

Project Name	Responsible Agency	Type of Project	Status
Bannerman Road	Blueprint	Feasibility Study	Underway
Meridian Road Greenway	Blueprint	Feasibility Study	Upcoming
Maclay Boulevard	Blueprint/City of Tallahassee	Feasibility Studies	Upcoming
Market District	Blueprint/City of Tallahassee		Underway
Lake Jackson Greenway	Blueprint	Feasibility Study	Underway
Midtown: Monroe Street to 7th Avenue	FDOT	Design	Underway
Midtown: 7th Avenue to Betton Road	N/A	Unfunded	Upcoming
Downtown-University Protected Bicycle Lanes	Blueprint	Design	Underway
Magnolia Drive	Blueprint	Construction/Design depending on phase	Underway
Orange Avenue	FDOT	PD&E	Underway
Capital Circle SW	FDOT	Right-of-Way	Underway
Springhill Road	Blueprint	Planning	Underway
Ridge Road	Blueprint	Feasibility Study	Upcoming
Woodville Highway	FDOT	Right-of-Way	Underway
Blairstone Road	Blueprint	Feasibility Study	Upcoming

OUTREACH AND ENGAGEMENT

Following the data collection phase of this project, the outreach and engagement portion of this Feasibility Study was conducted.

Stakeholder Engagement

With the kick-off of the project in early 2020, the project team began stakeholder engagement with local agency partners, starting with the Bicycle-Pedestrian Master Plan Working Group. The Bicycle-Pedestrian Master Plan Working Group was formed following the adoption of the 2019 update to the Tallahassee-Leon County Bicycle and Pedestrian Master Plan to coordinate implementation of projects identified in the plan by local partner agencies. These agencies include representatives from Blueprint, City of Tallahassee Parks and Recreation, Underground Utilities, City of Tallahassee Public Works, and other local agencies. During this process, the project team also engaged local business owners along the corridor. While stakeholder engagement was conducted simultaneously during the data collection phase of this project, it continued through the entirety of this Study to allow opportunities for feedback at all stages. This stakeholder engagement is summarized in **Table 12** below. Specific feedback from these meetings is available in **Appendix B**.

Table 12. *Stakeholder Engagement for the Thomasville Road Multi-Use Path Feasibility Study*

Stakeholder	Date of Interaction	Type of Interaction
Bicycle-Pedestrian Master Plan Working Group	April 1, 2020	Virtual Meeting
	July 1, 2020	Virtual Meeting
	September 2, 2020	Virtual Meeting
	November 16, 2020	In-Person Site Visit
Joint City and County Bicycle Working Group	October 11, 2021	Virtual Meeting
Betton Hills School	January 28, 2021	Virtual Meeting
Tallahassee Nurseries	February 1, 2021	Virtual Meeting
School of Arts and Sciences on Thomasville Road	March 1, 2021	Virtual Meeting
Leon County School Board	June 2, 2021	Virtual Meeting
City of Tallahassee Real Estate	Several Coordination Meetings	Virtual Meetings In-Person Site Visits
City of Tallahassee Parks and Recreation	Several Coordination Meetings	Virtual Meetings In-person Site Visits
Florida Department of Transportation	Several Coordination Meetings	Virtual Meetings In-person Site Visits
Blueprint Intergovernmental Agency	Several Coordination Meetings	Virtual Meetings
Leon County Public Works	Several Coordination Meetings	Virtual Meetings In-person Site Visits
Underground Utilities	Several Coordination Meetings	Virtual Meetings In-person Site Visits

In addition to these stakeholders, the project team also engaged local neighborhood associations (NAs) and homeowners' associations (HOAs). These presentations were typically given during regularly scheduled NA/HOA meetings, and provided residents with background information followed by a question-and-answer session. These meetings were ongoing through the entirety of this Study. Some of the NAs/HOAs received multiple presentations and opportunities to discuss the project with the project team. **Table 13** shows the neighborhood associations that were contacted, and those that received a presentation or additional information from the project team.

***Table 13**. Neighborhood Associations and Homeowners Associations Contacted and Presented to*

Neighborhood Association/Homeowners Association	Contacted	Meeting or Presentation
Betton Hills Neighborhood Association	X (x4)	X
Charleston Place of Tallahassee	X	X
Durward Neighborhood Association	X	
Glendale Neighborhood Association	X	
Lafayette Park Neighborhood Association, Inc.	X	X
Leewood Hills Neighborhood Association	X	X
Live Oak Plantation Neighborhood Association (Millstream)	X	
Penny Lane Homeowners Association	X	
Preakness Point Homeowners Association	X	X
Rabbit Hill Homeowners Association	X	
Rachel Lane and Constitution Place Homeowners Association	X	
Rose Hollow Homeowners Association	X	X
Savannah Trace Homeowners Association	X	
Thomasville Trace Homeowners Association	X	X
Waverly Hills Neighborhood Association	X (x3)	X
Woodlands of Tallahassee Homeowners Association	X	
Woodgate Neighborhood Association	X	X

Public Engagement

In addition to stakeholder input, several opportunities for public engagement were offered. Public engagement opportunities were primarily offered during the Spring and Fall of 2021. These consisted of virtual meeting room tools, virtual live question-and-answer sessions, in-person pop-up events, and a final in-person open house. A variety of options were offered with regard to concerns about the ongoing COVID-19 pandemic, and allowed for broader participation from the public. These options included the following:

- **Virtual Meeting Room** – This offered the public an opportunity to explore a virtual meeting room that included background information and information collected up to that point. This format included PDFs, interactive videos, and links to relevant websites. There were also opportunities to comment and contact the project team.
- **StoryMap** – This opportunity offered the public a more engaging way to interact with the project materials through interactive maps and graphics. This provided all relevant project background information, and presented the evaluated alternatives to the public. The StoryMap offered opportunities to comment and contact the project team.
- **Live Question and Answer Sessions** – These sessions allowed the public to access a virtual meeting with the project team and ask questions or provide input regarding the project. Live question and answer sessions typically had no time limit, and the project team answered questions and took comments until all participants were completed with their input.
- **Pop-Up Events** – The pop-up events were intended to be informal and allow people with some interest and little knowledge on the project to interact with the project team. These were held at two locations within the project area, Waverly Pond and Market District, to solicit public feedback and allow for an in-person opportunity.
- **Open House** – The final open house was intended to present the evaluated and preferred alternatives for each of the identified segments and allowed an additional in-person opportunity for the public to interact with the project team and give feedback. This meeting was held at the School of Arts and Sciences on Thomasville Road.

Table 14 lists all public engagement opportunities offered throughout the completion of the Feasibility Study. This table also details the number of participants to each event, and is listed in chronological order.

Table 14. *Public Engagement Events*

Event	Date of Event	Number of Participants
Virtual Meeting Room	April 26 through May 25, 2021	211*
Live Question and Answer Session #1	April 29, 2021	5
Live Question and Answer Session #2	May 3,2021	9
Live Question and Answer Session #3	May 24, 2021	28
StoryMap	October 1st - Current	1,629 (views)**
Pop-Up Event #1 – Waverly Pond Park	October 4, 2021	34
Live Question and Answer Session #4	October 14, 2021	11
Pop-Up Event #2 – Market District	October 19, 2021	20
Live Question and Answer Session #5	October 21, 2021	9
Live Question and Answer Session #6	October 25, 2021	13
Final Open House	November 4, 2021	72

**Based on "Individual Visitors" to website from data analytics associated with website.*
***Based on view count in association with StoryMap provided by ESRI ArcGIS Online as of January 19,2022.*

Feedback

A considerable amount of feedback was received during public engagement opportunities as well as during stakeholder meetings. Feedback was categorized into the following themes:

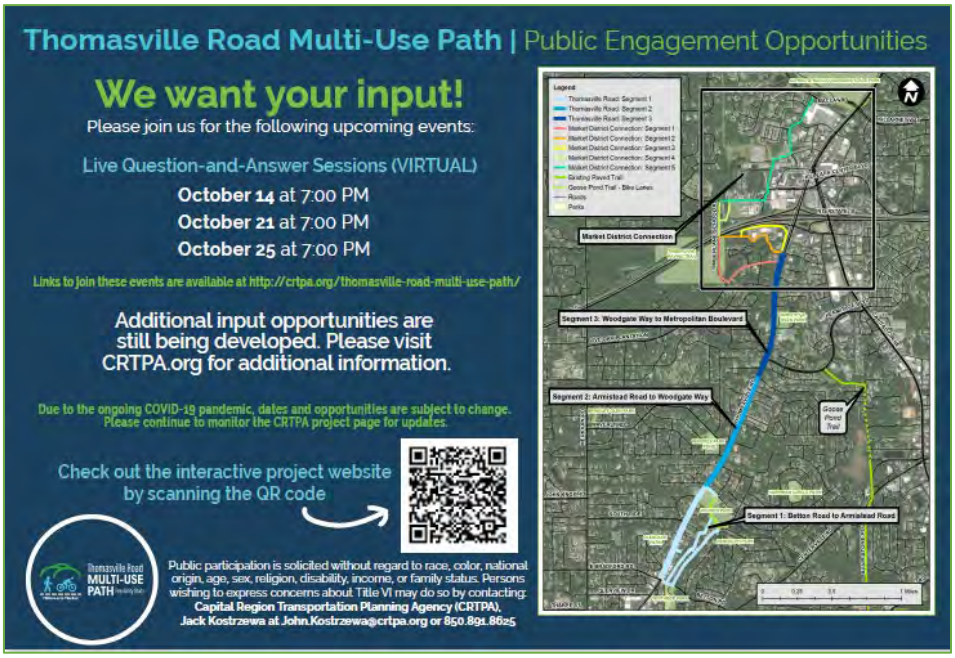
- Support of the Project
- Support of the Project but in Opposition to the McCord Park Alternative
- Opposition of the Project because of the McCord Park Alternative
- Opposition of the Project
- General Inquiry or Question

During the engagement process, over 200 comments, letters, statements of position, and phone calls were received by the project team. The full comment log can be referenced in **Appendix B**.

