



# 2015 Update TALLAHASSEE-LEON COUNTY GREENWAYS MASTER PLAN



**Adopted  
Board of County Commissioners, July 7, 2015  
Tallahassee City Commission, July 8, 2015**





Silver Lake Recreation Area, Apalachicola National Forest

# ACKNOWLEDGEMENTS

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Campbell Pond City Park

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Micosukee Canopy Road Greenway

# EXECUTIVE SUMMARY

The Tallahassee-Leon County Greenways Program was created in November 1993. The original goal of this program was to build a community-wide greenways system intended to protect and manage riparian corridors, floodplains, and other environmentally sensitive areas, as well as scenic areas, views, and vistas, places of historic and cultural significance, and native plant and animal habitat. This program also incorporated the goal of connecting greenway and park to neighborhoods, schools, shopping, and work destinations through a system of shared use paths, and trails for the citizens of Tallahassee and Leon County.

This program has had many successes. Using a combination of donations, grants, and other funds, approximately 7,463 acres worth an estimated \$67.3 million have been voluntarily acquired as of early 2013 using \$21.6 million of local funds. (The 502-acre Miccosukee Greenway and the 876-acre J.R. Alford Greenway were acquired by the State of Florida, but are managed by Leon County.) There are several greenway acquisitions that have not yet been opened to the public, pending funding for improvements such as parking areas and trails. However, several of these projects are currently underway as of early 2013.

The first edition of the Plan, adopted by the Tallahassee City Commission and Leon County Board of County Commissioners in July 2004, was intended to provide guidance to local government for the continued implementation of environmental land acquisition activities to protect large-scale ecosystems, water quality, and floral and faunal habitat, and to provide passive (resource-based) recreational areas for residents and visitors to the Tallahassee - Leon County area. However, given the success of the program in acquiring lands in past decades and the shortage of acquisition funds over the last few years, the focus of the program has evolved from purchasing new lands towards connecting publicly owned lands to residential areas, commercial centers, and parks via a system of off-road paths and bike routes.

This 2013 Tallahassee - Leon County Greenways Master Plan Update (the Plan) identifies and prioritizes 29 separate greenway projects with a total estimated construction cost of \$50 million. Each greenway trail project is described in full, including its proposed name, length, related improvements, and estimated cost. The total number of proposed trails is approximately 139 miles (78 miles within unincorporated Leon County and 61 miles within the City of Tallahassee). These proposed trail projects originate from the 2004 Plan, Blueprint 2000, the Leon County Department of Public Works, including the Division of Parks and Recreation, and City of Tallahassee's Department of Parks, Recreation, and Neighborhood Affairs. Public input was considered in each of these organizations' submittals, and a public meeting of user groups and other organizations and individuals was held on March 14, 2013 to review the proposed projects. Invited groups for this meeting included 1,000 Friends of Florida, the Capital City Cyclists, the Southern Trail Riders, the Tall Timbers Land Conservancy, the State Office of Greenways and Trails, the Gulf Winds Track Club, the Council of Neighborhood Associations, and the U.S. Forest Service. Additional public input was gathered through written correspondence and presentations to stakeholders.

The Greenway Master Plan implements Objective 6.1 of the Conservation Element in the Tallahassee - Leon County Comprehensive Plan.

## **Objective 6.1: [C] (Effective 6/25/96)**

*Local government shall implement a county-wide greenways network. It shall be the intent of the greenways network to provide for integrated natural resources management and protection, resource based recreation, educational and historical interpretive opportunities, and increased opportunities for alternative modes of transportation with an emphasis on connectivity among these resources.*



Lake Henrietta County Park



# VISION AND APPROACH

Formally established in 1993, the Tallahassee-Leon County Greenways Program seeks to create a community-wide system of connected natural areas and trails for the public. Greenways conserve and enhance valuable stream and river corridors, floodplains, historical vistas, places of historic and cultural significance, wildlife habitat, and other biologically diverse, sensitive areas in our community. The proposed system of greenway trails, coordinated with the bicycle route system, will link neighborhoods, parks, schools, shopping, and work destinations, and wherever possible provide increased non-vehicular access to these resources for citizens and visitors alike. This system will complement regional and state greenway planning and will be an economic amenity that attracts investments into the City, County, and Capital Region.

To bring this vision into reality, the Tallahassee-Leon County Greenways Master Plan has two guiding principles:

1. Protect environmentally sensitive lands and other areas and features and provide increased open space recreational opportunities for the citizens of Leon County and the City of Tallahassee, and
2. Increase access to and from residential areas, commercial centers, and existing parks wherever possible, increasing access for the citizens who have provided the funds to purchase, secure, and manage these areas.

The Plan proposes a system of greenway trails integrated with existing trails and shared use paths, bicycle facilities, and a bicycle route network, all of which is located to the maximum extent possible on existing government lands, as well as within selected drainage, conservation, and other easements as described elsewhere in this document. Given the success of the program in acquiring lands in past decades and the shortage of acquisition funds over the last few years, the focus of the program has evolved from purchasing new lands towards connecting publicly owned lands to residential areas, commercial centers, and parks via a system of off-road paths and bike routes.

These connections are expected to take several forms, including everything from stabilized dirt trails to paved shared use paths. They will be constructed, owned, and managed by local government, and will provide opportunities for recreation, commuting, and perhaps even short-distance utility trips. This nonautomotive access to trails and greenways, parks, and other natural areas can also provide additional opportunities for physical recreation to the transportation disadvantaged, such as children and the elderly. The City of Tallahassee, Leon County, and the State of Florida remain committed to facilitating use by all members of the public through these types of connections so that citizens can access these community assets by foot, bicycle, motorcycle, or automobile.

This Plan serves as an implementation guide for citizens, local, state, and federal government agencies and staff, and property owners by:

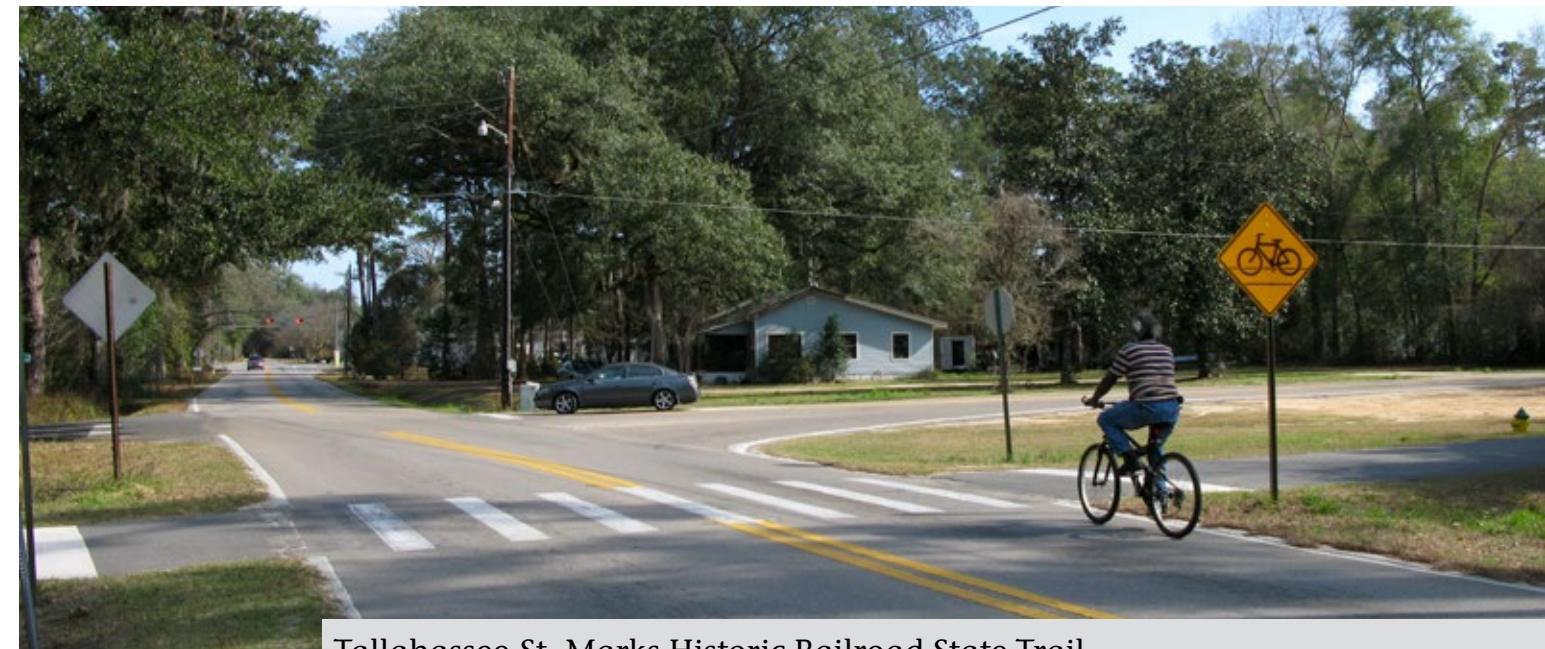
- Identifying each proposed trail and its amenities, including estimated costs of construction and any safety or other related improvements so that when funding is identified for a particular trail or trails, detailed design can proceed as soon as possible,
- Indicating specific areas where full or partial land acquisition activities should to be concentrated, consistent

with other land acquisition and environmental protection interests, activities, and programs,

- Creating a greenway trail network designed to provide increased connectivity between greenways, parks, and other public-access conservation areas,
- Explaining management principles, practices, and guidelines that address natural resources protection, public access, recreation, education, and opportunities for economic development,
- Identifying involved units of government, user groups, and other stakeholders, and
- Estimating funding needed for engineering, permitting and construction.

While the focus of this update is on connectivity, acquisitions and easements will continue to be an important implementation tool. In addition to continued fee and less than fee simple acquisition (e.g., conservation easements) for the Greenway program, local government will continue, as required by the Comprehensive Plan and land development regulations, to require permanent conservation easements to protect environmentally sensitive features and areas identified through the land development process. Other lands have and may continue to be acquired through donations, mitigation, and purchase for other purposes, such as regional stormwater facilities. Local government will also investigate the opportunities for public-private or public-non-profit management of these trails, similar to the road segment adoption by various community groups, businesses, and other organizations for litter control. This concept is discussed elsewhere in more detail in this Plan.

Finally, this plan will be updated every 10 years to reflect changing local, regional, and completed projects, new additions and opportunities, and other changes to the greenway system.



Tallahassee-St. Marks Historic Railroad State Trail



San Luis City Park

# WHAT ARE GREENWAYS?

This idea of a greenway system is similar to the concept of integrated park systems proposed by Frederick Law Olmstead and Calvert Vaux in the late 19th century. These integrated natural areas and corridors provide a wide range of passive recreational opportunities desired by urban populations, and can link residential and other developed areas to parks, greenways, trails, and other more natural areas within an urban area.

Greenways are corridors of protected open space that are managed for conservation and/or resource-based (“passive”) recreation. They may connect both urban and rural “green” areas, such as managed parks and forests and natural rivers and wetlands, to create “green infrastructure.” They are usually publicly owned lands or waterways, or they may be conservation easements on private land. (An easement allows limited uses, including public access where specifically allowed under the terms of the easement, on lands that are owned by private or other nongovernmental entities.)

Greenways can be one or more of the following:

- Linear spaces adjacent to natural corridors
- Pedestrian or bicycle shared use paths or trails
- Open spaces between parks, preserves, or historic sites and population centers
- Scenic or utilitarian corridors (e.g., power line rights-of-way)
- Other strips of land designated as parkway or greenbelt.

Greenways can also be thought of as “green infrastructure,” particularly if they preserve floodplains or floodways corridors. Green infrastructure is the natural counterpart of roads and utilities, representing conduits or corridors in urban and other areas that provide environmental services such as habitat and maintenance of biodiversity, drainage, and water quality enhancement.

A greenways system is a county-wide, comprehensive network of greenways and trails (and other bicycle and pedestrian facilities) designated for bicycling, walking, and similar uses along corridors that connect natural areas, parks, cultural attractions, neighborhoods, schools, community destinations, and commercial areas.

Some fee-simple greenways are intended solely to provide flood protection, water storage and/or absorption, habitat protection, or other non-recreational services. These greenways may have limited or strictly regulated public access. Greenways composed of one or more conservation easements may have limited or even no public access. Although public access for resource-based recreation is an important part of green infrastructure, it is not essential for all areas within a greenway to be accessible.

The most common facilities in public-access greenways are trails, as well as other facilities or amenities to serve individual or shared sets of users. Users may include walkers/hikers, runners, birdwatchers, bicyclists, in-line skaters (depending on the trail tread or surface), and equestrians. Trails can be single-use or multi-use, and can have soft (e.g., dirt or gravel) or hard surfaces (e.g., pavement). Other facilities usually include signage, fencing, parking areas, benches, trash cans, bike racks, emergency telephones (although the widespread use of cell phones is making these less necessary than previously), restrooms, or even dog walking areas. Many of these facilities will be located at trailhead locations. Others may be located elsewhere, such as near wildlife viewing platforms.



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**TOWER ROAD PARK**  
DIVISION OF PARKS & RECREATION

Tower Road County Park

## Benefits of the Greenway System

Greenways provide enhanced protection of environmental resources deemed important or even critical by the community. Protection is provided via fee or less-than-fee simple acquisition, and implemented through a management plan for the resources acquired.

Greenways reduce the fragmentation of open space and environmentally significant areas, and increase the viability and ecological value of habitat, parks and other natural lands.

Greenways can also connect otherwise independent recreational trails, parks, and facilities and thereby provide alternative, safe, transportation opportunities with limited exposure to motorized vehicles. In some cases, trails or connected greenspaces can also provide buffers between incompatible land uses, dampening noise and unpleasant views.

Greenways can also provide economic benefits to the community, and several studies have shown that property values are typically higher adjacent to such systems. Greenways and greenway trails can help stimulate new or revitalized business opportunities such as tourist accommodations, rentals, outdoor equipment, and restaurants. Also increased public revenues from property and sales taxes and from recreational or other fees may be realized.

Nationally, quality of life indicators and urban amenities are being factored into many residential and commercial development location decisions. An increasing number of the most creative, productive, and well-educated workers want quick access to quality natural areas, including greenways and greenway trails, in addition to other urban amenities.

A greenway master plan can also help reduce uncertainty in areas where development is active. Greenways can offer a “highest and best use” for properties that cannot be profitably developed otherwise because of environmental constraints. In essence, a greenway system will not only identify areas that warrant protection, but those that can be more easily developed.

Cultural and historical features and sites can also be integrated into greenways. These points can become the focus of recreational trips and improve trail users’ understanding of local history through interpretation.

Another benefit of greenway trails, particularly shared use paths, is that they can help reduce the possibility of property and other crimes. Crime, including vandalism, is commonly associated in places within an urban area where people are not present. Greenway and trail users provide “eyes on the street” which is credited in urban areas with reducing vandalism and other criminal behavior, and security on publicly owned greenways, parks, and trails is provided by law enforcement agencies.



Lake Henrietta Connector Trail

# TALLAHASSEE – LEON COUNTY GREENWAYS MASTER PLAN



July 2004

Prepared by the  
Tallahassee-Leon County Planning Department

opportunities desired by an urban population. Greenways may be composed of lands or waterways owned in fee simple (e.g., the full bundle of property rights) by government, or they may be composed of one or more conservation easements. The latter remains as private lands, but an easement allows limited uses, including public access where specifically allowed under the terms of the easement.

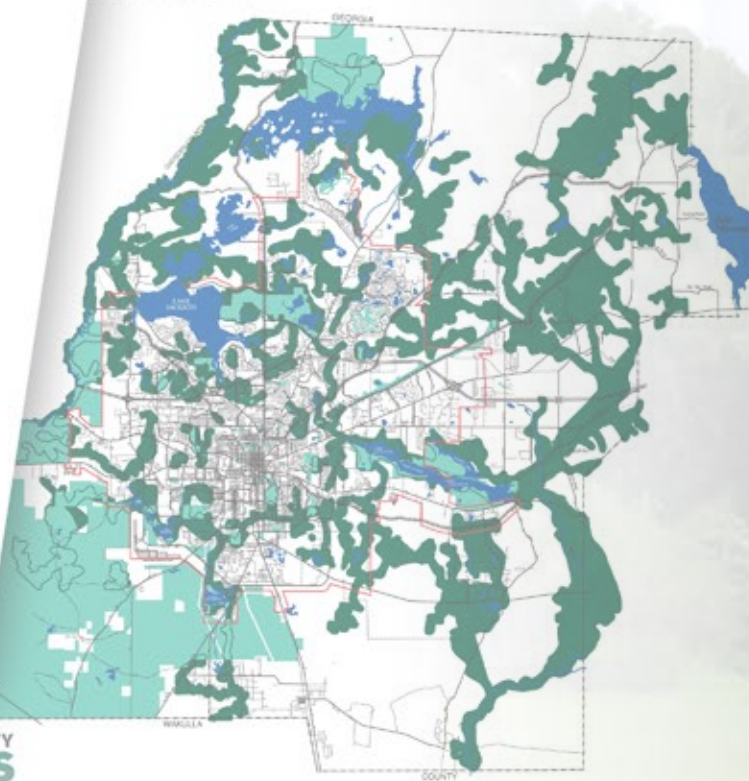
Green infrastructure can be characterized as the natural counterpart of roads and utilities, of environmental services such as habitat and maintenance of water quality enhancement. Public access for resource-based green infrastructure, although not essential in all circumstances, is an important component of green infrastructure. Green infrastructure includes green spaces adjacent to natural corridors; other landscaped spaces (e.g., shared use paths or trails); open spaces between parks, recreation centers; scenic or utilitarian corridors (e.g., powerline corridors); parkway or greenbelt. A greenway system or network is a system of greenways, and the linkages among them. Greenways may be used solely to provide flood protection, water storage and/or other non-recreational services. These greenways may have other uses. Greenways composed of one or more conservation easements may have public access.