Contact Methods

The project team advertised public engagement opportunities through a variety of methods throughout the Feasibility Study. These methods included postcards, newsletters, virtual MailChimp newsletters, social media and website posts, and email. Several postcards were sent out at different times throughout the Feasibility Study. At CRTPA Board direction, the mailout area was expanded to 1,000 feet on both sides of Thomasville from the centerline for the Fall 2021 postcard mailout. This was then exceeded to ensure that postcards were sent out to any interested parties in the general vicinity. Below, **Table 15** lists the different mailouts used to promote public engagement opportunities and share project background information.

In addition to mailouts, the project team updated the CRTPA Facebook page, website, and responded to comments received via email and the website regularly throughout the Study. Emails were also sent to members of the CRTPA mailing list on several occasions to notify interested members of the public of upcoming engagement events, committee meetings, or board meetings.



Front side of Fall 2021 postcard mailout

Table 15. *Contact Methods to Engage the Public for the Thomasville Road Multi-Use Path Feasibility Study*

Type	Total Sent	Date	Purpose	Method of Dissemination	Who was it sent to?	How was contact information obtained?
Newsletter *(physical copy)*	**108**	March 2021	To provide background information about the project	Email	All residents along Live Oak Plantation Road to Timberlane School Road, and businesses along Timberlane Road	Selected all parcels immediately along these corridors using the Leon County Property Appraiser Mapping Tool
Newsletter *(virtual copy)*	**368**	April 2021	To provide background information about the project to residents	United States Postal Service	CRTPA Mailing List	CRTPA Mailing List
Postcard 1	**236**	May 2021	To provide information about upcoming public engagement events	United States Postal Service	Residents along Thomasville Road	Selected parcels within 300 feet in either direction of Thomasville Road, using ArcMap 10.8
Postcard 2	**51**	June 2021	To engage residents along Trescott Drive about a potential alternative	United States Postal Service	Residents along Trescott Drive from Betton Road to Blythe Street	Selected all parcels within the identified boundaries using the Leon County Property Appraiser Mapping Tool
Postcard 3	**4,459**	October 2021	To provide information about upcoming public engagement events	United States Postal Service	All residents within the boundaries of 7th Avenue, Meridian Road, Maclay Road, Capital Circle NE, and Centerville Road	Selected all parcels within the identified boundaries using the Leon County Property Appraiser Mapping Tool

ALTERNATIVES ANALYSIS

Following the existing conditions analysis, and further engagement with stakeholders, several alternatives were identified for the potential location of the multi-use path. As noted previously, the corridor was divided into three segments to streamline data collection, and the segments were carried forward into the alternatives analysis. An additional fourth area was also evaluated as the Market District Connection. This section will outline the evaluated alternatives and the data collected for each alternative.

All alternatives were evaluated with the assumption that existing gore areas and on-street bicycle lanes will be removed, and existing curb and cutter will be relocated and reconstructed to gain additional space for a wider path and buffer. To ensure a wide, safe path with adequate separation from vehicular traffic, this adjustment to the roadway will be necessary. Information regarding the additional right-of-way gained by retrofitting the road can be found in the tables associated with each alternative in the upcoming subsections.

Thomasville Road just north of Winthrop Way

Segment 1: Betton Road to Armistead Road

This segment of Thomasville Road is heavily characterized by commercial uses on the southern end of the segment. Several curb cuts associated with businesses are located on both the east and west sides of the corridor. Guyte P. McCord Park and some residential communities are also located directly along Thomasville Road closer to Armistead Road. In addition to alternatives along the east and west side of Thomasville Road, the project team evaluated potential opportunities including:

- Trescott Drive in the Betton Hills Neighborhood.
- The Betton Hills Nature Center Trail along the McCord Ditch.
- Post Road to the covered McCord Ditch to Betton Road (added at the September 16, 2021 CRTPA Board meeting).
- Post Road "Loop" Option

These three options presented opportunities to locate the path in total or partially, along lower speed, passive corridors, and would avoid placing the path adjacent to frequently used commercial driveways and intersections along Thomasville Road.

Opportunities were also explored along Armistead Road, Armstrong Drive, and Winthrop Way, and were considered as a potential "spur trail" option, which would potentially use on-street markings and signage to provide path users an additional option for accessing Thomasville Road from McCord Park. The options are shown in **Figure 25**. **Table 16** details the existing conditions by option for Segment 1.

McCord Ditch

Figure 25. *Segment 1 Evaluated Alternatives*

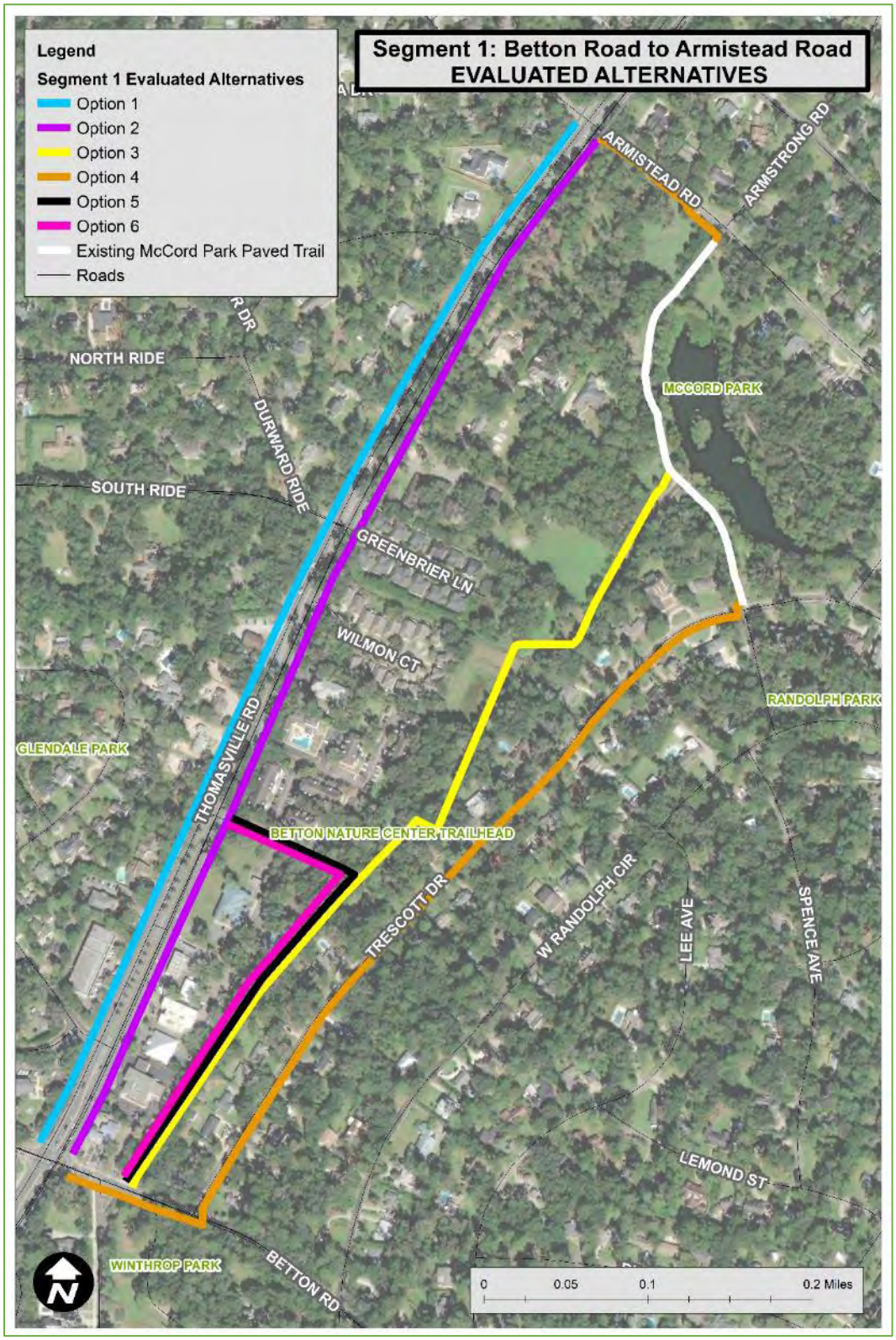


Table 16. *Segment 1 Existing Conditions by Option*

Segment 1: Betton Road to Armistead Road Existing Conditions by Option				
Data	**Driveways & Intersections**	**Trees**	**Approximate right-of-way for multi-use path as is**	**Approximate right-of-way with corridor retrofitting**
Option 1: Thomasville Road West	26	**2**	**+/- 8 - 35 ft**	**+/- 10 - 37 ft**
Option 2: Thomasville Road East	21	**10**	**+/- 20 - 68 ft**	**+/- 22 - 70 ft**
Option 3: McCord Park/ McCord Ditch	0	**N/A**	**N/A**	**N/A**
Option 4: Trescott Drive	35	**N/A**	**+/- 18 - 25 ft**	**N/A**
Option 5: Post Road/McCord Ditch (Covered portion)	2	**N/A**	**+/- 5 to 15 feet**	**N/A**
Option 6: Post Road "Loop" Option	8	**N/A**	**No right-of-way associated with road – located on business properties /easements**	**N/A**

Segment 2: Armistead Road to Woodgate Way

This segment of Thomasville Road is characterized by residential uses, with some commercial uses including a place of worship and Tallahassee Nurseries. Along Segment 2, 4-foot on-street bicycle lanes appear at Waverly Road and continue north along Thomasville Road. During the alternatives analysis, the project team looked almost exclusively at Thomasville Road east and Thomasville Road west within this segment due to lack of connectivity on direct and parallel routes. The east side of the corridor had significantly more right-of-way availability, and fewer large oak trees within or near the right-of-way than the west side of the corridor, as indicated in **Table 17.**

As noted previously, a "spur connection" along Armstrong Road and Winthrop Way was also evaluated in conjunction with this segment, but was not evaluated for multi-use path construction. The evaluated alternatives for Segment 2 are shown in **Figure 26**, and existing conditions data for evaluated options are shown in **Table 17.**