Greenways are protected open space and/or conservation areas and are appropriate for passive or resource-based recreation. The greenways are trails of different types, as well as other uses, and shared sets of users. These include walkers/hikers, runners, and equestrians. Trails can be single-use or multi-use (e.g., paved or unpaved). Trails can be single-use or multi-use (e.g., paved or unpaved). Some greenways are acquired by funding agencies. These include signage, emergency telephones, parking areas, or dog walking areas, and other trailhead locations. Others may be found in select areas, such as wildlife viewing platforms.

Greenways provide significant community benefits. First, greenways are resources deemed important or even critical by the community. Second, greenways are less-than-fee simple acquisition, and the value of the resources acquired. When successfully implemented, greenways provide significant value of open space and environmentally significant resources, such as habitat set-asides, parks and other recreational trails, parks, and facilities and opportunities. Because greenways connect points of land, they provide limited exposure to motorized vehicles. In



## GREENWAYS AND GREENSPACE



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No. of Greenways	Estimated Easements to be Acquired (acres)	Primary Acquisition Method <sup>10</sup>	Estimated Cost <sup>11</sup> (\$ million)
N/a	N/a	Fee simple & easement	2.8
2	N/a	Fee simple	5.4
N/a	N/a	Easement	7.7
N/a	N/a	Fee simple	0.6
1	N/a	Fee simple & easement	5.1
N/a	N/a	Fee simple & easement	0.6
0.0	N/a	Fee simple & easement	0.5
265	N/a	Fee simple & easement	1.0
N/a	N/a	Fee simple & easement	1.0
17	N/a	Fee simple & easement	0.5
N/a	N/a	Fee simple & easement	0.5
N/a	N/a	Fee simple	0.5
5	N/a	Fee simple & easement	0.5
5	N/a	Fee simple & easement	5.0
14	82.7	Fee simple & easement	1.0
11	7,897	Fee simple & easement	4.7
38	7,656	Fee simple & easement	N/a
11	7,682	Fee simple & easement	37.4

<sup>7</sup> All figures are approximate for planning purposes. "N/a": Not Available.  
<sup>8</sup> Terrestrial trail only. Does not include PASS projects, other projects currently underway.  
<sup>9</sup> Refers to greenspace acquisition only.  
<sup>10</sup> Refers to fee simple or less-than fee simple acquisition of the majority of remaining acreage to be protected.  
<sup>11</sup> Refers to both land acquisition and amenities and trail development. The use of conservation easements may significantly reduce costs where applicable. Where land acquisition costs are not presently known, this represents estimated costs for trail development and amenities only.

# HISTORY OF THE GREENWAYS PROGRAM

The Tallahassee City Commission and the Leon County Board of County Commissioners have supported environmental land acquisition for almost two decades. Both governments have purchased environmentally sensitive properties for flood control, environmental protection, parks, and other related purposes since the early 1990s.

The Tallahassee-Leon County greenways program formally began in July 1994, following direction provided to the Planning Department at a Joint Commission workshop in November 1993. The program grew out of two earlier efforts: (1) planning for the “Cascade Linear Greenway” in downtown Tallahassee, and (2) approval and funding of the City’s Greenspace program. The latter was designed to acquire small, undeveloped sites throughout the City recommended by property owners and neighborhood associations for evaluation and potential acquisition.

Several local government workshops were held in the spring of 1995 where staff was directed to refine the greenways proposal. This included the development of specific implementation strategies, an estimate of the number of acres to be acquired or otherwise protected, evaluating the fiscal impacts of acquisition and management, and an evaluating existing land development regulations. This direction included coordinating with the County to explore options for floodplain acquisition efforts within the Greenways system.

In April 1996, the Board of County Commissioners and the Tallahassee City Commission accepted the requested report on Greenways implementation. This report provided assessments of the advantages and disadvantages of alternative acquisition strategies and funding sources, management issues, and recommended program priorities and which included greenway properties already in public ownership or for which conservation easements existed. In July 1996, the Board agreed to place a bond referendum on the November ballot to fund greenways acquisitions and lake restoration measures. However, this was withdrawn in September 1996 because of lack of support by the City Commission.

In September 1998, the Board directed staff to prepare a workshop to investigate acquisition alternatives, including the use of less-than-fee land acquisition strategies for greenways. These included conservation easements and the purchase of development rights.

## Blueprint 2000

On September 6, 2000, at a joint meeting both City and County Commissioners agreed to put before the voters of Leon County a ballot measure extending the existing extra penny sales tax for infrastructure. This extension would last 15 years. On November 7, 2000, voters approved the sales tax extension to commence on December 1, 2004 and extend until December 31, 2019.

A major reason for this successful initiative was the Blueprint 2000 and Beyond report, produced by the Economic and Environmental Consensus Committee (EECC). The EECC, which was a group of citizens representing a broad spectrum of the community, including business, environmental, and neighborhood interests, developed the Blueprint 2000 concept of holistic stormwater, environmental, and transportation infrastructure planning and implementation. The goals of Blueprint 2000 are to foster sustainable development of the county, and fund quality of life and other infrastructure investments such as new roads, improved stormwater management, and protection of environmentally sensitive lands.

The Blueprint 2000 and Beyond report proposed the acquisition of significant floodprone areas and greenways, as well as building trails in selected areas and alongside new and improved roads and stormwater facilities. Many of these greenway projects, including project details, costs, and maps of required parcels, were previously identified by Planning Department staff, as well as several floodplain acquisitions proposed by the Leon County Growth and Environmental Management Department in 1995. Many proposed greenway projects that would later end up in the Greenways Master Plan were included in the Blueprint 2000 and Beyond report and the Blueprint 2000 final report. This program implementation is ongoing at the time of this updated Plan.

## Local Funding

Recognizing the potential for securing grants for purchasing lands for the Greenways Program, the Planning Department initiated a comprehensive inventory of environmental resources intended to support grants applications through the state’s Preservation 2000 program, and its successor, the Florida Forever program. Using mapped county-wide environmentally sensitive areas and resources, the Planning Department developed a preliminary county-wide greenways map utilizing Geographic Information System (GIS) technology and data. With these data and maps, staff created an implementation program that included fee simple land acquisition (purchasing land outright) and less-than-fee simple land acquisition methods such as conservation easements to begin to protect environmentally sensitive property for the public. The grant program most utilized by local government has been the Florida Communities Trust (FCT) program, which was authorized by the Florida Forever Act. FCT was created to provide match funding to local governments to purchase open space to help implement comprehensive plan requirements throughout Florida. Since 1992, local government has obtained approximately \$30.6 million in grant funding from Preservation 2000 and the Florida Forever programs to purchase open space areas in the City of Tallahassee and Leon County.

Prior to the passage of the one-cent County sales tax extension in November 2000, funding for greenway acquisitions was typically project-specific. **Table 1** indicates annual funding levels provided by the City of Tallahassee since 1996. Since it was generally used as a match for state acquisition program this line item was reduced to zero when funding for the Florida Communities Trust fund<sup>1</sup> was reduced by the Florida Legislature, and eventually vetoed in 2010 by Governor Rick Scott. Some FCT funding has been available for uncompleted projects in other parts of the state, but none locally.

**Table 1.** City of Tallahassee Funding for Greenspace Acquisition and Environmentally Significant Lands Project

Fiscal Year	Funding Amount
1996	\$100,000
1997	\$500,000
1998	\$500,000
1999	\$495,000
2000	\$500,000
2001	\$500,000
2002	\$500,000
2003	\$500,000
2004	\$500,000
2005	\$500,000
2006	\$500,000
2007	\$500,000
2008	\$250,000
2009	\$250,000
2010	unfunded*
2011	\$250,000
2012	unfunded*
2013	unfunded*

\*The project was unfunded due to the State not funding the Florida Forever Program, which typically provides a 50% match for all greenspace acquisitions made by the City.

<sup>1</sup> The Florida Communities Trust (FCT) is a Florida land acquisition grant program administered by the Florida Department of Community Affairs (DCA). Grants are awarded annually on a competitive basis to local governments and non-profit environmental organizations for community-based parks, open space and greenways. These projects must further outdoor recreation and natural resources protection needs identified in the local government’s Comprehensive Plans. The program helps Florida communities meet growth management challenges, protects the state’s natural and cultural resources, and helps meet recreational needs. The program has historically been funded since 1989 by 22% of the Florida Forever funds, \$66 million each year. Counties with a population of 75,000 or more are required to provide matching funds equal to 25% of the total project cost. Non-profit organizations are exempt from this requirement.

Leon County’s funding for greenspace acquisition came from special appropriations requested by citizens and staff. **Table 2** shows the amount of funding provided by the City, the County, the State of Florida, the U.S. Government, and private donations. Both the City and the County have utilized Blueprint 2000 funds on a case by case basis to either provide matched funding for grants from the State’s Florida Community Trust Program, or through outright purchases.

The passage of the local extra penny sales tax extension in November 2000 has also provided significant funds for land acquisition associated with “holistic” infrastructure planning, including new and expanded roadways, stormwater facilities, and greenways and greenway trails.

The Greenways Program is a voluntary land acquisition program. There has never been any use of eminent domain for any aspect of this program.

## Public Input

Public input was solicited and integrated into the process of creating the original Greenways Master Plan. Input was also solicited from various City and County departments, including public works, growth management, and stormwater management, and parks and recreation. Also involved were the original Blueprint 2000 Economic and Environmental Consensus Committee and ongoing Citizen Advisory Committee, the former Bicycle-Pedestrian Advisory Committee, individual property owners, the Big Bend Environmental Forum, and various bike/ped and hiking advocates and organizations operating in Leon County, including the Florida Trail Association, the Capital City Cyclists, and the Sierra Club. Regional organizations also provided input into the formulation of this Plan. These included staffs of the Apalachee Regional Planning Council, 1000 Friends of Florida, the State of Florida Greenways Program, the Florida Fish and Wildlife Conservation Commission, the Florida Office of Greenways and Trails, the Northwest Florida Water Management District, the Nature Conservancy, the Trust for Public Land, and the Red Hills Conservation Program.

Coordination also occurred on this Update. The Capital Regional Transportation Planning Agency’s 2010 Regional Mobility Plan, including the 2011 Regional Trail Plan (a component of the Regional Mobility Plan), recognizes trails as a very important component in the transportation system. The Regional Trail Plan was consulted in the update of the Greenways Master Plan, as well as proposed trails identified by Leon County’s Public Works and Parks and Recreation Department for the Leon County Sales Tax Committee, the City of Tallahassee’s Department of Parks, Recreation, and Neighborhood Affairs, the Southern Trailriders, Inc., the Florida Trail Association, the U.S. Forest Service, the Capital City Cyclists, and various members of the public.



## POTENTIAL GREENWAYS AND PARKS/OPEN SPACE

- URBAN SERVICE AREA BOUNDARY
- POTENTIAL GREENWAYS
- EXISTING & POTENTIAL PARKS/OPEN SPACE
- DESIGNATED CANOPY ROADS
- EXISTING CITY LIMITS

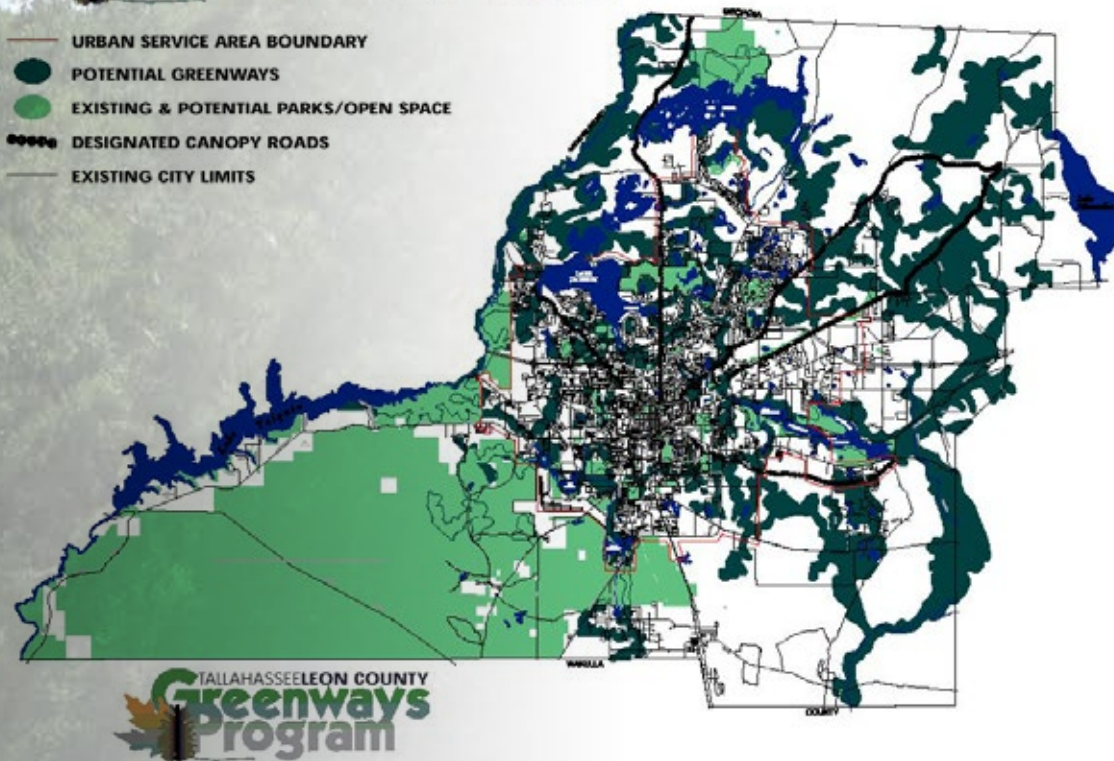


Figure 1: February 1995 Greenways Map

## Original Greenways Map

Environmentally sensitive areas (**ESAs**) are specifically identified and protected by the Tallahassee – Leon County Comprehensive Plan and various City and County land development regulations as Conservation and Preservation areas or features. These include wetlands, waterbodies, watercourses, floodplains, floodways, native and high quality successional forests, significant and severe grades, canopy road protection zones, closed basins, listed species and their habitat, and significant archaeological and historical resources. *(For the purposes of this Plan, the term ESA is used interchangeably with conservation and preservation areas or features.)*

ESAs were first mapped on a county-wide basis in Leon County in 1989, prior to the adoption of the Comprehensive Plan. A team of graduate students working under Helge Swanson, who was Chief of Environmental Permitting at that time, used sources such as United States Geological Survey topographic quadrangle maps, US Fish and Wildlife Service National Wetlands Inventory maps, Federal Emergency Management Agency flood maps, U.S. Soil Conservation Service soils maps, Florida Department of Transportation black and white aerial images, and local knowledge and expertise. This project produced a series of hard-copy maps at a 1:24,000 scale, which were digitized. Beginning in 1997, ESAs in Leon County were remapped to a scale of 1:1,200 using new false-color infrared aerial imagery and state-of-the-art GIS technology and data. The goal of this remapping effort was to map ESA features at a level of accuracy suitable for parcel-specific review and analysis.

Planning Department staff used these and other aerial photographic imagery acquired in 1995 and 2000 to better identify larger-scale vegetative communities of concern such as wetland systems and native and other forest communities to refine the existing target greenway map.

The February 1995 Greenways Map (**Figure 1**) was a concept map showing areas for targeted potential land acquisitions in order to provide a basis for further refinement as per Commission and Board direction. This map was prepared using coarse data and was designed to be as inclusive as possible. Known environmental features (from published map series) were incorporated using hand-drawn buffers, and potential greenway connectors between parks and other large undeveloped lands were delineated with arbitrarily broad lines to make the features visible at presentation scales. The map was presented at the April 1995 commission workshops where staff was directed to proceed with Greenways planning. The Greenways map was the first digitized environmental feature map available to local departments, preceding the digital mapping of ESAs. Specific consideration of these greenway lands was provided in the 1995 revisions to the City's Environmental Management Ordinance.