Thomasville Road west near Savannah Trace

Figure 26. *Segment 2 Evaluated Alternatives*

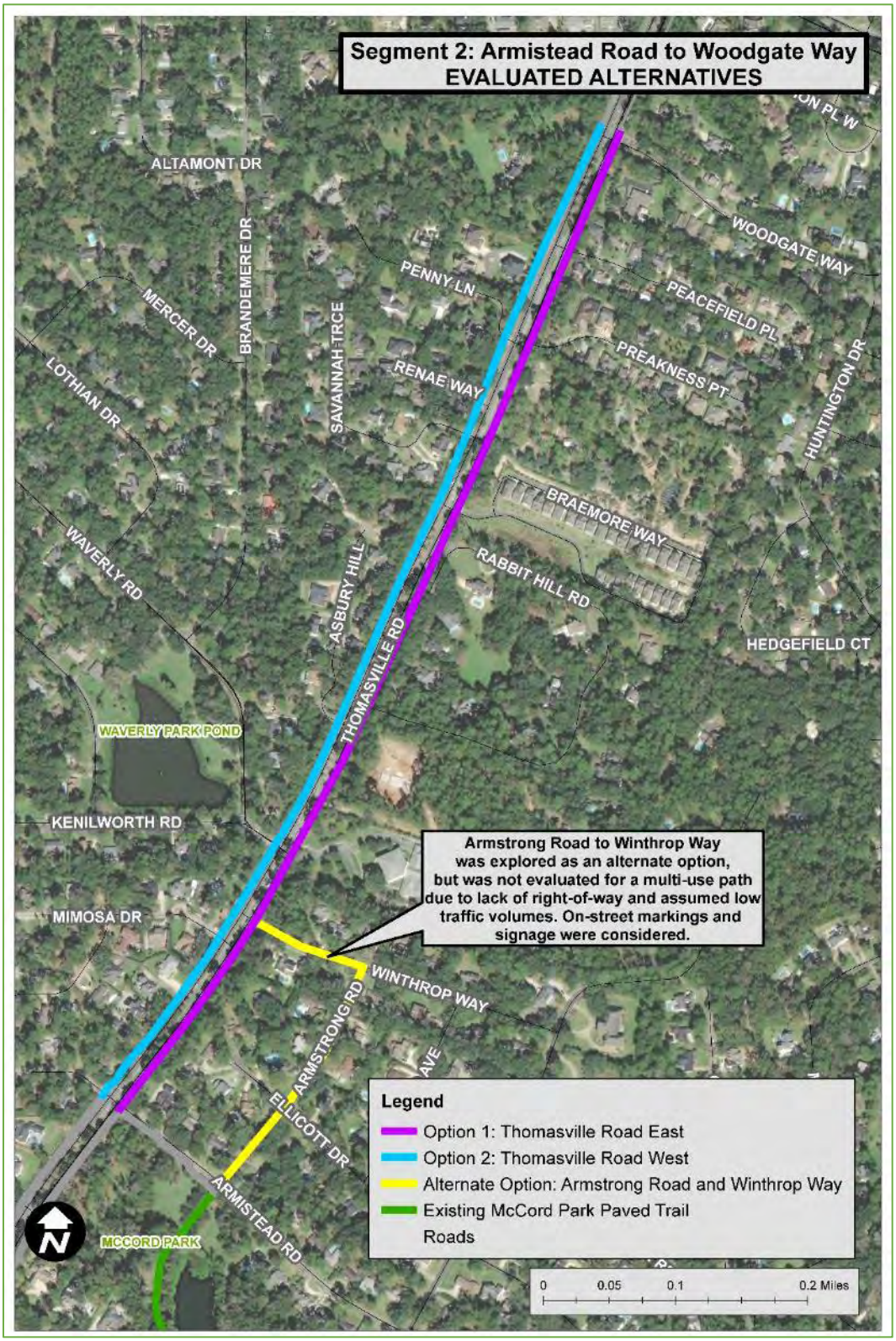


Table 17. *Segment 2 Existing Conditions by Option*

Segment 2: Armistead Road to Woodgate Way Existing Conditions by Segment				
Data	**Driveways & Intersections**	**Trees**	**Available right-of-way for multi-use path as is***	**Available right-of-way with corridor retrofitting***
Option 1: Thomasville Road East	12	**3**	**+/- 13 - 90 ft**	**+/- 20 - 90 ft**
Option 2: Thomasville Road West	10	**9**	**+/- 6 - 25 ft**	**+/- 13 - 32 ft**

Segment 3: Woodgate Way to Metropolitan Boulevard

Segment 3 along Thomasville Road is characterized by heavy residential land uses and some commercial land uses related to schools, places of worship, and limited businesses. During the alternatives analysis, the project team looked almost exclusively at Thomasville Road east and Thomasville Road west to accommodate the path. It was noted that the east side of the corridor provided connectivity to existing bicycle facilities on Hermitage Boulevard, allowing access to the Goose Pond Trail, while the west side of the corridor allows connectivity to existing bicycle facilities on Metropolitan Boulevard. Additionally, a "spur connection" along the drainage ditch on the east side of the corridor north of Hermitage Boulevard found in the Greenways Master Plan was noted as a potential opportunity for alternative connectivity to the Goose Pond Trail, but was not evaluated as a potential alternative due to its lack of north-south connectivity. Evaluated options for Segment 3 are shown in **Figure 27** below. **Table 18** below includes existing conditions information about Thomasville Road east and Thomasville Road west along Segment 3.

Thomasville Road west near Live Oak Plantation Road

Figure 27. *Segment 3 Evaluated Alternatives*

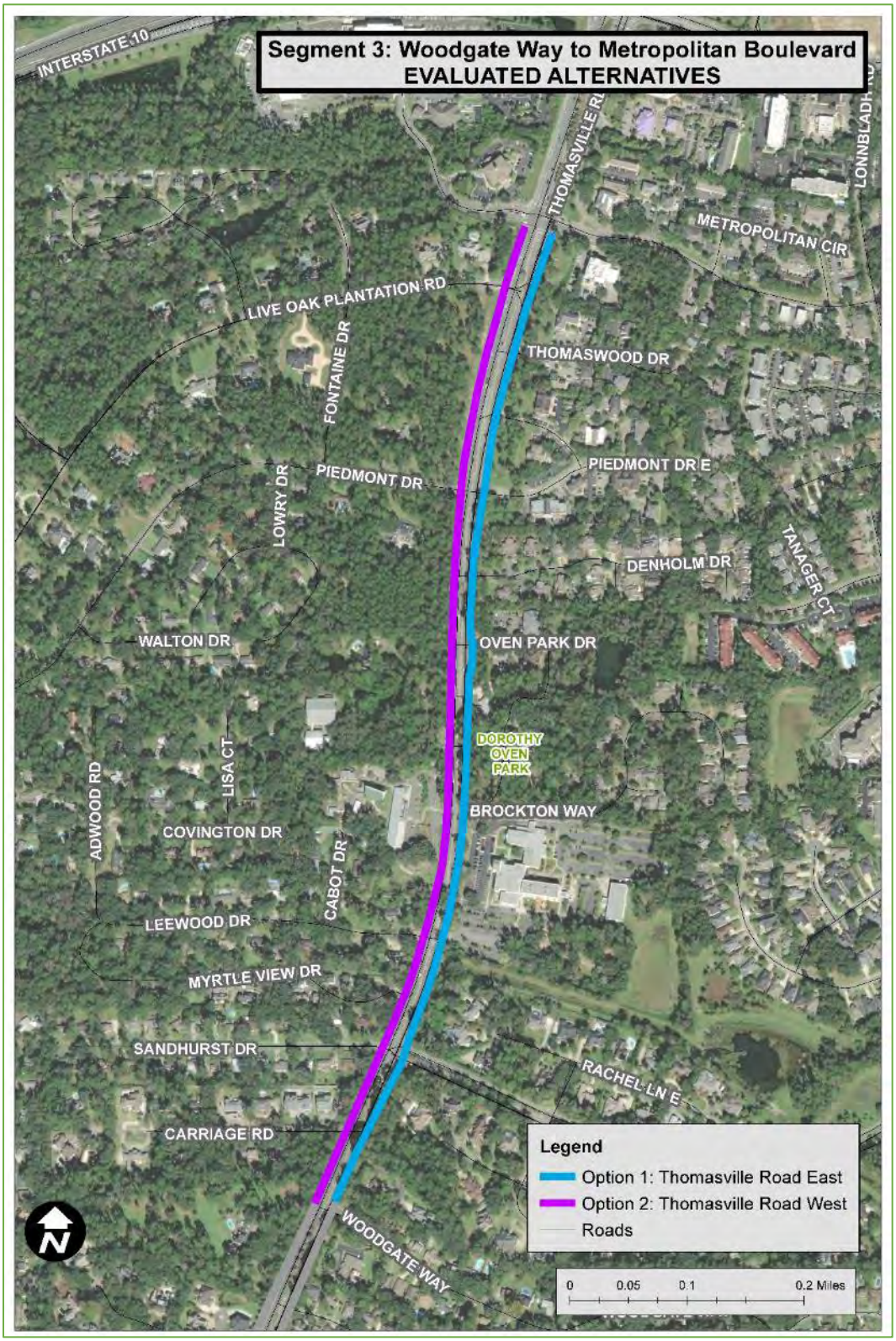


Table 18. *Segment 3 Existing Conditions by Option*

Segment 3: Woodgate Way to Metropolitan Boulevard Existing Conditions by Option				
Data	**Driveways & Intersections**	**Trees**	**Available right-of-way for multi-use path as is**	**Available right-of-way with corridor retrofitting**
Option 1: Thomasville Road East	12	**9**	**+/- 12 – 82 ft**	**+/- 19 – 89 ft**
Option 2: Thomasville Road West	12	**6**	**+/- 6 - 56 ft**	**+/- 13 – 63 ft**

Market District Connection

The Market District Connection was evaluated separately the Thomasville Road alternatives. Trees and curb cuts were not evaluated for this segment and will be further studied if this project move forward in subsequent phases. If this project moves forward to the design phase, the Market District Connection will likely be pursued by local agency partner Blueprint Intergovernmental Agency. **Table 19** below lists general transportation characteristics for each feasible segment evaluated in conjunction with the Market District Connection. Other options were briefly considering including the FDOT right-of-way along I-10 southbound behind Gilchrist Elementary, a gas easement near Tallahassee Memorial Hospital, a conservation easement near Tallahassee Memorial Hospital, and an easement heading north from Timberlane School Road into the Market District. These options were omitted for various reasons; FDOT right-of-way on the north side of I-10 was omitted because the school property limited the ability to connect the path to Martin Hurst Road. Additionally, the conservation and gas easements were omitted due to the fact that the City would not permit a paved trail on the conservation easements because of the presence of fragile natural ecosystems, and the gas company would not permit a trail on top of the gas line for which the easement was created. **Figure 28** shows each of these segments.