Centerville Road Sidewalk

# ACCOMPLISHMENTS

The Tallahassee – Leon County Greenways program has been successful by almost any measure. Based on voluntary sales of environmentally sensitive lands using a combination of donations, grants, and other funds, approximately 7,463 acres worth an estimated \$67.3 million (at time of purchase) have been acquired as of early 2013 using \$21.6 million of local funds. (The 502-acre Miccosukee Greenway and the 876-acre J.R. Alford Greenway were acquired fee simple by the State of Florida. These greenways are presently managed by Leon County using a combination of State and local funds.) Elected and appointed officials and staff for the City of Tallahassee and Leon County, and Blueprint 2000, along with the State of Florida, the U.S. Government, and private individuals, institutions, and programs, have all designated or contributed funds, time, and a continuing commitment to purchase, secure, and manage conservation lands for the public.

Many of these lands have been acquired through the Blueprint 2000 program. Guided by the local Blueprint 2000 and Beyond report that outlined broad greenway, road, and stormwater facilities planning objectives and locations, Blueprint and Planning staff have acquired lands for stormwater treatment and flood storage, greenspace and recreation, habitat management, and public access in varying degrees, consistent with the holistic, multi-objective goals of Blueprint 2000.

Although the proceeds from the extra penny sales tax did not fully meet local economic projections due to national and state economic conditions, many greenway and trail projects have been completed, and several more projects are underway. Major floodway and greenway projects completed or underway include:

- Franklin Blvd. Reconstruction, Cascades Park and St. Augustine Branch Reconstruction (Capital Cascade Greenway)
- Selected floodplains east and west of Capital Circle NW (Delta Industrial, Martha Wellman Park, and Hollon, Hill, and Zenz properties)
- Eastern Leon County Groundwater and Floodplain Protection (St. Marks Headwaters)
- Fred George Basin Greenway
- Lake Lafayette/Alford Arm (Nusbickel land acquisition project)

Under Blueprint 2000, all stormwater projects include bicycle-pedestrian amenities, native vegetation plantings, and other “people-friendly” features to the greatest extent practical. Martha Wellman Park and the Capital Cascades Park are two outstanding examples of this holistic design philosophy.

Although several local greenway acquisitions have not yet been opened to the public, pending funding for improvements such as parking areas and trails, several of these projects are currently underway as of early 2013, including the Fred George Basin Greenway and the St. Marks Headwaters Greenway.

The Tallahassee-Leon County Greenway System has also received accolades over its project life. The system was proclaimed one of the 150 Florida Greenways by Governor Chiles in June 1995, and the Lafayette Heritage Trail, the Cascade/Myers Park Greenway, and the Phipps/Overstreet/Maclay Greenway were proclaimed individually by the Governor during his administration. 1000 Friends of Florida also gave its “Florida Greenway” award to the Tallahassee-Leon County Greenway System in March 1996.

**Table 2** summarizes the land acquisition program since its inception, including projects, acreage acquired, and funds provided by jurisdiction. **Figure 2** shows all land acquisitions undertaken through or added to the local greenways program since 1992, and **Figure 3** shows all conservation areas in Leon County.



Lake Munson

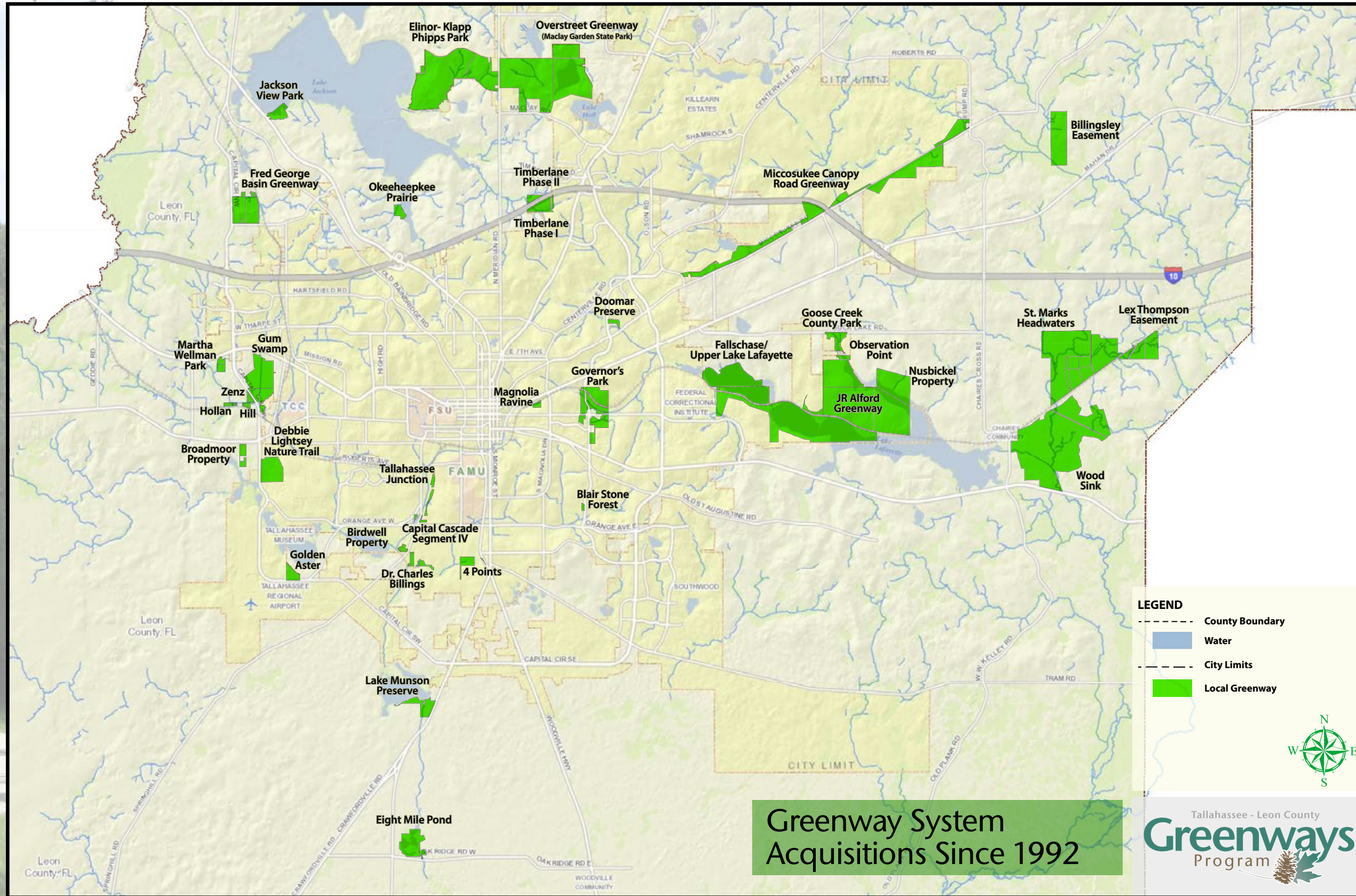
**Table 2.** Tallahassee-Leon County Greenways Acquisitions since 1992.<sup>2</sup>

PROJECT NAME	YEAR ACQ.	ACRES	CITY FUNDS	COUNTY FUNDS	BLUEPRINT2000 FUNDS	STATE FUNDS	FEDERAL FUNDS	DONATION VALUE	TOTAL PROJECT COST
Elinor Klapp Phipps	1992	670	\$935,500	\$0	\$0	\$2,900,000	\$0	\$0	\$3,835,500
Overstreet (Maclay Gardens State Park Addition)	1992	858	\$865,000	\$0	\$0	\$4,400,000	\$0	\$0	\$5,265,000
4-Points	1993	27	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$200,000
Block-Stearns	1995	17	\$100,000	\$0	\$0	\$0	\$100,000	\$0	\$200,000
Doomar Preserve	1995	12	\$55,000	\$0	\$0	\$0	\$0	\$0	\$55,000
Piney Z	1996	778	\$500,000	\$0	\$0	\$1,750,000	\$0	\$1,000,000	\$3,250,000
Gum Swamp1	1996	216	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Smith/Myers (Governor's Park)	1996	195	\$500,000	\$0	\$0	\$4,000,000	\$0	\$3,000,000	\$7,500,000
Miccosukee Greenway	1998	502	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Lake Munson Preserve (Gil Waters County Park)	1998	62	\$0	\$348,500	\$0	\$176,500	\$0	\$0	\$525,000
Golden Aster Preserve	1998	30	\$783,000	\$0	\$0	\$0	\$0	\$0	\$783,000
Blair Stone Forest	1998	4	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Okeeheepkee Prairie	1999	32	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$300,000
J.R. Alford Greenway	2000	876	\$0	\$0	\$0	\$5,042,000	\$0	\$0	\$5,042,000
Timberlane Ravine (Phase I)	2001	58	\$735,760	\$0	\$0	\$364,240	\$0	\$0	\$1,100,000
Jackson View	2001	43	\$0	\$2,400,000	\$0	\$2,000,000	\$0	\$0	\$4,400,000
St. Marks Headwaters (Booth I)	2002	426	\$0	\$0	\$539,000	\$1,617,000	\$0	\$0	\$2,156,000
Magnolia Ravine	2004	8	\$709,200	\$0	\$0	\$472,800	\$0	\$0	\$1,182,000
Tallahassee Junction	2004	19	\$493,800	\$0	\$0	\$329,200	\$0	\$0	\$823,000
Copeland Sink	2005	168	\$0	\$0	\$751,350	\$671,350	\$0	\$0	\$1,422,700
Delta Industrial (Debbie Lightsey Nature Trail)	2006	113	\$0	\$0	\$3,700,000	\$0	\$0	\$0	\$3,700,000
Fallschase Open Space (Upper Lake Lafayette)	2006	200	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Lex Thompson (easement)	2006	133	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Timberlane Ravine (Phase II)	2007	16	\$227,602	\$0	\$0	\$151,735	\$0	\$0	\$379,337
St. Marks Headwaters (Booth II)	2007	160	\$0	\$0	\$610,190	\$915,285	\$0	\$0	\$1,525,475
Capital Cascade (Segment IV)	2007/2008	7	\$0	\$0	\$335,296	\$334,296	\$0	\$0	\$669,592
Martha Wellman Park	2008	23	\$0	\$0	\$0	\$4,850,000	\$0	\$0	\$4,850,000
Dr. Charles Billings	2008	24	\$174,867	\$0	\$0	\$174,867	\$0	\$0	\$349,734
Hollon Property	2008	10	\$0	\$0	\$688,600	\$0	\$0	\$0	\$688,600
Wood Sink	2009	1063	\$0	\$0	\$0	\$4,999,500	\$0	\$0	\$4,999,500
Billingsley Property (easement)	2009	192	\$0	\$0	\$440,000	\$440,000	\$0	\$0	\$880,000
Hill Property	2009	9	\$0	\$0	\$1,373,700	\$0	\$0	\$0	\$1,373,700
Zenz Property	2009	12	\$0	\$0	\$720,700	\$0	\$0	\$0	\$720,700
Fred George Basin Greenway	2009	161	\$0	\$0	\$1,575,855	\$1,227,855	\$0	\$0	\$2,803,710
Eight Mile Pond	2010	118	\$0	\$0	\$0	\$0	\$0	\$277,700	\$277,700
Birdwell Property	2012	11	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000
Broadmoor Property	2012	27	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
Observation Pointe	2012	13	\$0	\$10,000	\$0	\$0	\$0	\$90,000	\$100,000
Nusbickel	2012	174	\$0	\$0	\$1,480,000	\$0	\$0	\$0	\$1,480,000
<b>TOTALS</b>		<b>7,467</b>	<b>\$6,379,729</b>	<b>\$2,858,500</b>	<b>\$12,214,691</b>	<b>\$40,916,628</b>	<b>\$200,000</b>	<b>\$4,467,700</b>	<b>\$67,776,348</b>

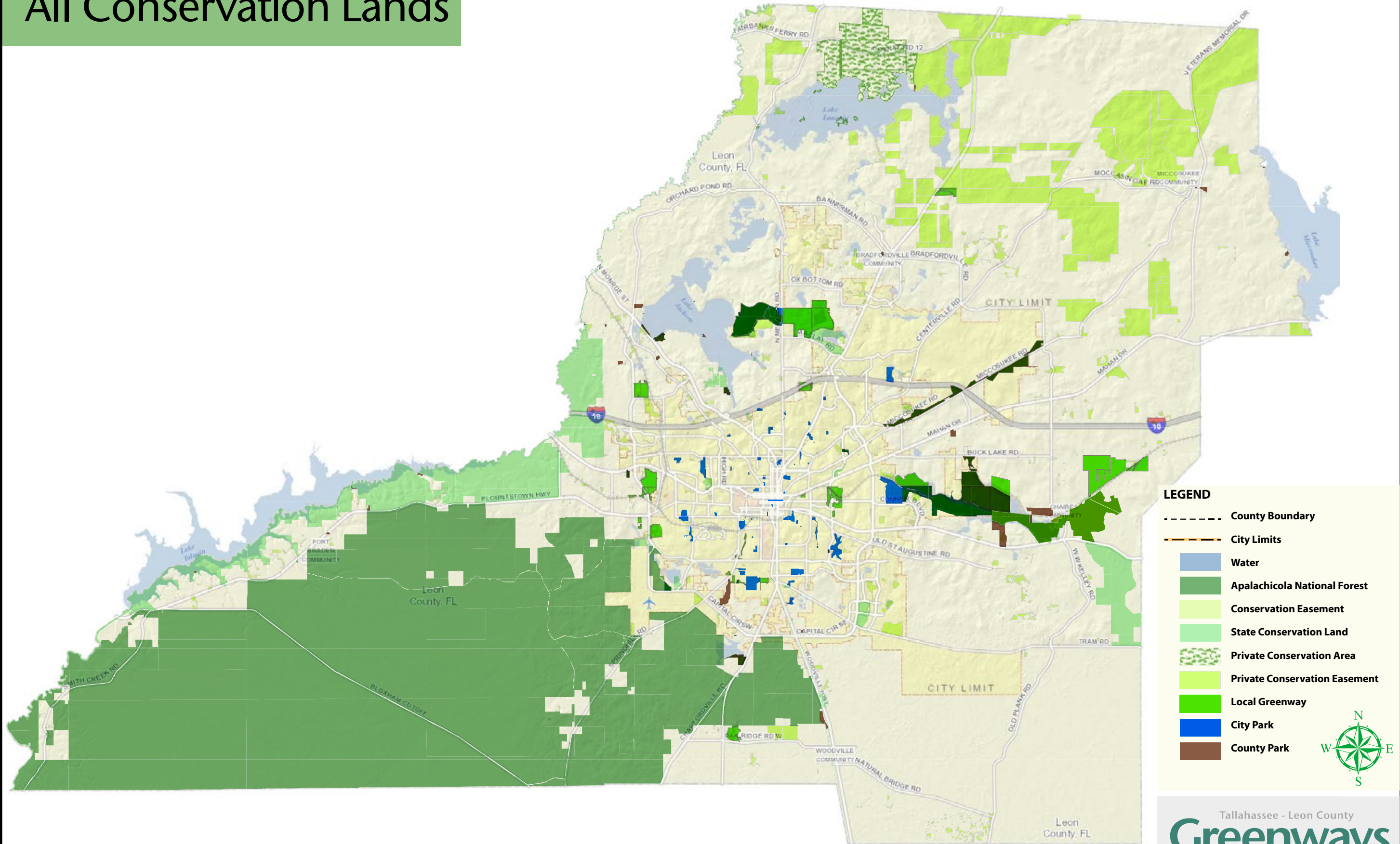
**TOTAL LOCAL GOV'T SHARE**                    **\$22,084,970** (city match + county match + Blueprint )  
**TOTAL NON-LOCAL SHARE**                **\$45,691,387** (state match + federal + owner donation)  
**LEVERAGE RATIO**                                **2.1** (total non-local share/total local share)

<sup>2</sup> Cost figures reflect land values only at time of purchase, and do not include land acquisition costs (e.g., surveys, appraisals, environmental assessments, etc.).