Timberlane School Road near Market District

Figure 28. *Market District Connection Feasible Alternatives*

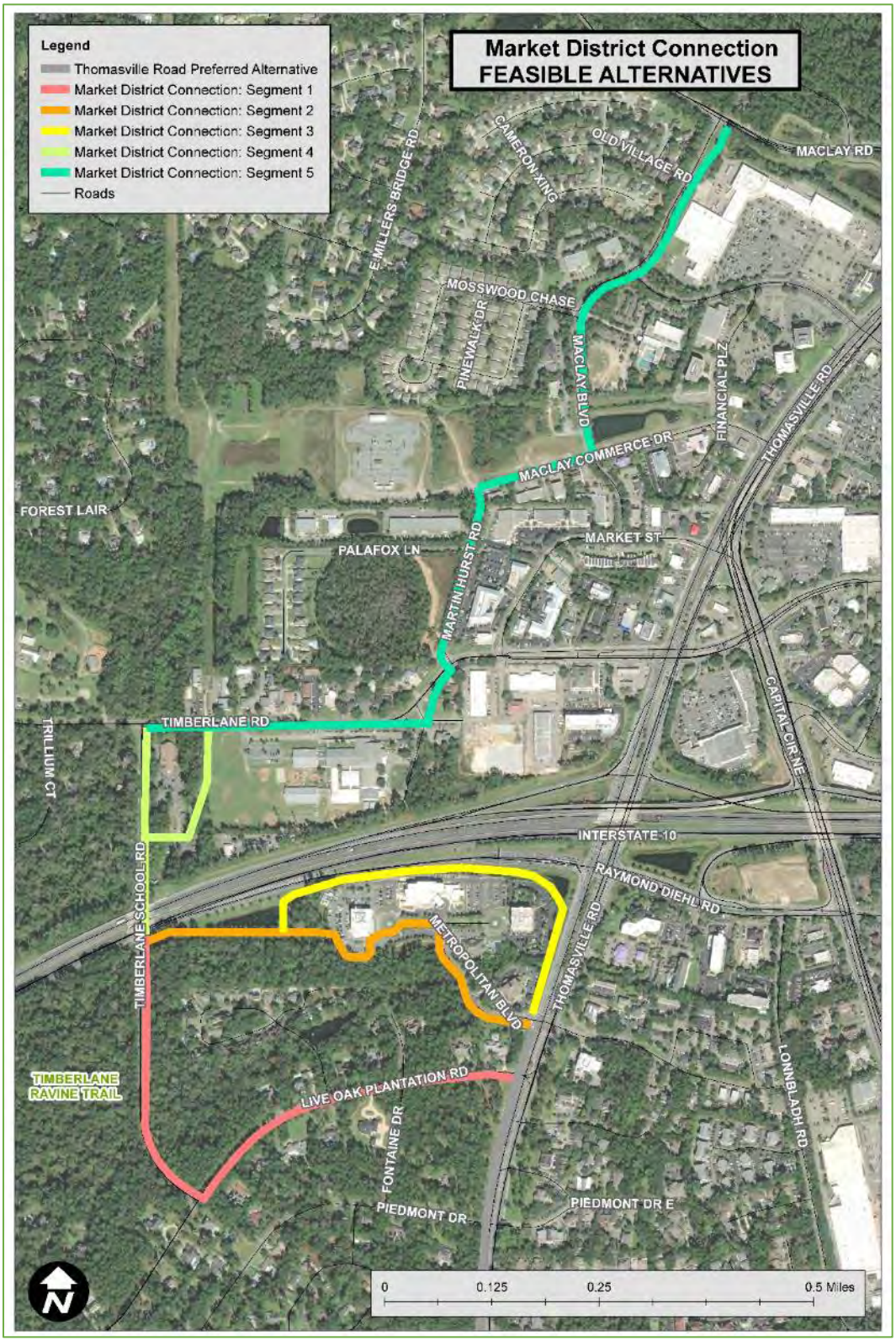


Table 19. *Market District Feasible Alternatives*

Market District Connection Feasible Alternatives	
Segment 1 **Live Oak Planation Road to Timberlane School Road**	Live Oak Plantation Road • Existing sidewalk on north side of corridor to Martin Hurst Road • Traffic calming – speed bumps • Available right-of-way on south side for a sidewalk/multi-use path: +/- 10 – 25 feet Timberlane School Road (south of I-10) • No existing bicycle or pedestrian amenities • Connectivity to trail system within Timberlane Ravine Park • Available right-of-way on either side of the roadway to accommodate a path
Segment 2 **Metropolitan Boulevard to Timberlane School Road**	Metropolitan Boulevard • On-street bicycle lanes • Sidewalk on north/east side of corridor • Available right-of-way on south side for a sidewalk/multi-use path: +/- 15 – 17 feet with removal of bicycle lane
Segment 3 **FDOT Right-of-way south of I-10**	FDOT right-of-way • Preliminary conversations with FDOT have occurred regarding this option and will continue if this route is selected as the preferred • Abundant right-of-way
Segment 4 **Timberlane School Road to Electric Easement or Timberlane Road**	Timberlane School Road (north of I-10) • No existing bicycle or pedestrian amenities • Connectivity to trail system within Timberlane Ravine Park • Available right-of-way on either side of the roadway to accommodate a path Electric Easement • Preliminary coordination with Leon County School Board and City of Tallahassee Real Estate indicated that easement could support multi-use path
Segment 5 **Timberlane Road or Electric Easement to Martin Hurst Road**	Timberlane Road (north of I-10) • Existing sidewalk on south side Martin Hurst Road • Sidewalk on west side of the corridor • Connects directly to Blueprint and City of Tallahassee improvements within the Market District

PREFERRED ALTERNATIVES

With the completion of data collection and stakeholder and public engagement, a preferred alternative was selected for each of the segments. The preferred alternative was selected based on technical information. The preferred alternatives for each segment are detailed below.

Thomasville Road

Segment 1: Betton Road to Armistead Road

Preferred Alternative: Thomasville Road East

The preferred alternative for Segment 1 is Thomasville Road East, as shown in **Figure 29**.

This alternative was selected based on the overall unsuitability of the other options. Each of the options, including the preferred alternative, have varying degrees of challenges, however, were not outright "unfeasible." The information below summarizes the challenges for each of the evaluated alternatives:

- **Thomasville Road West** is characterized by limited right-of-way to accommodate a multi-use path and buffer, and several curb cuts in quick succession. Even with the addition of gore areas and relocation and reconstruction of curb and gutter along this segment, the path would likely need to be narrowed to 8 feet with a minimal buffer, which is not considered safe along a corridor characterized by high speeds.

- **Thomasville Road East** has similar characteristics to Thomasville Road West, with several curb cuts in quick succession, as well as large oak trees within the right-of-way. However, Thomasville Road East has slightly more right-of-way, that in conjunction with the removal of the gore areas and relocation and reconstruction of curb and gutter, could support an adequate multi-use path and buffer.

- **McCord Park/McCord Ditch** presents challenges in that the feasibility of constructing a multi-use path on top of the future structure is still unknown. Additionally, the structure will only cover a portion of the existing drainage ditch, and will not provide connectivity to McCord Park. This connectivity is also lacking on the southern terminus of the ditch where it intersects with Betton Road between pedestrian crossing locations at the intersection with Thomasville Road, and the rectangular rapid flashing beacon (RRFB) located on the east side of Trescott Drive connecting to Winthrop Park. Additionally, there was significant public opposition to the McCord Park/McCord Ditch option.

- **Trescott Drive** was omitted from consideration early in the alternatives analysis due to a high number of residential driveways along a short segment, which could contribute to path user and motorist conflict, negatively impacting safety. Additionally, there was significant public opposition to the Trescott Drive option.

- **Post Road/McCord Ditch (covered portion)** was added at the September 13, 2021 CRTPA Board meeting. The Project Team received and reviewed the plans for the construction of a box culvert along the McCord Ditch from Betton Road moving north approximately 1,500 feet, of which 1,200 feet would potentially be used for the connection from Post Road to Betton Road.

- **Post Road "Loop" Option** was proposed by the Betton Hills Neighborhood Association as an opportunity to avoid the McCord Ditch and McCord Park, both of which are highly opposed by the neighborhood association and many members of the public. This option includes limited available right-of-way behind existing businesses along Thomasville Road, and concerns were voiced by the owners of these businesses for locating a path along the access road.

Based on this analysis, Thomasville Road is the recommended option for the construction of a multi-use path. Thomasville Road East has available right-of-way for a multi-use path and buffer with the removal of the existing gore areas and relocation and reconstruction of curb and gutter to gain additional space. This option also provides connectivity to recommendations from the Midtown Area Transportation Plan, which included a multi-use path on the east side of Thomasville Road from 7th Avenue to Betton Road. However, despite its feasibility, obstructions are located along this segment including several trees, curb cuts, and landscaping, which will need to be addressed in future design phases. Conceptual renderings for the Thomasville Road east option were developed to give a general idea of how the multi-use path would appear along the corridor on this segment between Betton Road and Armistead Road. These renderings are shown with alongside existing photos in **Figures 30 to 33.**