**Figure 2:** Greenway Acquisitions Since 1992.



# All Conservation Lands



**LEGEND**

- County Boundary
- City Limits
- Water
- Apalachicola National Forest
- Conservation Easement
- State Conservation Land
- Private Conservation Area
- Private Conservation Easement
- Local Greenway
- City Park
- County Park

# DEFINITIONS

## Types of Greenways

### Conservation Lands

Leon County has a large number and type of conservation lands. Table 3 indicates conservation areas by name/type, ownership, and acreage. The total area of Leon County is 449,667 acres, or 702.6 square miles. Excluding Lake Talquin, Lake Miccosukee, and other major lakes, Leon County has a land base of 432,115 acres, or 675.2 square miles. Protected areas comprise approximately 40 percent of the county, and encompass broad riparian areas, floodplains, floodways, wetlands, and selected uplands. These include state and national forests, state wildlife management areas, state parks and greenways, city and county parks and greenways, and a variety of public and private conservation easements. Approximately 3,870 acres north of Lake Iamonia are under ownership as a non-profit nature reserve by the Tall Timbers Research Station (TTRS). Most of these areas are open to the public. However, private lands and the TTRS reserve are not open to the public except under strictly limited conditions.

**Table 3:** Existing Open Space/Conservation Areas in Leon County by Owner and Acreage

Owner	Acreage	Percent of Total County Land Area
U.S. Government (Apalachicola National Forest)	105,311	23.4
Parks and Other Recreational or Conservation Areas (includes sovereign lands) - State of Florida	44,916	10.0
Parks - Leon County	2,213	0.5
Parks - City of Tallahassee	2,893	0.6
Greenways not currently open to public - City	325	0.1
Greenways not currently open to public - County	1,817	0.4
Greenways not currently open to public - Blueprint	182	0.0
Non-profit/Private	3,907	0.9
Conservation Easements – City	1,911	0.4
Conservation Easements – County	3,371	0.8
Conservation Easements – State of Florida	261	0.1
Conservation Easements – HOA	113	0.0
Conservation Easements – Private	9,154	2.0
<b>Total</b>	<b>176,374</b>	<b>39.3</b>

The original Greenways Master Plan identified environmentally sensitive “target areas” potentially eligible for full or partial acquisition, as well as major “hubs” of readily accessible public open space within the Urban Services Area. These hubs, which are major existing destination greenways or parks, include the Elinor Klapp - Phipps Park, the Alfred B. Maclay Gardens State Park, Tom Brown Park, the Lafayette Heritage Trail, the J.R. Alford Greenway, the Miccosukee Canopy Road Greenway, the L. Kirk Edwards Wildlife and



Stabilized Natural Surface Trail

Environmental Area (WMA), the Daniel B. Chaires County Park, the Apalachee Regional Park, and Lake Lafayette. The Miccosukee Greenway adds another 503 acres to the Greenway system. The 2004 Plan also identified a system of approximately 85 miles of “conceptual greenway trail corridors” that were intended to help connect greenways, parks, and other public access conservation areas. The updated Plan identifies approximately 150 miles of proposed greenway trail with proposed improvements such as bridges, boardwalks, road crossings, trail surfaces, and other features intended to address accessibility, safety, and general ability to be permitted.

Given the success of the 2004 plan which has helped create an abundance of conservation lands in Leon County, including publicly accessible greenways, forests, parks, and other areas, the emphasis in this updated Plan has shifted towards connecting these areas to residential and other areas of the community to the maximum extent possible, while still identifying several areas for potential acquisition. Thousands of acres of developable private lands and buildable parcels remain in Leon County and the City of Tallahassee, particularly within the locally adopted Urban Services Area.

### Canopy Roads

Approximately 78 miles of canopy roads are located within Leon County. Canopy roads are generally identified as historical roads that have distinct tree canopies and mostly rural or undeveloped scenic views in most places. The protection of canopy roads is a community value. As such, they are protected by ordinance, which minimizes tree removal within 100 feet of the centerline of the segment of the canopy road.

Although considered part of the local greenway program, most canopy roads are characterized as having narrow vehicular travel lanes, minimal paved shoulders, few sidewalks, and clayey banks and channels for stormwater. The provision of bicycle and pedestrian facilities along canopy roads must be balanced against the protection of canopy roads. Towards such a balance, the Tallahassee – Leon County Comprehensive Plan allows linear infrastructure such as sidewalk and trails along in canopy road protection zones where appropriate.

### Easements

An easement is a right of use over the property of another. There are many difference kinds of easements, including access, conservation, drainage, sewer, sidewalk, and others. A “conservation easement” (also known as a conservation restriction) is a legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values. It allows landowners to continue to own and use their land, and they can also sell it or pass it on to heirs.

Conservation easements protect open space and other environmentally sensitive areas. Many conservation easements are owned by local and state government, homeowner’s associations, and private owners, some of whom are non-profit organizations, while others are private landowners. Tallahassee-Leon County GIS has mapped all local government easements and many private easements recorded by.

The Tall Timbers Land Conservancy holds 74 private conservation easements totaling approximately 25,000 acres scattered across the northern portion of Leon County as of January 2013. There is no public access for property and

easements held by TTRS, with the exception of the Henry Beadle House and associated nearby buildings for limited events.

As of early 2013, there are another 803 public and private conservation easements comprising approximately 7,043 acres in Leon County recorded by the Leon County Property Appraiser’s Office. Easements owned by local government are usually obtained as a condition of subdivision or site development. These easements, usually obtained under the “natural area set-aside” provisions of the City’s and County’s land development regulations, are intended to provide open space in the urban area and to protect environmentally sensitive features protected by the Comprehensive Plan. Others may protect listed species habitat.

Local government should continue to acquire conservation easements where necessary and appropriate for environmentally sensitive areas. The management of such areas will be negotiated on a case by case basis, and it may be possible to acquire easements as a substitute for “fee in lieu” or similar environmental mitigation situations. Conservation easements should be utilized for areas where public access would be difficult or expensive to provide, where private landowners do not want public access, or where there are no appropriate areas for trails or other passive recreation amenities. Conservation easements should be prioritized for floodprone areas where structures or other development is restricted, and they should be targeted to such areas that are part of larger drainage systems, including areas that drain into waterbodies such as the Ochlockonee and St. Marks rivers, or lakes Iamonia, Jackson, Lafayette, Bradford, Munson, and others.

Conservation and utility easements may be incorporated into the Greenway system, especially if public access is provided within the latter. Utility easements are linear corridors acquired for the installation and maintenance of public infrastructure such as gas lines, overhead power lines, sewer, and stormwater drainage. Conservation easements, unless specifically allowed, do not automatically provide the public any right of access. However, utility easements traverse the City and County in various directions and lengths, and can offer significant opportunities for greenway trails. However, utility easements must connect destinations in order to be usable as public-access greenway corridors, they must be of sufficient size to locate trails, and they must be amenable to public access.

As of early 2013, there are 3,422 recorded utility easements in Leon County. Most of these are owned by local government, but some are owned by private or non-profit organizations such as the Talquin Electric Cooperative, homeowner’s associations, or other landowners. Allowing public access and use of existing utility, conservation, and other easements will require either rewriting the legal terms of the existing easement, or negotiating a trail easement from the property owner or owners. Public access recreational trails easements can be acquired for private lands, and a model trail easement has been developed by the City of Tallahassee’s Attorney’s Office. This model easement utilizes the provisions of Section 375.251, Florida Statutes, which states that a landowner or lessee who provides public access to his or her land for outdoor recreational purposes is not required to keep that area safe for entry or use by others, or warn anyone entering or going on that area of any hazardous conditions, structures, or activities on the area. This statute also relieves the landowner or lessee of any liability or responsibility for any injury to persons or property caused by the act or omission of a person who goes on the area.

A copy of the City’s model recreational trail easement is included in this Plan as **Appendix 1**.



### Utility Corridors

Utilities corridor, natural gas and electric lines in particular, have significant potential for inclusion within the Greenways system. These linear corridors are generally kept open and are between 30 and 150 feet wide, which facilitates trail siting. Common criteria for trails within these corridors include restricting the placement of a permanent structure such as a building or the planting of large trees, restricting unauthorized vehicular access, and establishing clear maintenance responsibilities.

Some utility corridors are owned outright by local or state government, but some exist as easements only on private land. Although some corridors established by easements may have fencing, gardens, water bodies, or other natural or man-made obstructions, most of these corridors are mostly clear and frequently cross major roads, and have existing dirt maintenance roads that are already used by the public in many areas.

As with the community's drainage easements, utility corridors owned fee simple by local government by bicycles and pedestrians can and should be encouraged where appropriate and feasible. Towards the inclusion of these corridors into the greenways system, all City of Tallahassee- or state-owned utility corridors and easements should be evaluated by staff for use as greenway trails and connecting trails. If these corridors or segments thereof are determined to be appropriate candidates for inclusion, but exist as private lands, public access trail easements should be pursued for these corridors where appropriate and feasible.

### Trails and Connectivity

Publicly owned greenways are protected areas open to the public for passive or resource-based recreation and nature study. Trails are an essential component of the greenway system, and are best designed and managed within an integrated system of trails, trailheads, and related amenities. Trail users include walkers/hikers, runners, birdwatchers, bicyclists, rollerbladers, and equestrians. Trails are found within greenways, and they are also intended to provide access to greenways and parks from residential and other areas.

Trails can be single-use or multi-use, and can have soft (e.g., dirt or gravel) or hard surfaces (e.g., crushed stone or pavement). Other facilities may include bridges, signage, bathrooms, fencing, benches, trash cans, bike racks, emergency telephones, parking areas, dog walking areas, etc. Many of these facilities will be found at trailhead locations as part of established greenways. A complete description of facilities types and their development, management, and use is included elsewhere in this plan.

### Types of Greenway Trails

There are different types of greenway trails and their treads or surfaces. The width, type of surface, and placement of trails should be appropriate to where they are located, and the expected type and volume of use. Trails should avoid steep slopes, wetlands, or other environmentally sensitive areas, and should be designed for safety and low maintenance and to maximize aesthetic values where they exist.

### Shared Use Natural Surface Trails

These trails are intended for use by low impact user groups such as hikers, joggers, equestrians and/or off-road bicyclists. They are also appropriate for corridors containing environmentally sensitive features such as floodprone areas or canopy road zones that would normally limit the extent of greenway facility development. They are also appropriate for areas that don't expect to have constant use. Examples of these kinds of trails are found in the Alfred B. Maclay Gardens State Park, Klapp – Phipps – Overstreet Greenway,



Shared Use Natural Surface Trail

Miccosukee Canopy Road Greenway, and the Lafayette Heritage Trail. These trails are nominally 4'-6' wide for single-use trails, or 8'-12' wide for multi or shared-use trails. If erosion is an issue, they can be stabilized mechanically. Trails can utilize existing jeep trails, game trails, firebreaks, utility lines, and other corridors in order to minimize the environmental impact of new trails. Trailhead facilities and other amenities (such as signage and picnic tables) would be limited. Boardwalks would be desirable to cross through wetlands in these areas. Maintenance of these types of trails is relatively minimal.

### Shared Use Hard Surface Trails

These trails are appropriate for greenway corridors located outside of environmentally sensitive areas. They are normally 10'-12' in width, and should be designed with a crowned surface to drain surface water away. Aggregate surface (crushed rock) trails are appropriate for corridors outside the floodplain where anticipated use or a suitable landscape dictates a trail accessible to more various users. These trails are appropriate for higher-volume and impact bicycle, pedestrian, and equestrian users. Wheelchair users and persons with strollers can use these surface trails if they are designed to Americans with Disabilities Act (ADA) standards. The working standard definition is "firm and stable." Horses prefer natural surface trails; so typically, with a shared use facility that accommodates horses, if there is sufficient room, trail manager could establish an adjacent but separate trail with a more natural surface.

Trailhead facilities and other amenities (such as benches, signage and picnic tables) would be developed as needed and where appropriate. While initial costs for natural surface materials are less expensive than hard surface materials, some additional maintenance may be necessary.

### Shared Use Paved Trails

This designation would apply to off-road or on-road corridors where a high level of use is anticipated. Off-road locations may include trails located within frequently flooded areas. These hard surface trails would be paved, and should be designed using standards established by the American Association of State Highway and Transportation Officials (AASHTO) to accommodate several user groups, including walkers, bicyclists, runners, wheelchair users and rollerbladers. A width of ten feet is considered nominal in most locations; however, variations in this may be acceptable (e.g., 8' to 12') given professional judgment and consideration of factors such as high right of way acquisition costs, anticipated use, available funding, and other variables.

Although asphalt is the most common paved surface used for greenway trails, concrete or a similar material or matrix may be preferable for areas experiencing frequent flooding. Trailhead facilities and other amenities (such as lights, benches, and signage) would be developed as needed and where appropriate. Amenities would be more abundant and require more upkeep, and facility use and wear may occur at higher levels. Good design may reduce any safety or maintenance issues.

### On-Road Trails

On-road trails, usually in the form of wide sidewalks with signage indicating the presence of bicyclists and other non-pedestrian users, can be constructed where there is little to no right of way for constructing an off-road trail. These "wide sidewalks" should be a minimum 10' in width if there is sufficient right of way. There should be appropriate signage so that bicyclists understand that they are encouraged to use these trails, but that they have to share them with pedestrians and other users such as skaters, and also so that pedestrians are aware that bicyclists and other users may be expected.



^ Crushed Rock Trail



< Paved Trail

### Water-Based Trails (Blueways)

A blueway or water trail is a water path or trail that is usually developed with launch points, camping locations, and points of interest for canoeists, paddle boarders and kayakers. Blueways are typically developed by state, county or local municipalities to encourage recreation, ecological education and preservation of wildlife resources. A necessary amenity of blueways is a series of signs that provide a map, safety information, liability statements, emergency numbers, and other related information. The designation of a blueway should maximize safety, scenery, and access.

Locally, blueways are trail designations applied to waterway segments or waterbodies that can accommodate canoeing, kayaking and boating, and that provide put-ins and related destinations such as other put-ins, parks, greenways, and other points of interest. Blueways will be designated officially by local government, and state designation by the State of Florida’s Office of Greenways and Trail will be pursued as well. The Florida Paddling Trails Association also offers designation as a Florida Paddling Trails Blueway Community. The Association, in coordination with a participating community, will promote the blueway, help monitor visitation and use, and provide metal signs for the blueway indicating this designation. More information is available at [floridapaddlingtrails.com](http://floridapaddlingtrails.com).

Maintenance issues may include cleaning and/or replacing signs, ensuring stream bank integrity at landings, and ensuring the free flow of streams (including removal of dangerous debris) as necessary. Additional amenities can include providing connecting land trails, parking areas, portable restroom facilities, floating or fixed docks, or cleared shoreline access.

### Equestrian Trails

Public access equestrian trails are increasingly popular in Leon County. The equestrian industry in Tallahassee is well-established, and economically and socially significant. Many residents of Leon County and surrounding counties either work in the equestrian industry or own or rent horses to ride for pleasure. Several private plantations offer equestrian training and competition, and Leon County is the site of an annual national competitive event (the Red Hills International Horse Trials).

Equestrian facilities open to the public are located on publicly owned greenways such as the J.R. Alford Greenway and the Miccosukee Greenway. Others ride at private stables or on trails across private property. Where feasible and compatible, the proposed Greenway Trail System should accommodate equestrian use on selected greenways that have sufficient land area and minimal user conflicts. Trailheads would need to be designed to accommodate horse vans, and should include tie posts and a water source. Management issues would encompass all issues mentioned above, with emphasis on establishment and enforcement of rules and regulations.

### Trailheads

Trailheads are simply where trails begin (or end). Trailheads can be simple or elaborate. Since a number of trails will begin and end in parks, trailhead facilities such as parking areas and bathrooms will already be available. Some trailheads will require only signage, especially those located in remote or lightly developed areas.

All trailheads will have appropriate signage, including the name of the trail, its length, a simple map, and the funding, ownership, and management entity. Where anticipated uses warrant, parking areas, benches, landscaping, waste cans, toilet facilities, and safety and other design features to prevent trail users from entering automotive or other traffic inadvertently, or to prevent unauthorized users from accessing trails, may be provided. Urban trails should include benches, landscaping, waste cans, and safety and other design features such as bollards to prevent trail users from entering automotive or other traffic inadvertently, or to prevent unauthorized users from accessing trails.

Fencing should be provided in areas where trails and trailheads are close to residential units, or where security or safety is an issue. However, the entire trail system cannot nor will not be completely fenced off to prevent or mitigate access. Access will be controlled by landscaping, limited fencing, and other environmental design.

There are a variety of recreational trails on publicly accessible conservation lands in Leon County. A Geographic Information Systems (GIS) dataset, including categories of trails, has been jointly developed by the City of Tallahassee Parks Department and Leon County Public Works Department. The trails have been mapped utilizing Geographic Positioning System (GPS) data where possible. **Table 4** indicates recreational trails by category and total length as of March 2013.

**Table 4:** Existing Trails in Leon County by Category and Length as of May 2013.

Category	Length	Category	Length
Boardwalk	0.3	Shared-use Equestrian	4.6
Garden Path	0.3	Horse (Equestrian) Trail	9.7
Hiking Access Trail	0.4	Hiking Trail	24.9
Fitness Trail	0.7	Mountain Bike/Off-road Bicycle Trail	36.9
Access Road	1.1	Paddle Trail	45.9
Other Trail	1.9	Motorcycle Trail	49.6
Access Trail	2.1	Off-Highway Vehicle (OHV) Trail	62.2
Walking Trail	3.9	Shared-use Trail	115.1
		Total	359.6

# ACTION PLAN

The original edition of the Greenways Master Plan previously identified a number of areas for land acquisition. Many of these areas have been acquired, and are under active management. In fact, both the City of Tallahassee and Leon County currently have a surplus of land in reserve as greenways and parks that await sufficient funds for development of facilities and amenities so that the public can access these areas safely and without impacting the very resources these areas were acquired to protect. Access to current greenways and parks is often dependent on roads and automobiles, which potentially restricts access to those without access to a car.

Therefore, the emphasis of this plan update is to connect via greenway trails existing and planned greenways, parks, trails, and bicycle facilities to residential areas, schools, colleges, and universities, and significant activity and employment centers such as Innovation Park, FSU's Southwest Campus, and the Capital City Office Complex at Southwood.

Towards this end, 29 greenway trail projects have been identified. Each greenway or greenway corridor is described by name, length, area (if applicable), improvements, and estimated cost. For those projects where land or easement acquisition is proposed, the estimated number of property parcels, primary acquisition method (e.g., fee simple vs. less than fee simple), and land acquisition costs are listed. The total number of proposed trails is approximately 139 miles (78 miles within unincorporated Leon County and 61 miles within the City of Tallahassee).

The origins of these projects vary, and are identified in Table 4 . The Leon County Department of Public Works has proposed a number of greenway trails (Projects 1-9) that are designed to be integrated into stormwater management and other similar projects. Several of these projects have been expanded by the Planning Department beyond their original proposals to make additional connections, and the cost estimates have been revised to reflect this. Projects 10-16 were proposed by the City's Parks, Recreation, and Neighborhood Affairs department. The remainder of the projects come from the original Greenways Master Plan, the Regional Mobility Plan, Blueprint 2000, and public input.

For each greenway trail project this Plan proposes, there is a nominal width of 10' or more, a recommended surface, and additional facilities such as trail crossings, bridges, fencing, and other associated amenities. Trail widths and surfaces for instance vary according to estimated use and physical, environmental, legal, and other constraints and opportunities. The experience of the St. Marks Trail in Leon County is worth considering in that when this trail was first constructed, it had an eight-foot width and a paved surface. Over time, the expanded uses and popularity of this trail, along with deterioration of some segments from roots and poor drainage, warranted a rebuilding of the trail to a nominal 12' width. The City of Tallahassee and Leon County may modify the proposed projects, including their alignments, amenities, and other details as necessary and appropriate.

There are a remaining number of parcels that would make valuable additions to the Greenway program, including Grassy Lake (north of Lake Bradford), Black Swamp, and undeveloped environmentally sensitive lands in the east,

north, and southeast parts of the County that have been previously identified by State and local government staff and others. These have been identified in the maps that accompany each proposed project.

## Cost Estimates

Estimating costs is necessary in a plan of this scope, and such estimates must ideally include design, permitting, environmental assessment and mitigation, construction, operation, and maintenance costs. The estimated costs used in this plan are average construction costs, based on information obtained from meetings and interviews with local government staff, recreational industry estimates, and other greenways plans, particularly those used in Florida and the southeastern U.S. These estimated costs will vary based on physical location, commodity pricing (e.g., concrete, fuel), extent of project, state and local environmental and other regulations, jurisdiction, personnel costs, and other variables.

As a rule of thumb, it is also recommended that a 20 percent overhead allowance for engineering, design, and costs be included in any cost estimates associated with the implementation of this Plan. This allowance has been included with each project estimate. All costs will be continually evaluated as projects develop, and the estimates in this Plan may vary accordingly.

Maintenance costs have not been estimated in this Plan because of the high variability and seasonality of these costs. However, anticipated maintenance costs may include:

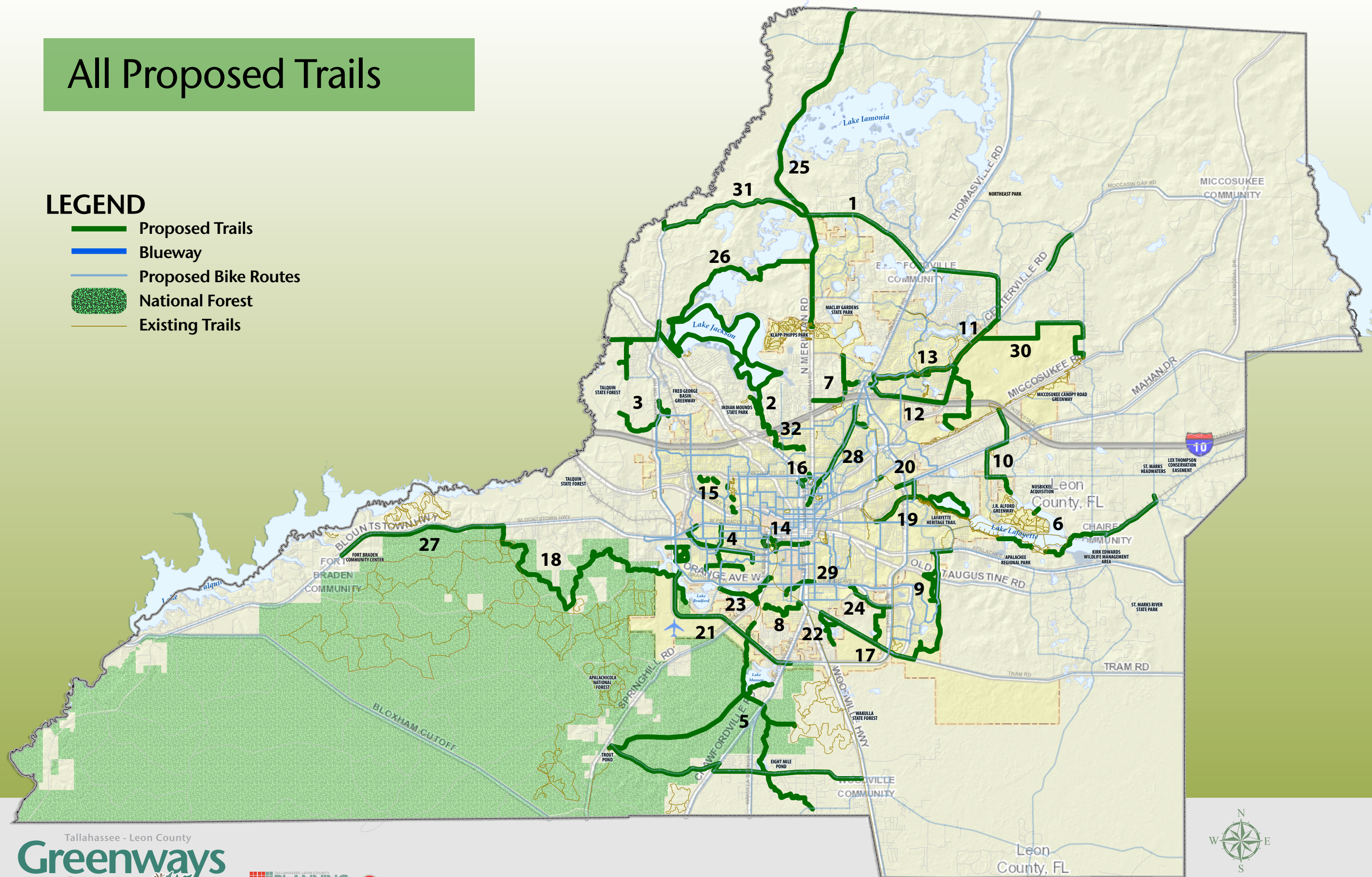
- Mowing of grass, with riding or walk-behind equipment.
- Vegetation control rather than mowing. Includes trimming, cutting and pruning of weeds, vines, brush and trees. Also includes spraying or blowing.
- Safety and Security. Includes all maintenance of gates, bollards, signs, 911 call boxes and fences.
- Removal of trash from park-owned receptacles; pick up/disposal of any trash or debris on a trail or trail edges.
- Any work related to erosion and/or stabilization on a trail. Includes drainage, pavement/pothole repairs, vegetative planning, seeding, etc.
- Any maintenance directly resulting from storm damage. May include cleaning of any debris on a trail, cutting/removal of any downed trees or branches, and removal of leaves or other debris. There may be some overlap of work tasks between storm damage and erosion and stabilization.

Figure 4: Total Proposed Greenways Trail System

# All Proposed Trails

## LEGEND

- Proposed Trails
- Blueway
- Proposed Bike Routes
- National Forest
- Existing Trails



# Project #1: NE Connector Corridor Greenway - Bannerman Trail

The Northeast Connector Corridor Greenway is a component of the Northeast Connector Corridor project. This project encompasses a holistic approach to transportation capacity improvements, regional mobility, provides connectivity to existing and proposed amenities, and enhances the water quality of the Bradfordville area. These connections will use public lands and corridors unless indicated otherwise.

This project has three greenway components:

1. A shared use path connecting Deer Lake road to the north end of Bull Headley Road. This connection provides a bike/ped route from Killearn Lakes and Golden Eagle subdivisions to Bull Headley Park.
2. A portion of the Meridian Greenway Trail shared use path connecting Summerbrooke Drive to the future Orchard Pond toll road. This connection provides a bike/ped route from the Summerbrooke/Ox Bottom area north to Bannerman Road and points west.
3. A multi-use path along the full length of Bannerman Road as part of the proposed widening and other improvements for the roadway, as well as connecting to regional amenities.

The project described here is a multi-use path along the full length of Bannerman Road (Thomasville to Tekesta) as part of the proposed widening of to four lanes of the entire roadway, as well as connecting to regional amenities. The length of this trail is approximately 4.8 miles.

## Existing Improvements

Tekesta Drive is currently designated as a bike route.

## Future Improvements

This project is part of a proposal to widen Bannerman Road between Tekesta Drive and Thomasville Road to four lanes, and to construct sidewalks and stormwater drainage on that portion of Bannerman between Tekesta and Meridian Road. The expanded section would have paved shoulders, provisions for future transit, a center landscaped median, and additional landscaping between the edge of pavement and right of way with gentle swales for water quality enhancements and preservation of the more rural character of the area.

As part of this project, a shared use path would be constructed on the north side of Bannerman Road. This path would help link residential and commercial areas to the Bradfordville Community Center, the Northeast Library, Chiles High School, and the Bull Headley Boat Landing for a comprehensive pedestrian and bicycle network. This project provides interconnectivity for all modes from the proposed Orchard Pond toll road to the west, using the Meridian Road Greenway Trail and existing bike and sidewalk networks on Thomasville Road and Velda Dairy Road to the east. This will allow regional travel for bicycles and pedestrians and provide an efficient connection between the Northeast to the Northwest with interconnection to existing pedestrian and bike networks.

The western terminus of this proposed path would be the intersection of Bannerman and Meridian roads. This is also the planned eastern terminus of a proposed five-mile toll road roughly paralleling Orchard Pond Road that would connect Meridian Road and Old Bainbridge Road. This proposed road includes two paved 12-foot traffic lanes, paved five-foot bike lanes, and an adjacent walking-jogging-biking trail. Landscaping would be included, along with several

wildlife crossings, and features to reduce stormwater runoff into adjacent lakes that discharge into Lake Jackson. This toll road and associated greenway would provide a shortened route to the Tallahassee Regional Airport and the northwest side of Tallahassee for those living in the city's extreme northeast area. Construction of this project may begin in 2012 or 2013, and would take approximately 1.5 years to build.

If the proposed Bannerman Trail is constructed on the north side of the Bannerman Road alignment, it will provide connections to several large residential subdivisions, including Killearn Lakes and Golden Eagle. A signalized crossing of Bannerman at Preservation Road will allow residents in Ox Bottom and Summerbrooke to access this path. At least 13 standard trail road crossings will be necessary if the north side is selected as the preferred alternative alignment.

According to the Federal Highway Administration, the estimated construction cost of one mile of 10-foot-wide asphalt paved path with signs, minor drainage, and limited urban road crossings is approximately \$250,000 per mile. This is also consistent with the Florida Department of Transportation estimates for similar paths. A 12' path, being 20 percent wider, is estimated to cost approximately \$300,000/mile.

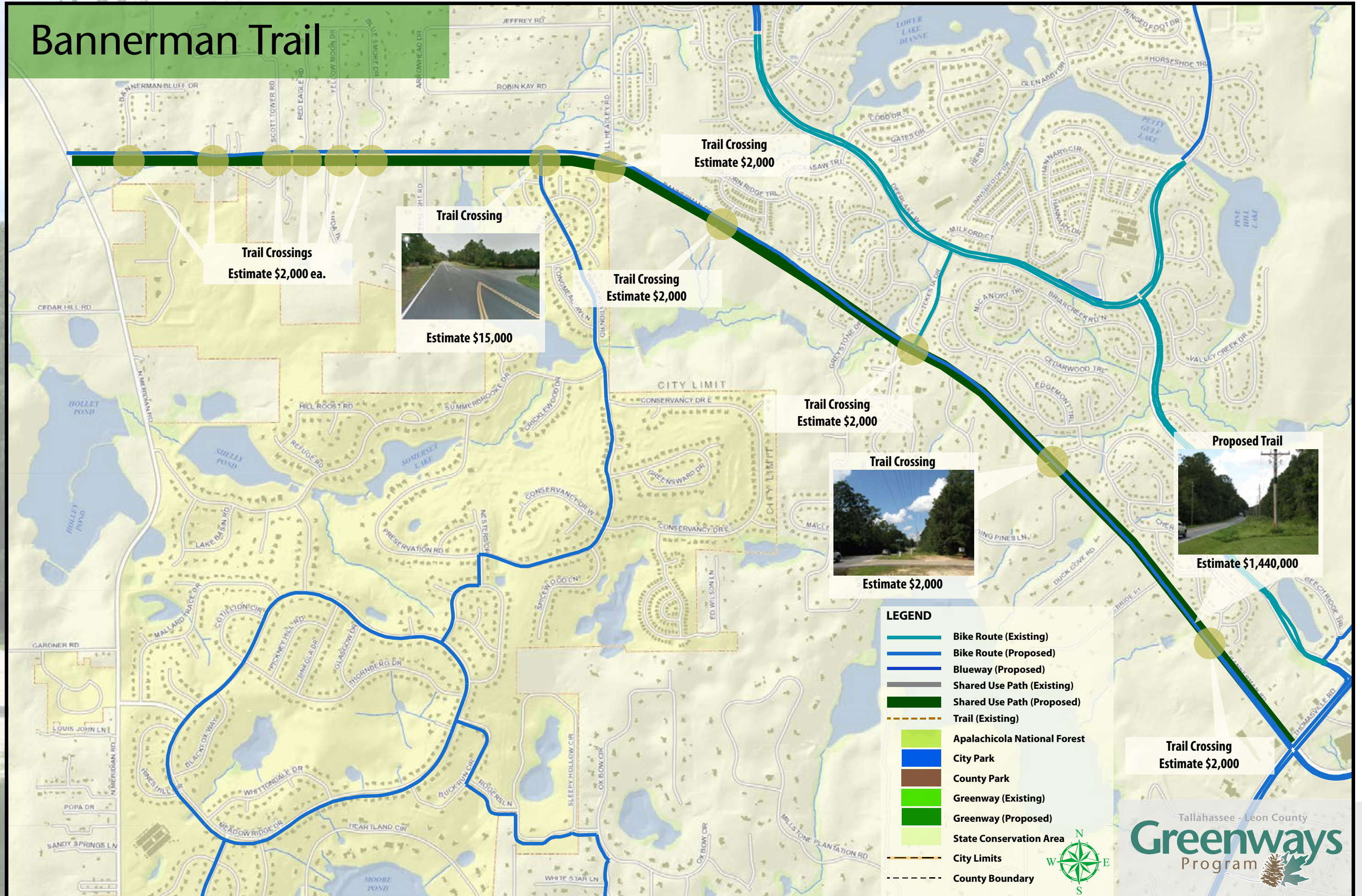
A recent Planning Development and Environment Study (PD&E study) for the Bannerman Road improvement project estimates the cost for the paved trail west of Tekesta to Meridian Road at \$15.5 million. The majority of this cost is land acquisition project.