Figure 29. *Segment 1 Preferred Alternatives*

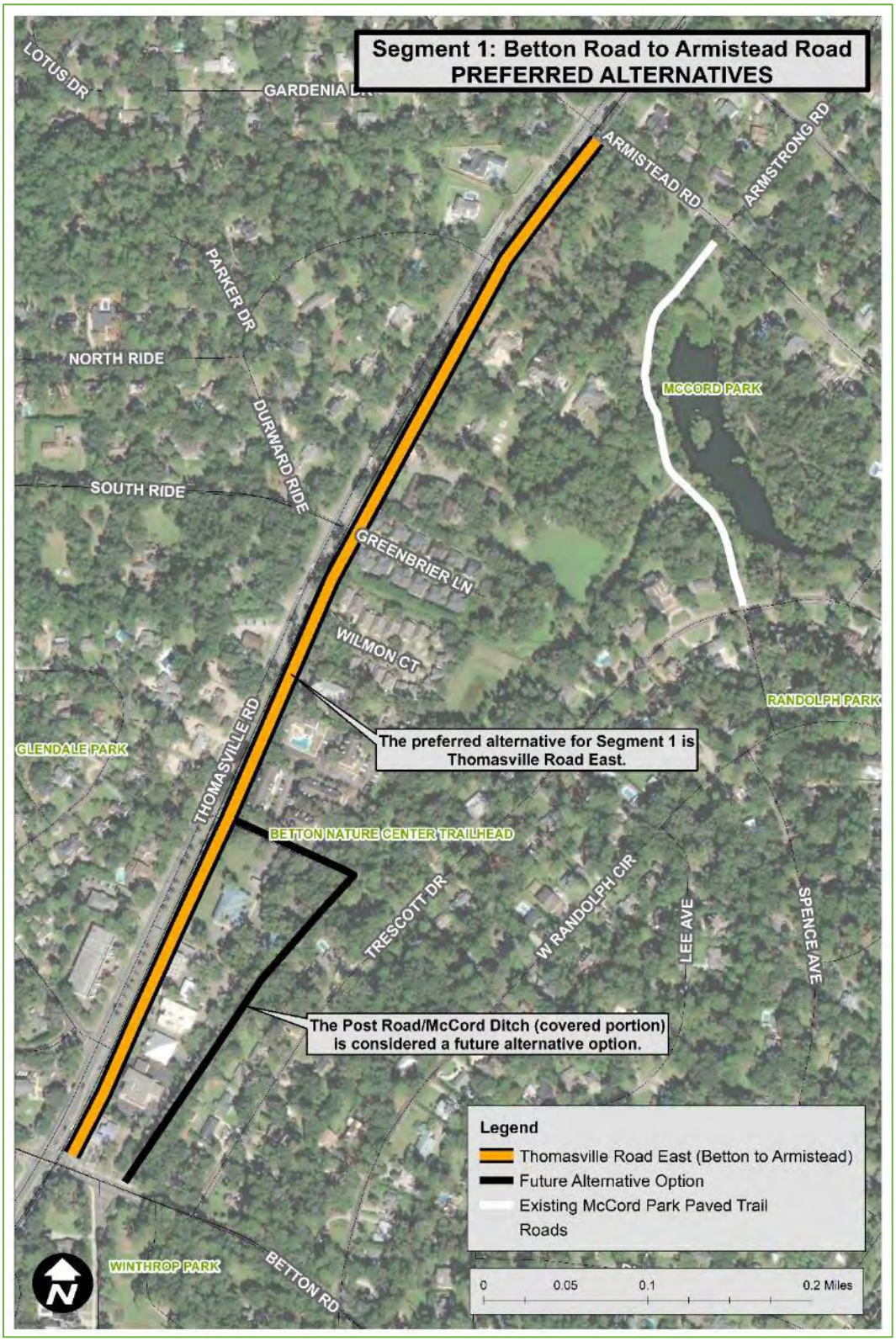


Figure 30. *Segment 1: Post Road - Existing Conditions*

Figure 31. *Segment 1: Post Road – Conceptual Rendering*

Figure 32. *Segment 1: In front of Centennial Bank near Betton Road – Existing Conditions*

Figure 33. *Segment 1: In front of Centennial Bank near Betton Road – Conceptual Rendering*

Segment 2: Armistead Road to Woodgate Way

Preferred Alternative: Thomasville Road East
Additional Recommendation: Sidewalk from Waverly Road to Woodgate Way

The selected alternative for Segment 2 from Armistead Road to Woodgate Way is Thomasville Road East. Both of the options, including the preferred alternative, have varying degrees of challenges which will need to be evaluated in future design phases. The information below summarizes the challenges associated with each evaluated alternative:

- **Thomasville Road West** presents challenges for a multi-use path in that it has limited right-of-way due to obstructions within the right-of-way, including several large oak trees and landscaping. There are also major changes in grade along this segment that would make ADA-compliance difficult when constructing a multi-use path

- **Thomasville Road East** has sufficient right-of-way with the removal of the bicycle lanes relocation and reconstruction of curb and gutter to gain additional space for a multi-use path and buffer. Some areas along this segment have ample right-of-way which would allow the path to incorporate a meandering design. However, several curb cuts and large oak trees are located along this segment as well.

Based on this analysis, the Thomasville Road East option presents the best opportunity for a multi-use path with a buffer. To accommodate the path along this alternative, on-street bicycle lanes will need to be removed, and curb and gutter will need to be relocated and reconstructed to provide an appropriate buffer.

For this segment, an ADA compliant sidewalk on the west side of Thomasville Road between Waverly Road and Woodgate Way is also recommended. An improved sidewalk would provide connectivity for residents on the west side of Thomasville Road. The preferred alternative for this segment is shown in **Figure 34.**

Conceptual renderings for the Thomasville Road East option were developed to give a general idea of how the multi-use path would appear along the corridor on this segment between Armistead Road and Woodgate Way, and can be found in **Figures 35 through 44**.

Figure 34. *Segment 2 Preferred Alternative*

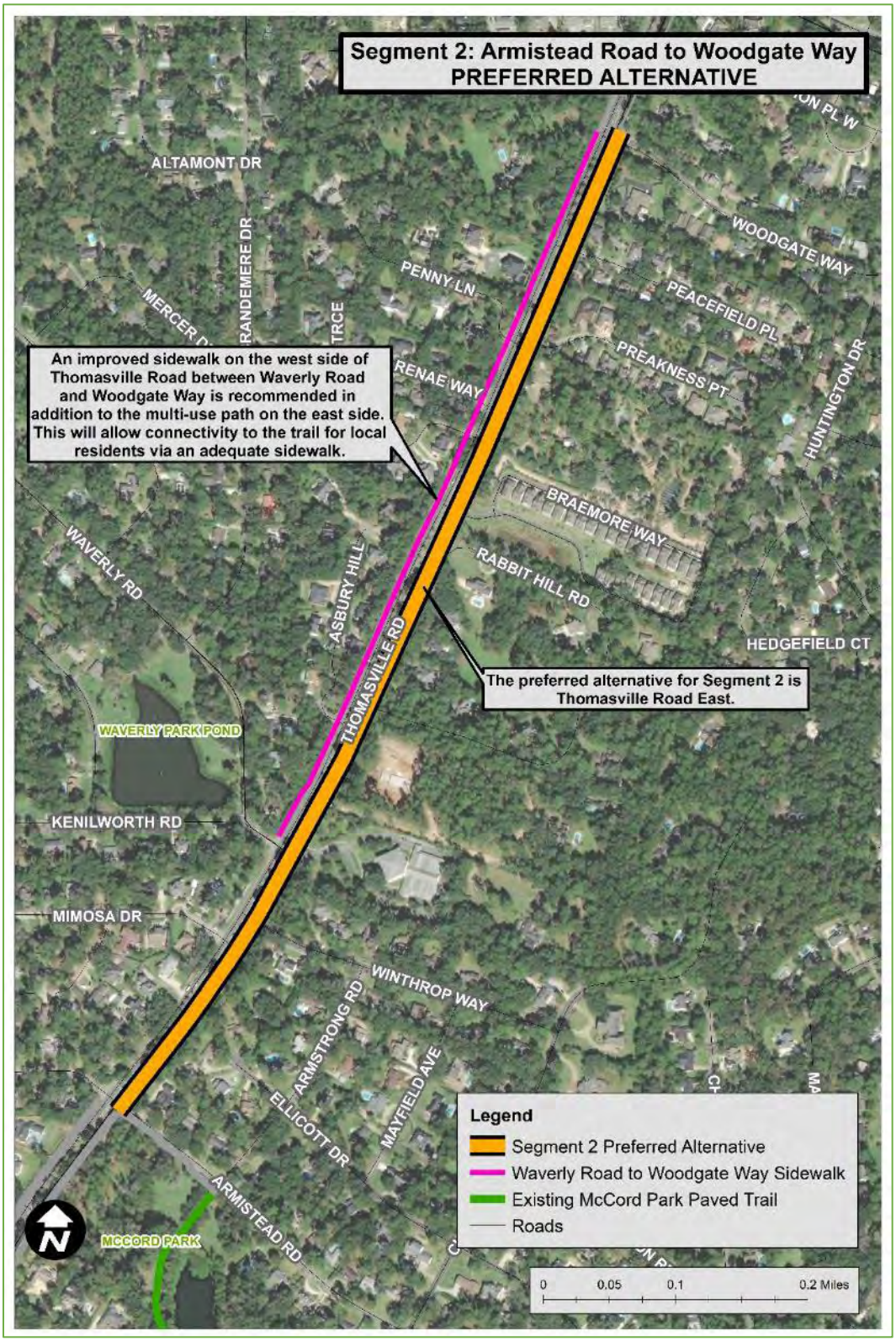


Figure 35. *Segment 2: Rabbit Hills Road – Existing Conditions*

Figure 36*. Segment 2: Rabbit Hills Road – Conceptual Rendering*

***Figure 37**. Segment 2: Tallahassee Nurseries - Existing Conditions*

***Figure 38**. Segment 2: Tallahassee Nurseries – Conceptual Rendering*

Figure 39. *Segment 2: Peacefield Place, facing north – Existing Conditions*

Figure 40. *Segment 2: Peacefield Place, facing north – Conceptual Rendering*

Figure 41. *Segment 2: Peacefield Place, facing south – Existing Conditions*

Figure 42. *Segment 2: Peacefield Place, facing south – Conceptual Rendering*

Figure 43. *Segment 2: Sidewalk from Waverly Road to Woodgate Way – Existing Conditions*

Figure 44. *Segment 2: Sidewalk from Waverly Road to Woodgate Way – Conceptual Rendering*

Segment 3: Woodgate Way to Metropolitan Boulevard

Preferred Alternative: Thomasville Road West

The selected alternative for Segment 3 from Woodgate Way to Metropolitan Boulevard is Thomasville Road West. Both of the options, including the preferred alternative, have varying degrees of challenges which will need to be evaluated in future design phases. The information below summarizes the challenges associated with each evaluated alternative:

- **Thomasville Road West** is characterized by constrained right-of-way in some areas, however, allows opportunities for connectivity to the School of Arts and Sciences and the Live Oak Plantation Road, part of the Market District Connection. Few large oak trees are located along this segment; however, some constrained points do exist due to obstructions such as fences and utility poles.