## Cost Estimates

Estimated costs are summarized as follows:


Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Paved Trail	4.8 miles	1	\$300K/mile for 12' wide pavement	\$1,440,000
Preservation Road Signalized Trail Crossing	n/a	1	\$15K for a signalized intersection	\$15,000
Trail Crossing	n/a	13	Minimum eight signs per crossing @ \$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$26,000
SUBTOTAL	4.8 miles (trail)			\$1,481,000
			20 percent overhead for engineering design and permitting	\$296,200
TOTAL				\$1,777,200

# Bannerman Trail



**Trail Crossings**  
Estimate \$2,000 ea.

**Trail Crossing**



Estimate \$15,000

**Trail Crossing**  
Estimate \$2,000

**Trail Crossing**  
Estimate \$2,000

**Trail Crossing**  
Estimate \$2,000

**Trail Crossing**



Estimate \$2,000

**Proposed Trail**



Estimate \$1,440,000

**Trail Crossing**  
Estimate \$2,000

- LEGEND**
-  Bike Route (Existing)
  -  Bike Route (Proposed)
  -  Blueway (Proposed)
  -  Shared Use Path (Existing)
  -  Shared Use Path (Proposed)
  -  Trail (Existing)
  -  Apalachicola National Forest
  -  City Park
  -  County Park
  -  Greenway (Existing)
  -  Greenway (Proposed)
  -  State Conservation Area
  -  City Limits
  -  County Boundary



# Project #2: Lake Jackson Greenway

The Lake Jackson Greenway is a component of the Lake Jackson Preservation and Mobility Enhancements project. This project encompasses a holistic approach to transportation capacity improvements, regional mobility, provides connectivity to existing and proposed amenities, and enhances the water quality of the Lake Jackson basin. These connections will use public lands and corridors unless indicated otherwise.

The Okeeheepke Trail consists of approximately one-half mile of trail connecting Okeeheepke Prairie County Park and Lake Jackson Mounds Archaeological State Park.

## Existing Improvements

Okeeheepke Prairie County Park is a 26-acre parcel owned and managed by Leon County that is located on the western shore of the Meginnis Arm of Lake Jackson. It is a stormwater pond intended for public access. The Lake Jackson Mounds Archaeological State Park is directly north of this park, and it is owned and managed by the State of Florida.

## Future Improvements

This greenway project includes a shared use path connecting Okeeheepke Prairie County Park and Lake Jackson Mounds Archaeological State Park. This proposed path would be 10' wide minimum and surfaced with crushed limestone rock for durability. The only proposed improvements at this time would include signage and bollards to prevent unauthorized vehicular use. Coordination between the State of Florida and the Leon County would be required to fund and construct this trail.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Hard Surface Trail	0.7 miles	1	\$100K/mile for 10' wide crushed stone	\$70,000
Trailhead	n/a	1	15,000	\$15,000
SUBTOTAL	0.7 mile (trail)			\$91,000
			20 percent overhead for engineering design and permitting	\$18,200
TOTAL				\$109,200



# Lake Jackson Greenway



Lake Jackson Mounds State Park

## Proposed Trail



Estimate \$70,000

## Okeehoopkee Prairie Greenway



### LEGEND

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #3: Northwest Greenway

The Northwest Greenway is a component of the Northwest Connector Corridor project. This corridor project encompasses a holistic approach to transportation capacity improvements, regional mobility, provides connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns.

The Northwest Greenway is a collection of three shared use paths that will provide additional access and connectivity between the North Tract of the Ochlockonee River Wildlife Management Area (WMA), part of the Lake Talquin State Forest, to several existing parks and greenways, and other conservation areas for residents in the northwest part of the urban area of Tallahassee. These connections will use public lands and corridors unless indicated otherwise. These three greenway components include:

1. A shared use path or wide sidewalk is proposed along a portion of Old Bainbridge Road and along Tower Road that will connect the Ochlockonee River Landing at the west end of Tower Road to the County's Tower Road Park and to the J. Lee Vause Park at the northwest corner of Lake Jackson.
2. A shared use path or wide sidewalk is proposed south of the County's Tower Road Park along a utility corridor bordering the east side of the North Tract of the Ochlockonee River WMA. A spur will connect through the WMA to the Cypress Pond water feature. Another spur will connect east to Cypress Circle.
3. A shared use path is proposed to connect the Fred George Basin Greenway, through the Park Place Planned Unit Development (PUD) Deer Lake road to the North Tract of the Ochlockonee River (WMA).

To create complete bicycle and pedestrian connections, this corridor project includes the addition of sidewalks and bike lanes along Tharpe Street between Ocala Road and Capital Circle Northwest that will connect to the existing sidewalks and bike lanes along Capital Circle NW, as well as to scheduled bicycle and pedestrian improvements for a portion of this roadway north of Interstate 10.

## Existing Improvements

The 19,347-acre Lake Talquin State Forest, managed by the Florida Forest Service, comprises ten main tracts of land, along with several smaller tracts. Most of the forest adjoins the Ochlockonee River and Lake Talquin, the body of water that gives the forest its name. There are nearly 3,000 acres of the Lake Talquin State Forest in western Leon County near Tallahassee. The Ochlockonee River Wildlife Management Area is comprised of two tracts of land, one north of Interstate 10 and the other south. They are part of the Lake Talquin State Forest.

The Fred George Basin Greenway is 161 acres in size, and was acquired as four adjacent tracts in 2009.

The Tower Road park and the Ochlockonee River Landing are owned by Leon County and managed by the County's Division of Parks and Recreation. The Tower Road Park is 5.4 acres in size.

## Future Improvements

### Tower Road Trail

The Tower Road Trail as proposed is a 1.9 mile long shared use path with a 10' wide crushed stone surface. It is intended to connect the intersection of Old Bainbridge Road and U.S. Highway 27 south to Tower Road, and then west to the Tower Road County Park west to the Ochlockonee River Landing at the west end of Tower Road. This trail will parallel Old Bainbridge Road and Tower Road within the right of way to reduce any necessary road crossings. It will require at least three trail crossings of roadways.

### Cypress Pond Trail

The Cypress Pond Trail as proposed is a 1.7 mile long shared use path with a 10' wide crushed stone surface. It is intended to connect the Tower Road County Park south to Stoneler Road, with a spur to the Cypress Pond landing within the North Tract of the Ochlockonee River Wildlife Management Area. Another spur to an existing County stormwater pond on Cypress Circle will provide access to the North Tract from the Autumn Woods subdivision.

This trail will run within a City of Tallahassee utility corridor to the WMA. A trail easement will be required for approximately 1,200' of this trail. The remaining portion of trail within the utility corridor is on property belonging to the State of Florida. Another approximately 1,300' of trail will be required to connect to the Cypress Pond landing within the WMA. This connection will require coordination with the state Florida Forest Service.

# Northwest Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

**Place Park Trail**

The Place Park Trail as proposed is a two-mile long, crushed rock shared use path intended to connect the Fred George Basin Greenway, west to a 10-acre proposed County park on the north side of Interstate 10, and then further west to the North Tract of the Ochlockonee River Wildlife Management Area.

A trail crossing will be required at the intersection of Capital Circle NW and Fred George Road, but there is a traffic signal at this location.

The trail will run south on the west side of Capital Circle to the Park Place development, which is currently exists as a Planned Unit Development (PUD). It will then run to the western boundary of this PUD, and then turn north to connect to the North Tract of the Ochlockonee River Wildlife Management Area. Approximately 1,500' of this trail will connect to the WMA via an existing City of Tallahassee utility corridor, which will require obtaining trail easements from at least four private property owners. Another approximately 1,400' of trail will be required to connect to the existing road network within the WMA. This connection will require coordination with the state Florida Forest Service. These last two trail segments may be constructed as a crushed stone trail to minimize any environmental impacts, and to provide a trail tread or surface appropriate for equestrians and other users.

**Estimated Costs**

Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Park Place Trail	10' Paved Trail	2.0 miles	1	\$250K/mile for 10' wide pavement	\$500,000
Fred George Basin Greenway Spur	10' Crushed Stone Trail	0.8 mile	1	\$100K/mile for 10' wide crushed stone	\$80,000
Cypress Pond Trail	10' Crushed Stone Trail	1.7 miles	1	\$100K/mile for 10' wide crushed stone	\$170,000
Tower Road Trail	10' Crushed Stone Trail	1.9 mile	1	\$100K/mile for 10' wide crushed stone	\$190,000
Tower Road Trail	Pedestrian Signals	n/a	1	\$200,000	\$200,000
various	Trail Road Crossings	n/a	7	Minimum eight signs per crossing @\$100/ per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$14,000
	SUBTOTAL	6.4 miles(trail)			\$1,154,000
				20 percent overhead for engineering design and permitting	\$230,800
	TOTAL				\$1,384,800

# Northwest Greenway #2

**Easement Acquisition Target Area**



Estimate \$2,000

**Trail Crossing**



**Trail Crossing**



Estimate \$1,000

**Proposed Park Place Trail**  
Estimate \$500,000

**Proposed Trail**



Estimate \$675,000

**Park Place Recreation Area**

**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #4: University Greenway

## Description

The University Greenway is a component of the Westside Student Corridor Enhancement project. This enhancement project encompasses a holistic approach to transportation capacity improvements, regional mobility, provides connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns.

The greenway component of this project is intended to enhance mobility through the implementation of the western segment of the Education Quadrant Greenway as identified in the 2004 Greenways Master Plan. The construction of the University Greenway will help link Tallahassee Community College (TCC), Florida State University (FSU), and Florida Agricultural and Mechanical University (FAMU) to Innovation Park, as well as many nearby residential areas. These connections will use public lands and corridors unless indicated otherwise.

The University Greenway is essentially a shared use path between TCC and the east side of FSU's Southwest Campus, with two major spur trails. One spur runs south to Innovation Park through an existing City park, and then connects to another east-west trail that connects Innovation Park to Florida State University's Southwest Campus, including its new intramural field complex. The other spur connects to Pensacola Street along Mabry Street.

## Existing Improvements

The Western Drainage Ditch is a channelized earthen ditch with a maintenance road along its length. This ditch, channelized in the early part of the 20<sup>th</sup> Century in order to control mosquitoes, reduce flooding, and create more developable land in floodprone areas, drains south into Black Swamp and south to Lake Henrietta, and ultimately further south to Eight Mile Pond in the south part of Leon County. An adjacent maintenance road runs along virtually the entire length of this ditch.

The Mabry City Park is a passive-use greenspace area approximately 28 acres in size south of the intersection of Mabry Street and Roberts Avenue. Three earthen stormwater ditches meet just north of this intersection, and then drain south along the east edge of Mabry City Park. The south end of this park is adjacent to the southwestern corner of Innovation Park, a 208-acre research and development incubator park owned and managed by the Leon County Research and Development Authority. Much of the area south, east, and west of Innovation Park is part of the 740-acre FSU Southwestern Campus. This campus includes the FSU Foundation and Research buildings, FAMU-FSU College of Engineering, the Advanced Materials Research building, and two athletic complexes: the Morcom Aquatics Center and Don Veller Golf Course, as well as the WFSU Public Broadcast Center (WFSU-TV and WFSU-FM). In addition, on the north side of this campus is located the National High Magnetic Field Laboratory.

In addition to drainage ditches, open space areas, and state, county, and city-owned lands, there are several large drainage and utility corridors in this part of the urban area of Tallahassee that are owned fee simple by local government. However, there are at least five private properties upon which public access trail easements will need to be acquired.

Pensacola Street between Stadium Drive and Appleyard Drive has been repaved and restriped to include bike lanes.

## Future Improvements

### University Greenway Trail

The University Greenway Trail as proposed is a three-mile long shared use path with a 10' wide paved surface. It is intended to connect TCC to the east side of FSU's Southwest Campus. Its eastern terminus is the intersection of Levy Avenue and Pennell Circle, which is located at the northwest corner of FSU's Alumni Village. Its western terminus is north of Pensacola Street and east of Progress Drive.

This trail also connects to the west end of Stuckey Avenue, which was rebuilt recently by the City of Tallahassee with bike lanes and sidewalks. Stuckey Avenue terminates east at Lake Bradford Road where it becomes Gamble Street as it continues east of Lake Bradford Road. This section of Gamble Street is anticipated to be improved with bicycle lanes and sidewalks as part of the FAMU Way extension. The improvements to Stuckey Avenue and Gamble Street will provide bicycle and pedestrian connections to both the St. Marks Trail and FAMU to the east from the University Greenway Trail.

This trail will be located to the maximum extent with existing City of Tallahassee utility corridors west of Mabry Street. It will be run along Roberts Avenue east of Mabry Street within the right of way, then running south along the west side of Iamonia Street to its intersection with Levy Avenue. A crossing of Levy Avenue will allow access to the trail from residential areas on the south side of Levy.

Related improvements include:

- A minimum of ten trail crossings of streets and railroad tracks;
- Restriping bicycle lanes on two concrete bridges near the intersection of Mabry and Roberts Avenue.
- A bike/ped bridge over a small stormwater drainage channel at the southeast corner of the intersection of Roberts Avenue and Mabry Street;
- Relocation of a fence on the west side of Mabry Street

### **Mabry North Spur**

The Mabry North Spur Trail as proposed is a 0.8 mile long shared use path with a 10' wide paved surface. It is intended to connect the University Greenway Trail north to Pensacola Street. Based on right of way constraints, a 0.1 mile portion of this trail will be a 10' wide concrete sidewalk along the east side of Mabry Street from its intersection with Roberts Avenue. Extending north, the trail will then turn east into an open utility corridor owned fee simple by the City of Tallahassee. North of the intersection of Mabry Street and Belle Vue Way, the trail will remain in the right of way on the east side of Mabry Street.

Approximately 165' of right of way or a trail easement will need to be acquired on the east side of Mabry Street immediately south of its intersection with Pensacola Street.

### **Mabry South Spur**

The Mabry South Spur Trail as proposed is a 0.7 mile long shared use path with a 10' wide crushed stone surface that runs the length of Mabry Park south to Paul Dirac Drive. (Crushed stone is recommended for this trail because most of Mabry Park is within the 100-year flood zone.) It is intended to connect the University Greenway Trail south to an open utility corridor that connects both to the west side of FSU's Southwest Campus and east to Innovation Park.

This trail will parallel a portion of the Western Drainage Ditch, running along an existing dirt maintenance road. Wooden fencing will be required for safety, but the environmental impact will be minimal. All property along this trail is owned by either local or state government.

### **Innovation Park Trail**

The Innovation Park Trail as proposed is a 1.2 mile long shared use path with a 10' wide paved surface. (Pavement is recommended to minimize erosion since the utility corridor is hilly and is expected to have significant use as this area continues to develop.) It is intended to connect Innovation Park to Florida State University's Southwest Campus via the Mabry South Spur.

This trail will be located within an existing open utility corridor owned by the State of Florida and the Leon County Research and Development Authority. It will require one small bike/ped bridge to cross the Western Drainage Channel, and four trail crossings.

This trail will allow FSU students to access the intramural field complex and other parts of the FSU Southwestern Campus by bicycle, and will also provide bicycle and pedestrian access to Innovation Park, the National High Magnetic Field Laboratory, and FSU's Alumni Village graduate student housing complex.



Drainage Channel Maintenance Road

### Estimated Costs

Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
University Greenway Trail	10' Paved Trail	3.0 miles	1	\$250K/mile for 10' wide pavement	\$750,000
Mabry North Spur Trail	10' Paved & Concrete Trail	0.8 mile	1	\$250K/mile for 10' wide pavement and \$250/LF for concrete sidewalk	\$300,000 <sup>4</sup>
Mabry South Spur Trail	10' Crushed Stone Trail	0.7 mile	1	\$100K/mile for 10' wide crushed stone	\$70,000
Innovation Park Trail	10' Paved Trail	1.4 miles	1	\$250K/mile for 10' wide pavement	\$350,000
various	Trail Road Crossings	n/a	16	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$32,000
University Greenway Trail	Boardwalk or Bike/ped Bridge	10' x 25'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk would be approximately \$200/LF.	\$30,000
Mabry South Spur Trail	Boardwalk or Bike/ped Bridge	10 x 60'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk would be approximately \$200/LF.	\$72,000
University Greenway Trail	Fence relocation	100'	1	n/a	\$4,000
Mabry North Spur Trail	Acquire right of way or trail easement	165'	1	n/a	
	<b>SUBTOTAL</b>	<b>5.9 miles (trail)</b>			<b>\$1,614,000</b>
				20 percent overhead for engineering design and permitting	<b>\$322,800</b>
	<b>TOTAL</b>				<b>\$1,936,800</b>

<sup>4</sup> (500' of concrete sidewalk 10' wide = \$125,000) + (0.7mi of paved trail 10' wide = \$175,000) = \$300,000.





# Project #5: Pine Flats Greenway

## Description

The Pine Flats Greenway is a collection of seven interconnected trails that provide regional mobility and connectivity between the urban area of Tallahassee and the Woodville rural community to existing parks and conservation areas, including Lake Henrietta, Lake Munson, the Lake Munson Preserve Park, the Georgia-Florida-Alabama (GFA) Trail, the Apalachicola National Forest (ANF), the Munson Hills Off-Road Bike Trail, and the County's Eight Mile Pond land acquisition. These connections will use public lands and corridors unless indicated otherwise.

The seven trails include:

1. A shared use path running south from Lake Henrietta around the southwest part of Lake Munson to Crawfordville Highway, and further south through the Apalachicola National Forest to the County's Eight Mile Pond land acquisition.
2. A spur trail to the Gil A. Waters Lake Munson Preserve Park.
3. A spur trail to the Munson Hills Off-Road Bike Trail.
4. A shared use path between Lake Munson and Trout Pond, which is at the head of the 2.4 mile GFA Trail.
5. A shared use path between Trout Pond and Crawfordville Highway along L.L. Wallace Road.
6. A shared use path paralleling Oak Ridge Road.
7. A shared use path extending south from Oak Ridge Road to Sunflower Road.

New trails partially or wholly located on U.S. Forest Service (USFS) property (Apalachicola National Forest) will be constructed, managed, and maintained in coordination with the USFS.

## Existing Improvements

The County's Lake Henrietta Park is a stormwater facility with a 1.2 mile 10' wide shared use path that encircles the lake. A bike/ped bridge and connector trail leads east to the City's Silver Lake Park on North Ridge Road

Lake Munson is a shallow reservoir on the southeast side of Tallahassee. Lake Henrietta drains into Lake Munson. Historically known as Munson's Mill Pond as early as the 1840s, a permanent dam was constructed in 1950. From 1934 to 1984, Lake Munson received outflow from the Tallahassee waste water system. In 1982 the Florida Department of Environmental Protection classifying the lake as hypereutrophic and as the seventh most degraded lake in Florida.

As of 2012, the lake no longer receives sewage effluent. Cypress and willow trees line the lake, and egrets, Wood Storks, and Limpkin are often found foraging along the shoreline. Bass fishing is a local activity in the lake, and a boat ramp is provided at the Gil A. Waters Lake Munson Preserve Park.

The Georgia-Florida-Alabama (GFA) Trail is a proposed trail that would connect Tallahassee to Carrabelle, Florida through the Apalachicola National Forest. A 2.4 mile paved segment of the GFA has been constructed by the U.S. Forest Service (USFS), and the trailhead for this segment is located at Trout Pond just off Springhill Road south of the Tallahassee urban area.

The Munson Hills Off-Road Bike Trail is a 7.5 mile singletrack off-road bicycle trail system that is located on the ANF and managed by the USFS. It is currently accessible from the St. Marks Historical Rail Trail (also known locally as the St. Marks Trail).

The Eight Mile Pond property is a recent County land acquisition that is intended to become a park. This property, which receives stormwater runoff from Lake Munson, was purchased and dedicated to the County by Florida Gas Transmission Company, LLC for environmental mitigation.

## Future Improvements

### Pine Flats Trail

The Pine Flats Trail is a 5.8 mile long shared use path with a 10' wide stabilized<sup>3</sup> natural surface. It is intended to connect the Lake Henrietta County Park south to the future Eight Mile Pond County Park via Lake Munson and Rivers Road. This trail will utilize an existing maintenance road along a drainage channel that empties into Lake Munson, as well as an existing USFS trail on the west side of Lake Munson. The segment along Rivers Road, which is a low-traffic local road of substandard width, will require a stabilized shoulder for bicyclists and pedestrians.

A new trail will be required from Crawfordville Highway south to Eight Mile Pond along the existing drainage channel, and if this trail is routed on the west side of the channel, at least three boardwalks or bike/ped bridges will be necessary. These will need to have a minimum width of 10'.

### Lake Munson Spur Trail

The Lake Munson Spur Trail is a 1.2 miles long shared use path with a 10' wide stabilized natural surface that follows the south shore of Lake Munson from a trailhead at the west end of Rivers Road east to the Gil A. Waters Lake Munson Preserve Park. Depending on the exact alignment, a segment in the southwest corner of Lake Munson shoreline may require a 1,000' long boardwalk. The trail will be located on USFS and County property.

### Munson Hills Spur Trail

The Munson Hills Spur Trail is a 0.8 miles long singletrack bicycle trail that connects to the Munson Hills Off-Road Bicycle Trail. It will have a stabilized natural surface intended primarily for bicyclists, and will be located on USFS property.

### Trout Pond Trail

The Trout Pond Trail is a five-mile long trail with a 10' wide stabilized natural surface. It is intended to connect a proposed trailhead at the west end of Rivers Road south and west to the U.S. Forest Service's Trout Pond recreational area. This area is also the trailhead for the existing 2.5 mile GFA Trail that is owned and managed by the USFS. This trail will be located on USFS property.

<sup>3</sup> A stabilized natural surface trail has a soil surface that is mechanically stabilized for recreational users. It is recommended for environmentally sensitive areas where an impervious surface would not be permitted, or where mitigation measures would be cost-prohibitive.

### **L.L. Wallace Road Trail**

The L.L. Wallace Road Trail is a 3.9 mile long stabilized natural surface trail that will be a stabilized shoulder for bicyclists and pedestrians. It is intended to connect Crawfordville Road west to the Trout Pond Recreation Area. L.L. Wallace Road is a County road located within the Apalachicola National Forest and on private property. Because approximately three miles of this trail will traverse USFS property, this project will require coordination between Leon County and the U.S. Forest Service, and, eight or nine private property owners.

### **Oak Ridge Trail**

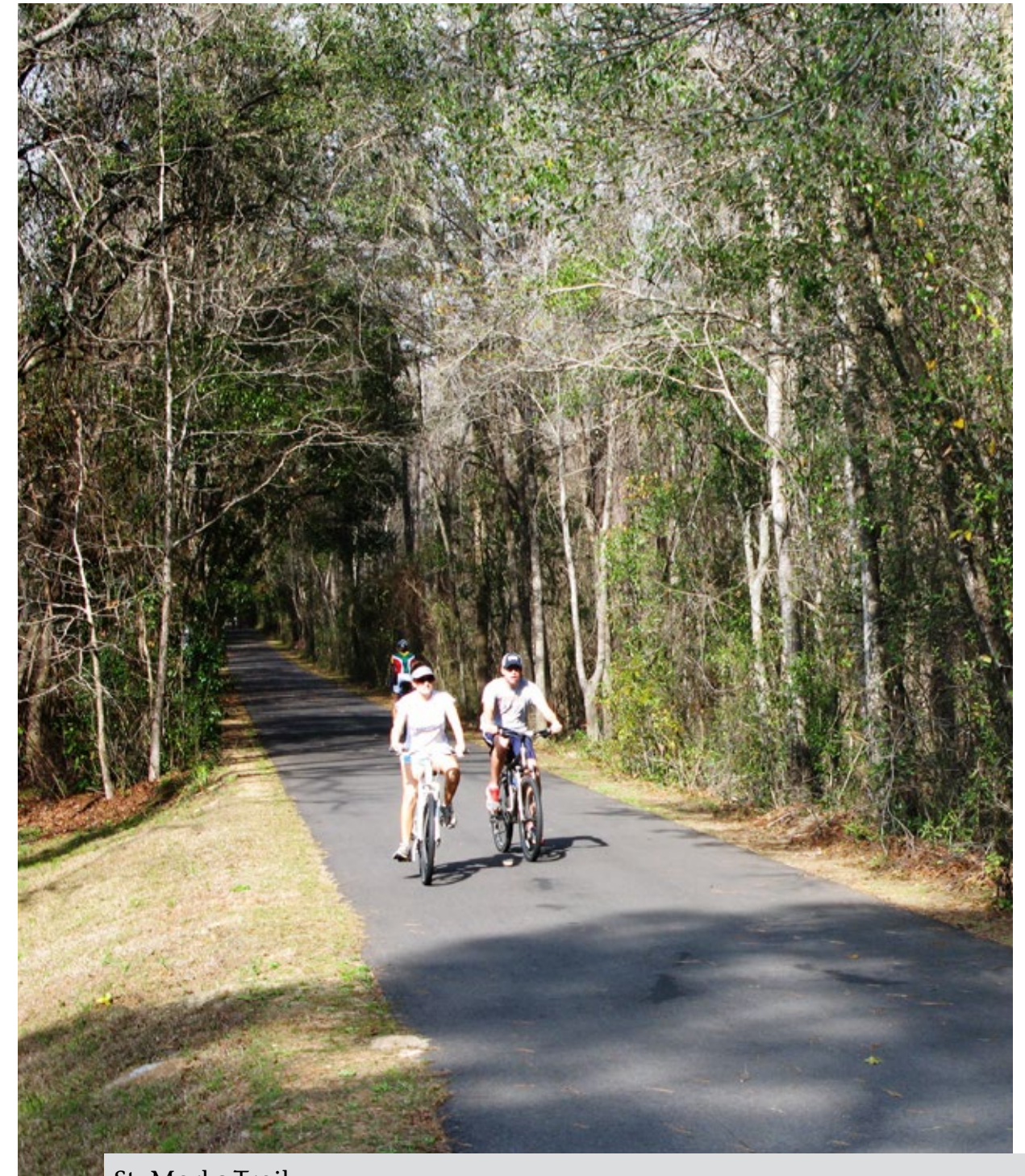
The Oak Ridge Road is a 5.2 mile paved shared use path with a 10' wide stabilized natural surface. It is intended to parallel Oak Ridge Road, which currently has no shoulders, bike lanes, or sidewalks. This trail will give a large number of residential areas a transportation option other than automobiles, and will allow residents to access the Eight Mile Pond County Park, the Apalachicola National Forest, the St. Marks Trail, and the commercial corridor of Woodville.

Leon County Public Works has also proposed a stabilized shoulder for Oak Ridge Road which would make it more accessible to bicyclists, and would increase the safety of vehicles using this road. This project could be an initial phase that would increase usability of this roadway for non-vehicular users, and a shared use trail could be constructed later based on public input and need.

### **Sunflower Trail**

The Sunflower Trail is a 2.5 mile long shared use path with a 10' wide crushed stone surface. The trail will connect the Oak Ridge Trail to Sunflower Road, which is proposed as a bike route. It is intended to parallel a drainage channel and associated wetland system leading south to Ames Sink, and proceed further south through a string of County-owned properties southeast of Ames Sink. This connection will allow residents south of Oak Ridge Road to access by bicycle or foot the Eight Mile Pond County Park, the Apalachicola National Forest, the St. Marks Trail, and the commercial corridor of Woodville.

This trail will require public access easements from an approximately minimum 20 property owners. The estimated cost of these easements is not calculable at this time.



St. Marks Trail

### Estimated Costs

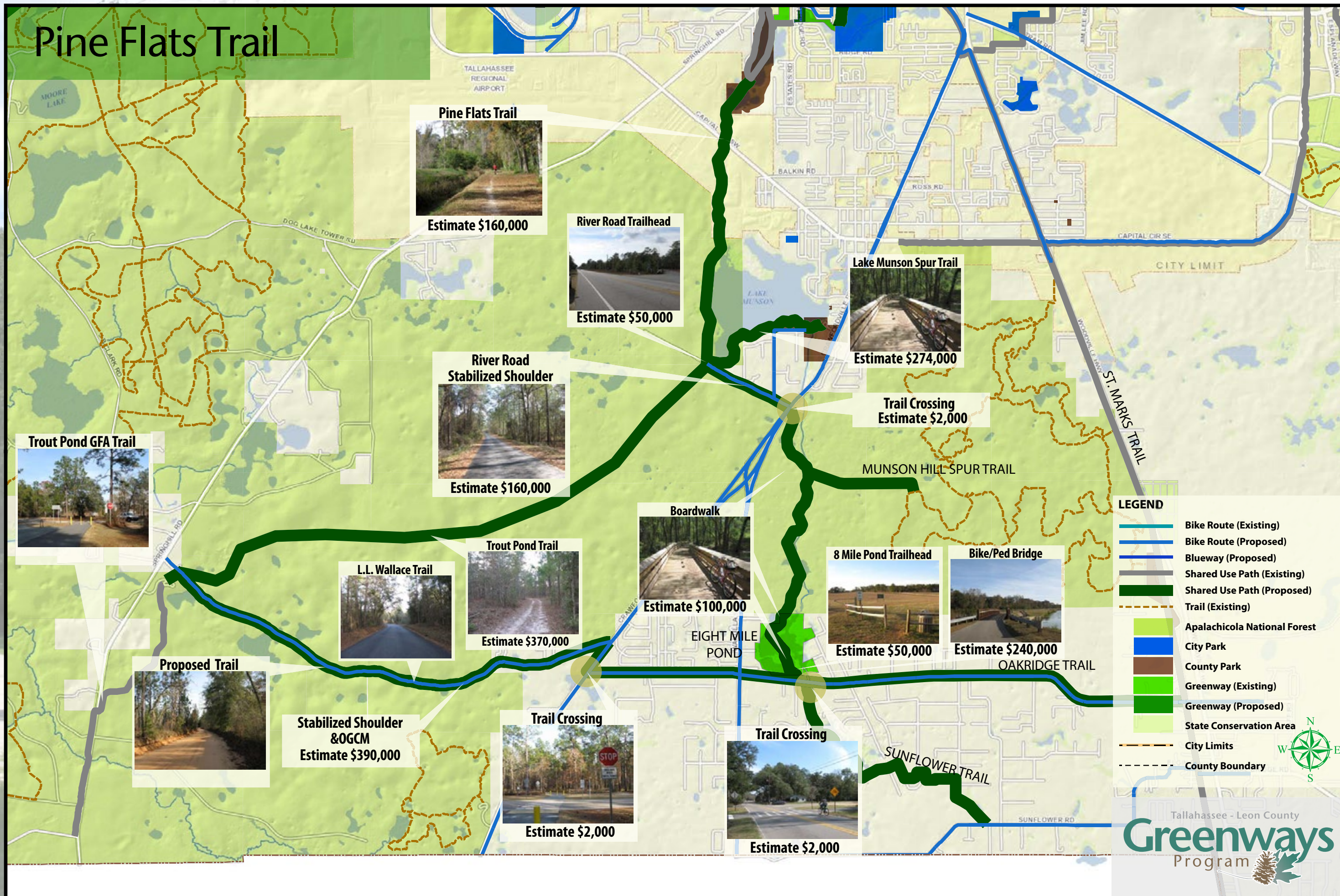
Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Pine Flats Trail	10' wide stabilized natural surface trail	5.8 miles	1	\$74K/mile for 10' wide stabilized natural surface	\$429,200
Pine Flats Trail	4' stabilized shoulder along Rivers Road	4,000'	1	\$40/LF for stabilized road shoulder	\$160,000
Pine Flats Trail	Boardwalk or Bike/ped Bridge	500' total (2 x 50' & 1 x 400')	3	\$200/LF 10' wide boardwalk	\$100,000
Pine Flats Trail	Rivers Road Trailhead w/ fenced parking area, signage	n/a	1	\$50,000 for small parking area, fencing, signage	\$50,000
Pine Flats Trail	Eight Mile Pond Trailhead w/ fenced parking area, signage	n/a	1	\$50,000 for small parking area, fencing, signage	\$50,000
Lake Munson Spur Trail	10' wide stabilized natural surface trail	1.0 miles	1	\$74K/mile for 10' wide stabilized natural surface	\$74,000
Lake Munson Spur Trail	Boardwalk or Bike/ped Bridge	1,000'	1	\$200/LF 10' wide boardwalk	\$200,000
Munson Hills Spur Trail	Singletrack bicycle trail	0.8 mile	1	\$15K/mile	\$12,000
Trout Pond Trail	10' wide stabilized natural surface trail	5.0 miles	1	\$74K/mile for 10' stabilized natural surface	\$370,000
Trout Pond Trail	Exotic Invasive Plant Control	n/a	45 ac	\$4,000/acre	\$180,000
L.L. Wallace Road Trail	10' wide stabilized natural surface trail	3.9 miles	1	\$74K/mile for 10' stabilized natural surface	\$390,000
Oak Ridge Trail	10' wide paved trail	5.2 miles	1	\$250K/mile for 10' wide pavement	\$1,300,000
Oak Ridge Trail	Pedestrian Signals	n/a	2	\$150,000	\$300,000
Oak Ridge Trail	Boardwalk or Bike/ped Bridge	200'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk or walkway attached to the existing bridge would be approximately \$200/LF.	\$240,000
Sunflower Trail	10' crushed stone Trail	2.5 miles	1	\$100K/mile for 10' wide crushed stone	\$250,000
various	trail road crossings	n/a	3	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	6,000
	<b>SUBTOTAL</b>	<b>24.2 miles (trail)</b>			<b>\$4,111,000</b>
				20 percent overhead for engineering design and permitting	<b>\$822,200</b>
					<b>\$4,933,200</b>

### Alternatives

The Pine Flats Trail will require a crossing of Crawfordville Highway at or near the intersection of Rivers Road. Because Crawfordville Road is a four-lane principal arterial roadway, a safe crossing may require a signal at this intersection. An alternative would be a crossing somewhere within ½ mile south of this intersection. Crawfordville Highway is divided by a grassed median within this distance of the intersection, and trail users could more safely cross this road if they were able to look for a gap in oncoming traffic in only one direction. Another alternative that has been proposed would be a “land bridge” designed for multiple users. This land bridge could be located at a major utility corridor that crosses Crawfordville Highway ½ mile south of the intersection with Rivers Road. No costs have been estimated for this proposal at this time.