- **Thomasville Road East** is similar to Thomasville Road West in that there are specific locations that have constrained right-of-way, including the front of Dorothy B. Oven Park and the fire station. Even with the removal of the bicycle lanes and relocation of curb and gutter, these areas would remain significantly constrained, limiting the width of the path, and therefore compromising safety.

Thomasville Road West was selected as the preferred alternative because it allows for connectivity to the Market District, while avoiding the Interstate 10 (I-10) Interchange on Thomasville Road, located north of Metropolitan Boulevard. It also avoids tree impacts and several areas of constrained right-of-way on the east side, such as in front of Dorothy B. Oven Park and the fire station. Constructing the multi-use path on the west side of Thomasville Road also allows opportunities for cyclists and pedestrians to access the School of Arts and Sciences on Thomasville Road. This alternative will ultimately continue through to Live Oak Plantation Road, which will likely be part of the Market District Connection in the future.

Improvements will be needed at the Live Oak Plantation Road intersection with Thomasville Road, which presents safety concerns for crossing path users. Ideally, users will not have to cross at Live Oak Plantation Road unless they wish to access Metropolitan Boulevard or destinations beyond that. To accommodate the path along this alternative, on-street bicycle lanes will need to be removed for additional space, and curb and gutter will need to be relocated and reconstructed to provide an appropriate buffer.

While a path on Thomasville Road east is not preferred, opportunities exist to continue the path from the terminus of Segment 2 to just north of Hermitage Boulevard to allow for a connection to the Goose Pond Trail. This would provide path users with opportunities to either continue north on Thomasville Road and access the Market District Connection via the west side, or to head north and then east via Thomasville Road east to access the Goose Pond Trail and further destinations, such as the multi-use path on Blair Stone Road or Tom Brown Park. **Figure 45** shows the preferred alternative for Segment 3.

A rendering for the Thomasville Road west option was developed to give a general idea of how the multi-use path would appear along the corridor on this segment between Woodgate Way and Metropolitan Boulevard. **Figure 46** and **Figure 47** show the path near Piedmont Drive on the west side.

***Figure 45**. Segment 3 Preferred Alternative*

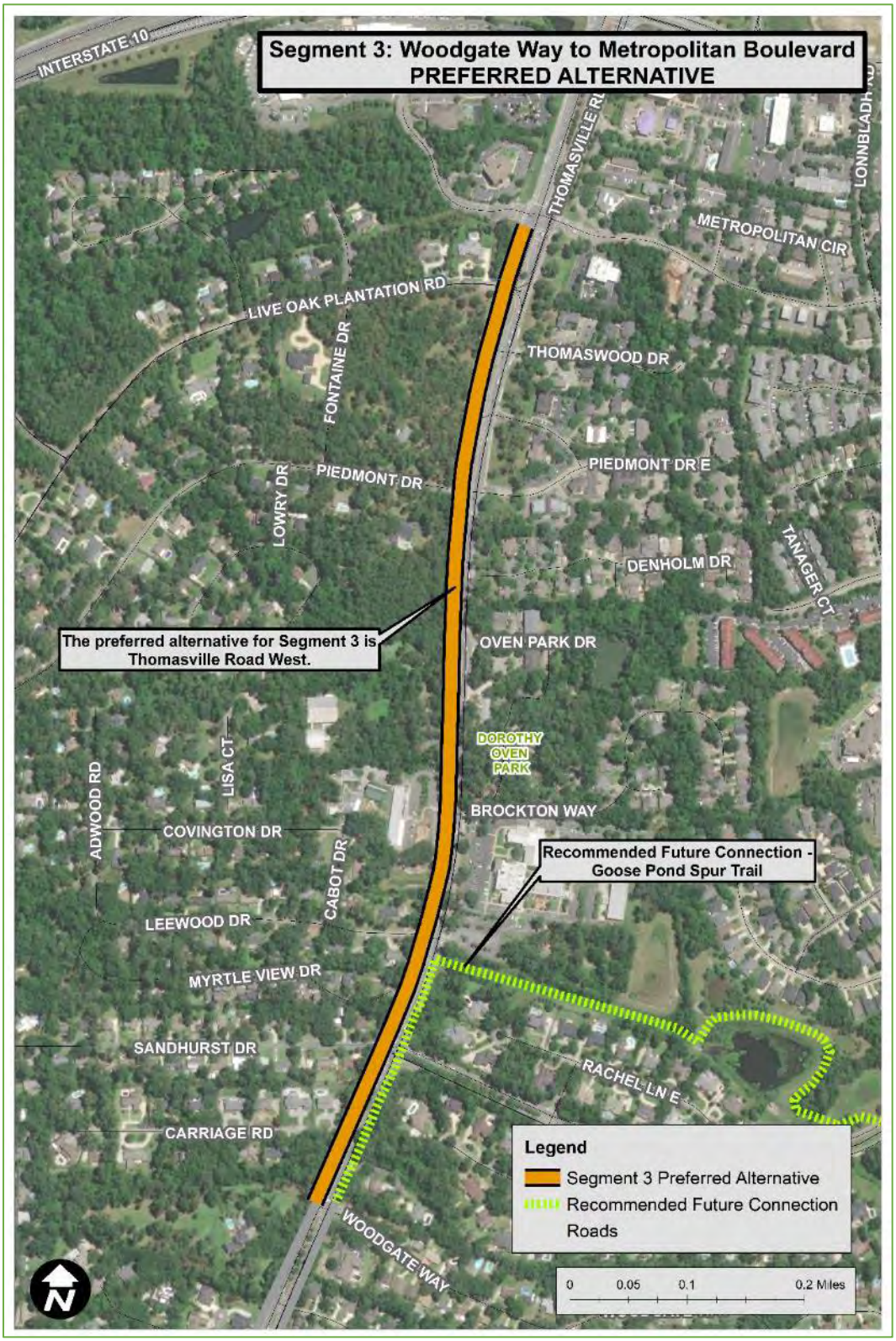


Figure 46. *Segment 3: Thomasville Road west near Piedmont Drive – Existing Conditions*

Figure 47. *Segment 3: Thomasville Road west near Piedmont Drive – Conceptual Rendering*

Market District Connection

Preferred Alternative: Live Oak Plantation Road, Timberlane School Road, Gilchrist Elementary Electric Easement, Timberlane Road, Martin Hurst Road

Several alternatives were evaluated for Market District. The preferred alignment focused on maintaining the path on existing roadways with available right-of-way that is already being used by bicyclists to access Market District or Thomasville Road. This alternative allows path users to avoid crossing the Live Oak Plantation corridor unless users prefer to continue traveling north on Thomasville Road. The preferred improvements are as follows:

- **Live Oak Plantation Road:** Multi-use path on the south side of the corridor, where right-of-way is available;
- **Timberlane School Road:** Multi-use path on the east side of the corridor, where right-of-way is available;
- **Gilchrist Elementary Easement:** Access private road to enter electric easement, where a multi-use path will be located on the western edge of the easement. Fences will be required to separate the path from the school;
- **Timberlane Road:** Widen sidewalk to accommodate a multi-use path. This will need to be explored further due to the location of trees and an existing sidewalk easement;
- **Martin Hurst Road:** 8 to 12-foot multi-use path on the west side of the corridor Based on the availability of right-of-way. Right-of-way appears constrained along this road due to the recent construction, which would limit path width.

At the terminus of Martin Hurst Road, the multi-use path will connect to planned facilities along Maclay Commerce Drive and Maclay Boulevard, projects being undertaken by Blueprint and the City of Tallahassee. Moving forward, additional analysis will be needed to determine the most appropriate location for a crossing on Timberlane Road. The project team briefly evaluated crossings at Martin Hurst Road and the Market Street Intersection, but further analysis is needed.

In the past, several opportunities to construct a sidewalk along Live Oak Plantation Road have met substantial resistance and not moved forward. Therefore, the FDOT right-of-way should be considered an alternative option. The preferred alternative and this alternative option are shown in **Figure 48**.

A rendering was developed to show a multi-use path on the south side of Live Oak Plantation Road, shown in **Figure 49 and Figure 50.**

Figure 48. *Market District Connection Preferred Alternative*

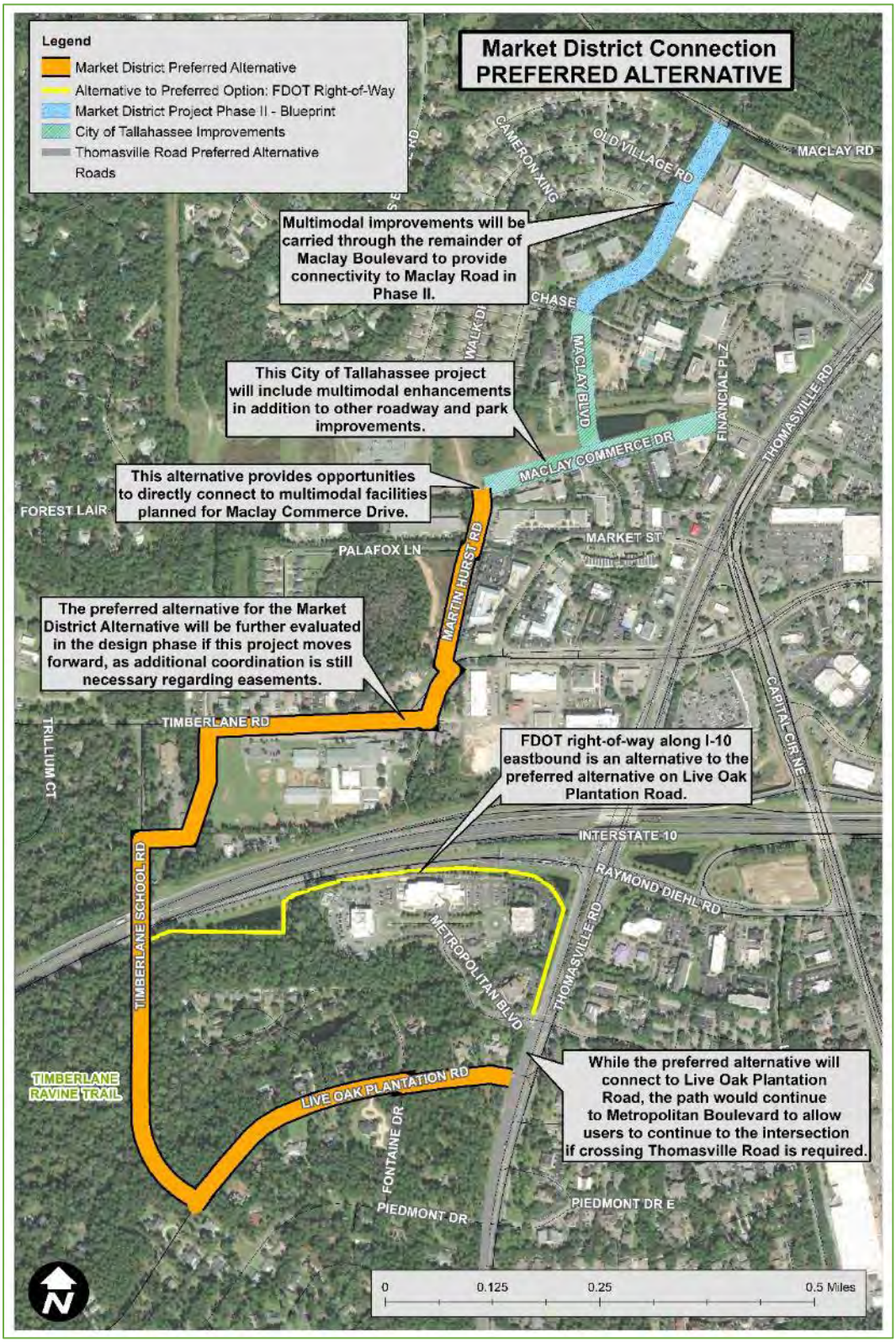


Figure 49. *Market District Connection: Live Oak Plantation Road – Existing Conditions*

Figure 50. *Market District Connection: Live Oak Plantation Road – Conceptual Rendering*

Overall Preferred Alternative

The preferred alternative for the Thomasville Road Multi-Use Path from Betton Road to Metropolitan Boulevard is as follows:

- Segment 1: Thomasville Road East
- Segment 2: Thomasville Road East
- Segment 3: Thomasville Road West

For the Market District segment, the following roads are preferred:

- Live Oak Plantation Road (South)
- Timberlane School Road (East)
- Gilchrist Elementary Electric Easement
- Timberlane Road (South)
- Martin Hurst Road (TBD)

Additional opportunities recommended by the project team include:

- Sidewalk on west side of Thomasville Road between Waverly Road and Woodgate Way;
- Spur trail connection from Thomasville Road East to Goose Pond Trail along drainage ditch.

Preferred Crossing Location on Thomasville Road: Woodgate Way

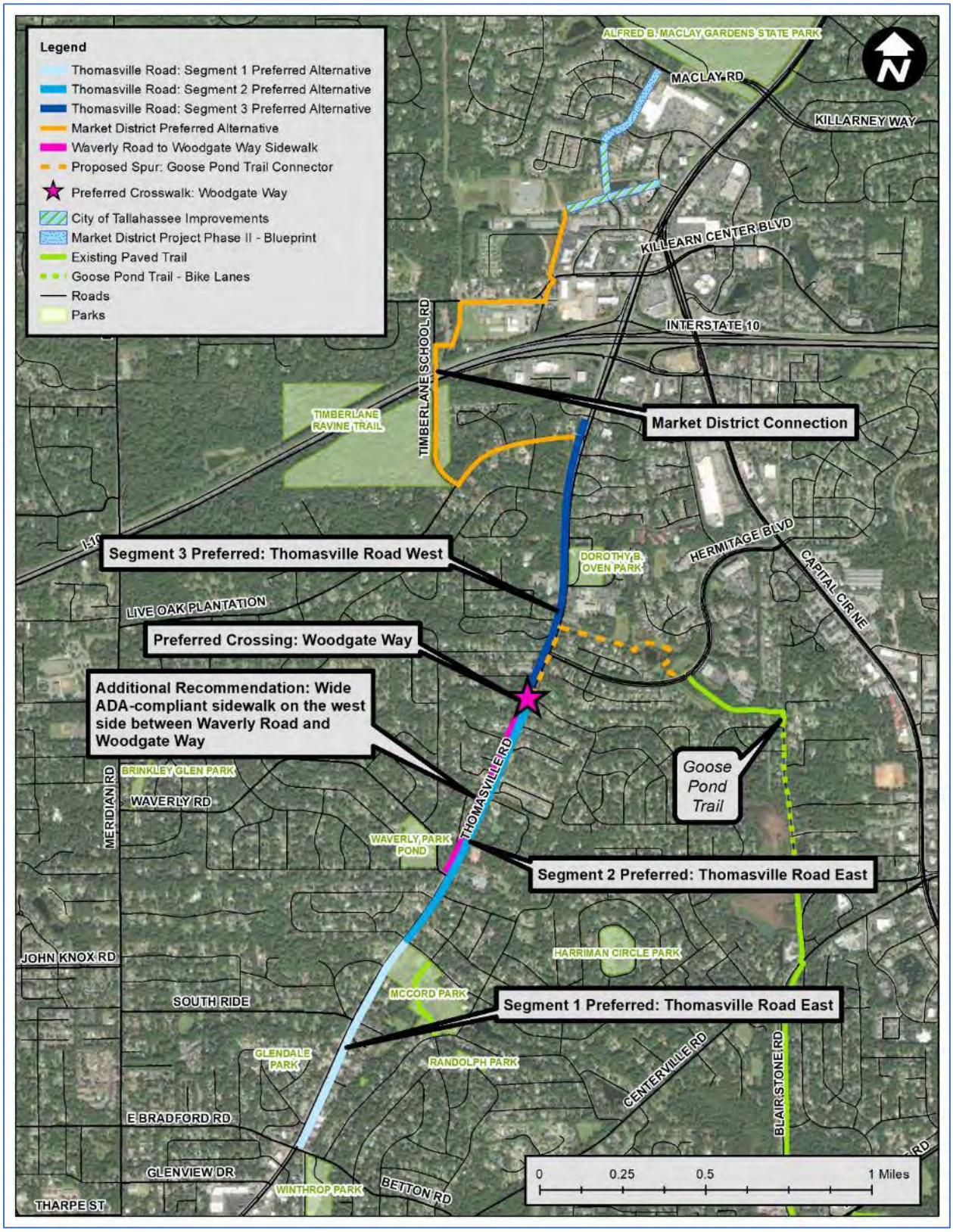
In order to traverse Thomasville Road from the east side to the west side between Segments 2 and 3, a crossing is required. Whether or not the path was on the east or west side, the project team anticipated a crossing being needed based on the topography of Thomasville Road and the eventual need to access the west side of the corridor to get to Market District along an alternate route that did not include Thomasville Road north of Metropolitan Boulevard. Hermitage Boulevard and Woodgate Way were evaluated as potential crossing locations. Based on the analysis shown below in **Table 20**, Woodgate Way is the preferred crossing location. This crosswalk is recommended for the south side of the intersection, where a crosswalk does not currently exist.

***Table 20**. Intersection Information*

Hermitage Boulevard	Woodgate Way
✗ Major collector	✓ Minor collector
✓ Connects two major corridors (Capital Circle NE and Thomasville Road)	✓ Neighborhood entrance
✓ Allows connectivity to bicycle lanes on Hermitage Boulevard and Goose Pond Trail	✓ 3-way intersection
✗ Free flow right-turn lanes	✓ Opportunity to provide options for connectivity to Goose Pond Trail via spur trail
✗ 4-way intersection	

The overall preferred alternative is shown in **Figure 51**.

Figure 51. *Preferred Alternative*



COST ESTIMATES

Preliminary planning-level cost estimates have been developed using Florida Department of Transportation (FDOT) Long Range Estimates with a cost per mile model to obtain a general understanding of costs associated with the preferred alternative and roadway reconfiguration. These cost estimates will be updated with more specificity in future design phases as appropriate. **Table 21** details these cost estimates.

Table 21. Cost Estimates for Preferred Alternative

Segment	Range of Costs
Segment 1: Thomasville Road East ***Costs include:*** *12-foot multi-use path, drainage, fence, pedestrian bridges, and contingency*	$590,000 - $767,000
Segment 2: Thomasville Road East Sidewalk from Waverly Road to Woodgate Way (west side) ***Costs include:*** *12-foot multi-use path, curb and gutter, retaining walls, drainage, utility pole relocation, sidewalk on west side, and contingency*	$620,000 - $806,000
Segment 3: Thomasville Road West ***Costs include:*** *12-foot multi-use path, curb and gutter, retaining walls, drainage, utility pole relocation, fence, and contingency*	$1,019,000 - $1,325,000
Market District Connection ***Costs include:*** *12-foot multi-use path, curb and gutter, retaining walls, drainage, utility pole relocation, boardwalk, mid-block crossing, pedestrian barrier, roundabout/signal at Martin Hurst Road, and contingency*	$2,601,000 - $3,307,000
TOTAL COST	**$4,830,000 - $6,205,000**

DESIGN RECOMMENDATIONS

Based on the existing conditions analysis and feedback received from the public, the following design guidelines are recommended if this project moves forward:

Meandering Design

A meandering design will allow the multi-use path to weave in and out of obstructions, such as large trees, and can aid bicyclists in slowing down when approaching intersections or driveways, while also improving the overall aesthetic and experience for path users. A meandering design along Thomasville Road would be beneficial as it addresses large oak trees, topography, and grade changes, and will add to the overall aesthetic of the corridor. Meandering should be incorporated in specific areas where right-of-way permits

Crossing Treatments and Signage

Evaluation of every driveway and road crossing along the corridor will be completed in the design phase. However, some treatments that are recommended for these driveways include the following:

- Crosswalk markings that are highly visible and/or decorative to match the aesthetic of the Thomasville Road corridor;
- Stop bars and MUTCD appropriate signage at all driveway crossings, including private, to stop motorists before crossing the path;
- MUTCD appropriate signage on the path to stop path users before proceeding into the crosswalk, including yield signage detailing trail user etiquette, and trail speed limit signs. This would be addressed following construction to identify areas of high conflict.

As noted in the existing conditions section of this Study, there are numerous driveways along both sides of the corridor. In order to address this and maintain safety for both path users and motorists, it is important that crosswalk treatments are targeted and innovative. Crossing treatments may vary by driveway type, but should remain generally consistent in the type of markings and signage provided.

Downtown Orlando Loop Crossing Example (KHA)

Sight Distance

Throughout public engagement, several members of the public voiced concerns about sight distance when exiting their neighborhoods onto Thomasville Road. The majority of sight distance concerns along the corridor are related to overgrown foliage, landscaping, and topography that block motorists' views of oncoming traffic. The wider path and improving sight distance of the motorists will benefit path users while improving motorist's sight distance as well. Horizontal and vertical clearance along the path should also be maintained for the safety and comfort of path users, and will also ensure adequate sight distance in certain situations. Sight distance analysis along the corridor is recommended to determine appropriate crossing treatments that benefit motorists and trail users.

St. Marks Trail has clear sight distance at some crossings for both trail users and motorists

Wide Buffers

Buffers of at least 4 feet are recommended between the inner edge of the multi-use path and the back of curb for the Thomasville Road corridor. According the Florida Department of Transportation Design Manual, a minimum acceptable buffer for a multi-use path on a 45 mile-per-hour or higher road is 4 feet from the back of curb (FDOT Design Manual, 2021). Where feasible, buffers should exceed this 4-foot minimum separation from the travel lanes to accommodate the safety and comfort of path users.

Constrained Areas

Tallahassee is well known for wanting to protect trees for all projects, not just transportation efforts. In this report there is a section which discusses trees along the study area corridor, but this is not a complete list. A strong effort should be made to minimize the impacts to trees along the corridor should the project move forward. Shown in Figures **52, 53, and 54** on the following pages, areas of constrained right-of-way in association with large oak trees were identified along the preferred alternative route. These maps identify areas which should be further evaluated during the design phase to determine innovative solutions to preserve the tree canopy and reduce impacts.

Users

In the past, bicyclists and pedestrians have been the primary user types associated with multi-use paths in urban and suburban areas. However, in recent years, micromobility options including electric bicycles (e-bikes) and electric scooters (e-scooters) have become increasingly prevalent due to the convenience they provide. According to Florida Statute, e-bikes and e-scooters are permitted on sidewalks and multi-use paths. The statute allows local municipalities to regulate the operation of these micromobility options at their discretion, which Tallahassee and Leon County have begun to do. The City of Tallahassee has outlined rules of etiquette for e-scooters, and have noted that e-scooters are to abide by the same rules as bicyclists when in use, which includes requirements for speed, passing, and parking. Signage should be installed on the Thomasville Road Multi-Use Path that indicates which users yield in each type of situation, and the appropriate use of both e-bikes and e-scooters on the path.

Example of yield signage on a multi-use path

Figure 52. *Constrained Areas for Innovative Solutions – Preferred Alternative Segment 1*

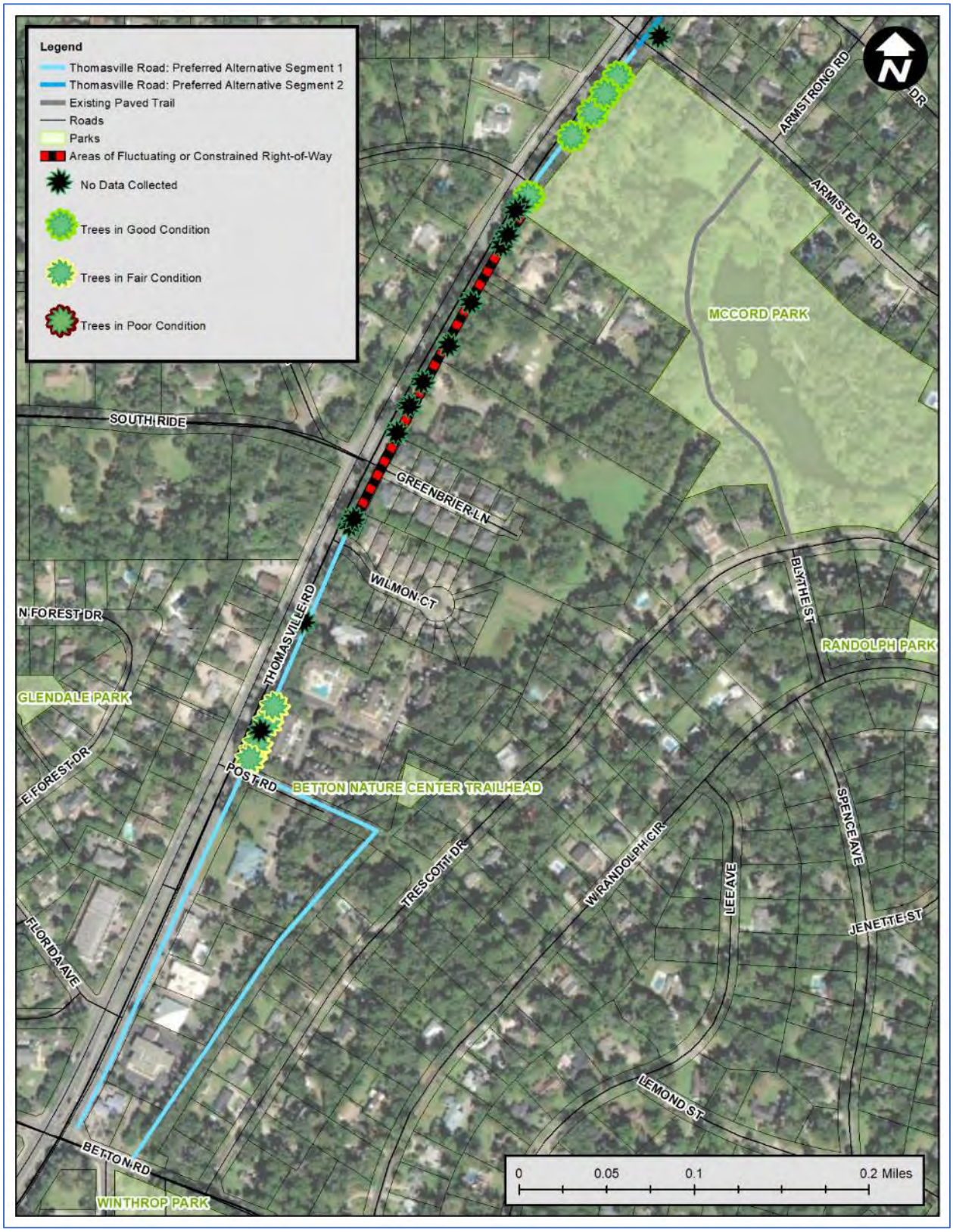


Figure 53. *Constrained Areas for Innovative Solutions – Preferred Alternative Segment 2*

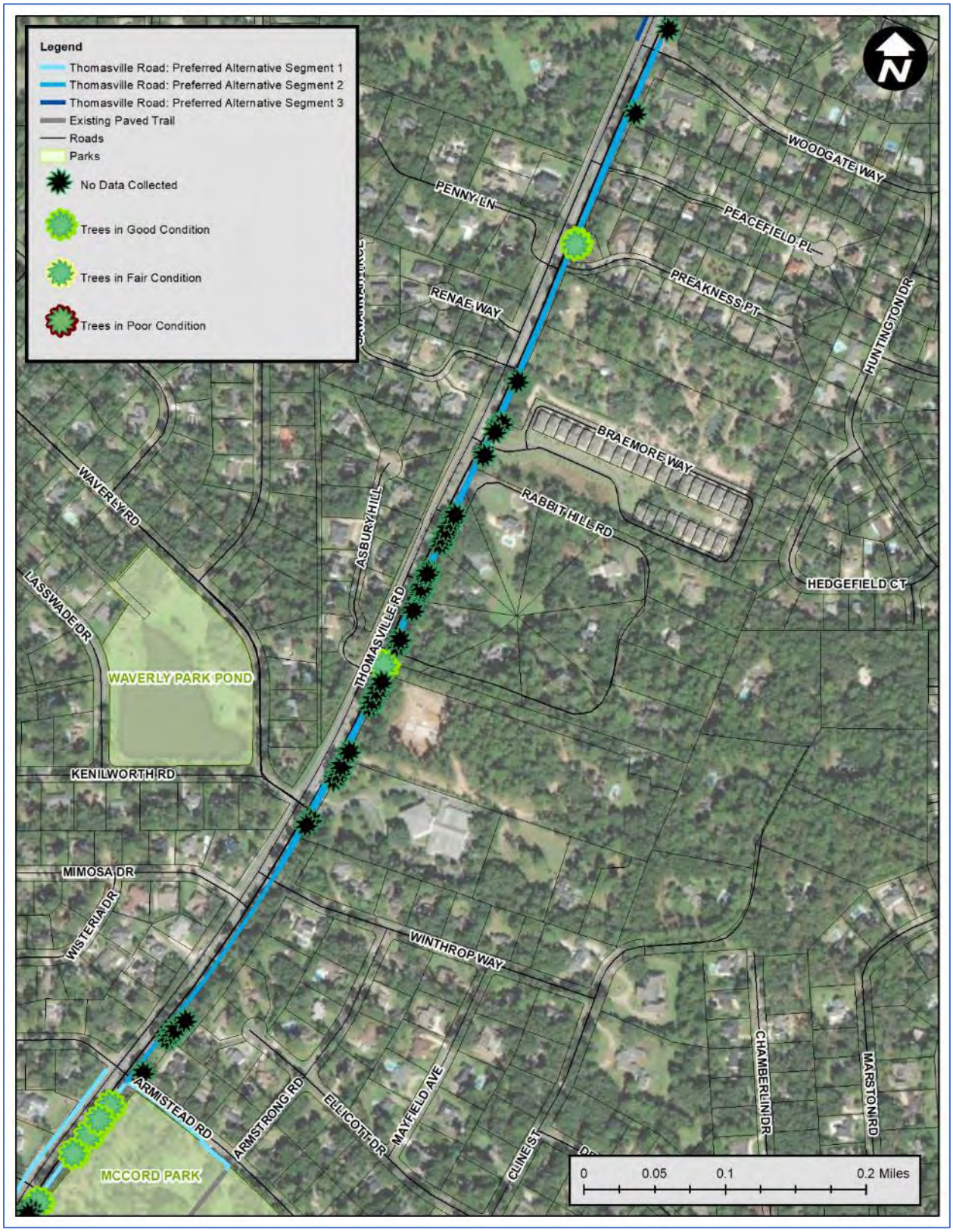


Figure 54. *Constrained Areas for Innovative Solutions – Preferred Alternative Segment 3*