# Pine Flats Trail



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #6: Lafayette Greenway

## Description

The Lafayette Greenway, also identified as the Lafayette and St. Marks Linear Regional Park, incorporates a holistic approach to regional mobility and provides connectivity to existing/proposed recreational amenities (including Blueprint 2000 projects). This project provides connectivity by linking the public recreation lands that encompass more than 7,200 acres east of Capital Circle SE with trails and boardwalks. These connections will use public lands and corridors unless indicated otherwise.

The Lafayette Greenway is a collection of six trails that will provide additional access and connectivity between several existing parks, greenways, and other conservation areas that comprise the majority of the Lake Lafayette system (Upper Lake Lafayette, Piney Z Lake, Alford Arm, Lake Lafayette, and Lower Lake Lafayette.) These six greenway trail components (from west to east) include:

1. A shared use path or trail along the circumference of Upper Lake Lafayette with a spur connection to Weems Road.
2. A shared use path or trail connecting the north side of the J.R. Alford Greenway to the Goose Creek County Park.
3. A boardwalk connecting the J.R. Alford Greenway east to the 174-acre Nusbickel property on the east side of Alford Arm.
4. A shared use path with a section of boardwalk over Lower Lake Lafayette that connects the existing Lafayette Heritage Trail to the Apalachee Regional Park, and U.S. Highway 27 and the residential areas south of this highway.
5. A boardwalk across Lower Lake Lafayette to an existing County boat ramp on the north shore at the western end of Road to the Lake, connecting to a trail that runs to the east end of Daniel B. Chaires Community Park.
6. A shared use path that parallels Chaires Cross Road from Green Oak Drive south east along Capitola Road to Baum Road and the unincorporated community of Capitola.

## Existing Improvements

Lake Lafayette is a prairie lake located in eastern Tallahassee, Leon County, Florida with U.S. Highway 27 running close along its south side. The Lake Lafayette Basin is considered to be one of the premier paleoarchaeological sites in Florida, and is surrounded by archaeological sites. A large number of Native American mounds surround the lake; one excavated mound is currently displayed at the Florida Museum of Natural History. The large middens on Lake Piney Z, and the Temple Mounds at Fallschase are of particular interest. Native American settlements are common in the Lafayette Basin, and Hernando de Soto spent the first Christmas in the New World at one of these sites.

Lafayette Basin once functioned as a temporary, or ephemeral, lake, much like Lake Miccosukee and Lake Iamonia where water was frequently exchanged between the lake basin, the Floridan Aquifer (through sinkholes) and the St. Marks River through a series of connecting sloughs. Lake Lafayette functioned as one hydrological unit until 1948, when the owners of Piney Z Plantation constructed two earthen dikes in the middle of the lake and turned the central part of Lake Lafayette into a farm pond. More dikes were constructed, including a railroad line along the northern

shoreline and across the mouth of Alford Arm. These dikes and other modifications created Upper Lake Lafayette, Piney Z Lake, Lower Lake Lafayette, and the Alford Arm. This also began the process by which the various isolated parts of the lake began to turn into vegetated marsh areas, required active management to try to maintain open areas and to remain attractive to wildlife and recreation.

A majority of the Lake Lafayette system, including Upper Lake Lafayette, Piney Z, Lake Lafayette, and most of Lower Lake Lafayette, as well as portions of the surrounding upland areas and Alford Arm, are owned by state or local government. Managed areas include (east to west):

- Tom Brown Park (304 acres)
- Lafayette Heritage Trail (798 acres)
- J.R. Alford Greenway (874 acres)
- Goose Creek County Park (45 acres)
- Observation Pointe/Goose Creek Connector (12 acres)
- Nusbickel property (174 acres) on the east side of Alford Arm, acquired by Leon County for conservation purposes in 2012
- Apalachee Regional Park (158 acres), adjacent to the Leon County Solid Waste Management Facility (600 acres), which has a natural vegetated buffer area adjacent to Lower Lake Lafayette
- Daniel B. Chaires Community Park (125 acres)
- Kirk L. Edwards Wildlife Management Area (1,712 acres). This includes the Wood Sink acquisition 1,063 acres).
- St. Marks Headwaters Greenway (753 acres), and
- Lex Thompson Conservation Easement (133 acres)

Tom Brown Park and the Lafayette Heritage Trail are interconnected by an existing system of natural surface trails, including multipurpose and singletrack trails. There are also extensive existing trail systems in the J.R. Alford Greenway and the Apalachee Regional Park.

The City of Tallahassee has identified funding for a bike/ped bridge over the CSX railroad track separating the Lafayette Heritage Trail from the J.R. Alford Greenway, and is in the process of soliciting bids for its design and construction.

## The Lafayette Passage Paddling Trail

This trail is a 7.8 mile round trip from the boat ramp at Piney Z Lake, or a 6 mile round trip from the boat ramp at the end of "Road to The Lake" in Chaires. This blueway is maintained by the City of Tallahassee's Parks and Recreation Department.

## Future Improvements

### Upper Lake Lafayette Trail

The Upper Lake Lafayette Trail is a four-mile long shared use path with a 10' wide crushed stone surface. It is intended to connect to Weems Road, and spur trails could easily connect to the Weems Plantation and Fallschase residential subdivisions. At least two small bike/ped bridges will be necessary to ford the existing water course.

### Goose Creek Trail

The Goose Creek Trail is a 0.6 mile long shared use path with a 10' wide crushed stone surface. It is intended to connect the J.R. Alford Greenway to Buck Lake Road through the Observation Pointe/Goose Creek Connector and the Goose Creek County Park (presently undeveloped). This trail will provide a connection between the Goose Creek residential subdivision and other residential areas along and north of Buck Lake Road to the J.R. Alford Greenway and points south, east, and west of this greenway.

### Apalachee Regional Park Trail

The Apalachee Regional Park Trail is a three-mile long shared use path with a 10' wide crushed stone surface that includes a boardwalk approximately 4,800' in length across a portion of Lake Lafayette. It is intended to connect Tom Brown Park and the Lafayette Heritage Trail east to the Apalachee Regional Park, and to residential areas south of this area.

### Wood Stork Trail

The Wood Stork Trail is a 0.6 mile long shared use path with a 10' wide crushed stone surface that includes a boardwalk approximately 2,700' in length across a portion of Lower Lake Lafayette. It is intended to connect the Apalachee Regional Park to the Chaires area on the north side of Lower Lake Lafayette via the County's boat landing at the west end of Road to the Lake Road, and to eventually connect to the Daniel B. Chaires Community Park.

### Daniel B. Chaires Connector Trail

The Daniel B. Chaires Connector Trail is a 0.8 mile long shared use path with a 10' wide crushed stone surface that is intended to connect the Chaires Connector Trail leading from the Apalachee Regional Park to the Daniel B. Chaires Community Park. This trail will require a signed trail crossing across the Road to the Lake Road where it currently crosses the active CSX railroad line.

### Chaires - Capitola Trail

The Chaires - Capitola Trail is a 3.1 mile long 10' wide boardwalk that is intended to connect the Daniel B. Chaires Community Park to the Kirk L. Edwards Wildlife Management Area and the St. Marks Headwaters Greenway. A boardwalk is recommended because of the extensive wetlands in this area, and the lack of area adjacent to the roadway for a paved trail or path. This path would parallel Capitola Road and require, depending on its location, at least four trail crossings, including a signed trail crossing north of Capitola Road where the trail would cross the active CSX railroad line.



Trail Crossing

### Alford Arm Boardwalk

The Alford Arm Boardwalk is a 10' wide boardwalk approximately 1,100' in length that will connect the J.R. Alford Greenway across Alford Arm to the 174-acre Nusbickel property that was purchased by Blueprint 2000 to provide additional greenspace around Lake Lafayette. The boardwalk will be located upon the remnants of one of the old man-made dikes that were created across the Alford Arm to provide access to the J.R. Alford Greenway before it was purchased for public use. Like the other boardwalks across portions of Lake Lafayette that are proposed for this project, this boardwalk will require an engineered design that can be constructed upon mucky, wet soils, and withstand fluctuating water levels and buildups of floating vegetation. These designed features will likely substantially increase the cost of these boardwalks.

The Lafayette Heritage Trail Park Pedestrian Bridge is intended to provide a safe connection between the Lafayette Heritage Trail Park and the J R Alford Greenway. This bridge, which is a City project, will cross over the existing CSX railroad, connecting the easternmost trail on the Lafayette Heritage Trail to the J.R. Alford Greenway. This project is currently fully funded and is expected to be constructed in mid to late 2013.

### Estimated Costs

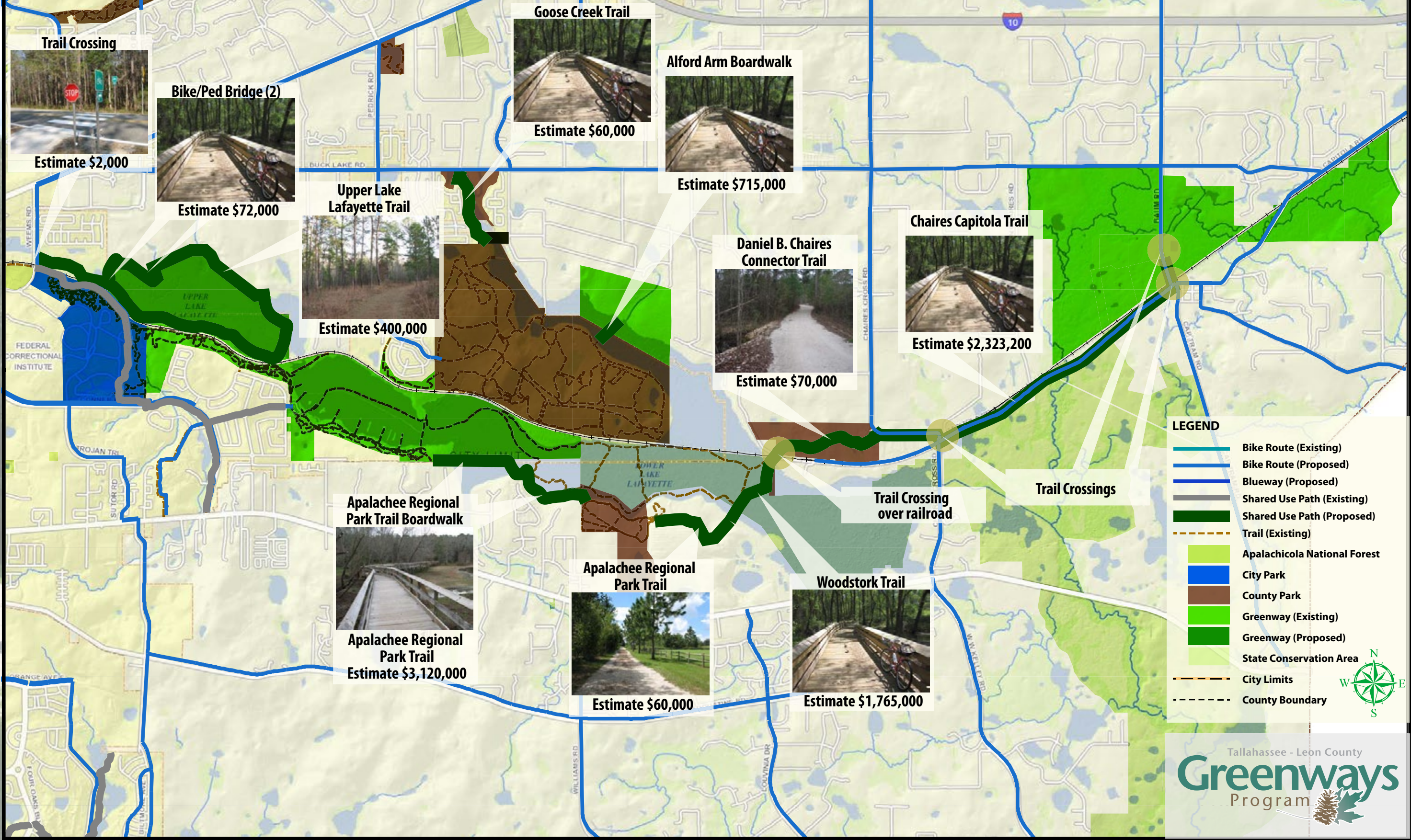
Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Upper Lake Lafayette Trail	10' crushed stone trail	4.0 miles	1	\$100K/mile for 10' wide crushed stone	\$400,000
Upper Lake Lafayette Trail	Bike/ped bridge	10' x 30'	2	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk would be approximately \$200/LF.	\$72,000
Goose Creek Trail	10' crushed stone trail	0.6 mile	1	\$100K/mile for 10' wide crushed stone	\$60,000
Apalachee Regional Park Trail	10' crushed stone trail	0.6 miles	1	\$100K/mile for 10' wide crushed stone	\$60,000
Apalachee Regional Park Trail	10' boardwalk	4,800'	1	\$650/LF for 10' wide Engineered Boardwalk	\$3,120,000
Wood Stork Trail	10' crushed stone trail	0.1 mile	1	\$100K/mile for 10' wide crushed stone	\$10,000
Wood Stork Trail	10' boardwalk	2,700'	1	\$650/LF for 10' wide Engineered Boardwalk	\$1,755,000
Daniel B. Chaires Connector Trail	10' crushed stone trail	0.7 mile	1	\$100K/mile for 10' wide crushed stone	\$70,000
Chaires - Capitola Trail	10' boardwalk	2.2 miles	1	\$200K/LF for 10' wide wooden boardwalk	\$2,323,200
Alford Arm Boardwalk	10' boardwalk	1,100'	1	\$650/LF for 10' wide Engineered Boardwalk	\$715,000
Various trails	trail crossing	n/a	6	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$12,000
	<b>SUBTOTAL</b>	<b>9.8 miles (trail)</b>			<b>\$8,597,200</b>
				20 percent overhead for engineering design and permitting	<b>\$1,719,440</b>
	<b>TOTAL</b>				<b>\$10,316,640</b>

The construction of boardwalks across portions of Lake Lafayette, while technically feasible, will require engineered foundations, raised portions for boat passage, and special permitting. This could substantially increase the price of these improvements. A more detailed engineering feasibility study will be required for this trail segments to better estimate construction costs in these environmentally sensitive areas, as well as specific permits and any required mitigation.



# Lafayette Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #7: Timberlane Greenway

## Description

The Timberlane Greenway is a system of three shared use paths or trails that connect the Timberlane Greenway north to Alfred B. Maclay Gardens State Park, and to the Meridian Greenway, the Market Square commercial district, the Village Commons Shopping Center, and the Maclay Hammock neighborhood. These trails use a combination of utility easements on private land and publicly owned property, including road rights of way and greenway land acquisitions acquired for multiple purposes, including trail connections.

## Existing Improvements

Existing improvements include the 72-acre Timberlane Greenway, which included three tracts in two separate land acquisition projects. The Timberland Greenway helps protect the Timberlane Ravine system, one of several natural ravines created by springfed water courses that drain into Lake Jackson.

The Alfred B. Maclay Gardens State Park is a 1,176-acre Florida State Park, botanical garden, and historic site. Dedicated to the public in 1953, the western half of the park is a popular destination for bicyclists, runners, hiker, and equestrians.

At least two trail segments will be located on a mix of utility, drainage, and conservation easements presently owned by the City of Tallahassee and Leon County, as well as at least two parcels owned by the City.

A sidewalk exists along the south side of Timberlane Road.

## Future Improvements

### Timberlane Trail

The Timberlane Trail as proposed is a 1.3 mile long shared use path with a 10' wide crushed rock surface that is intended to connect Timberlane Road to Maclay Road through an electric utility corridor on public and private property. This trail will require a signed crossing of Timberlane Road approximately 400' east of the intersection of Timberlane Road and Timberlane School Road. It will also require an approximately 30' bike/ped bridge over a concrete stormwater drainage structure, and removable bollards where it intersects public roads to prevent unauthorized vehicular access.

Off-road bicyclists and local residents have been using this route for a decade or longer, but a series of necessary trail easements will have to be secured to allow legal public access of the corridor between Timberland Road and Maclay Road. This will require negotiations with individual private landowners and the City of Tallahassee for the trail easements, which will have to be acquired preferably without the use of eminent domain.

An alternative solution is for local government to purchase this corridor. However, because of the possible concern over local government building a road along this corridor, this option is not recommended unless this concern can be mitigated.

A sidewalk is planned along Timberlane School Road between Timberlane Road and Live Oak Plantation Road. This sidewalk should be built wide enough to provide bike/ped access to the Timberlane Ravine Greenway from residential areas north and south of this greenway.

### Market Square Spur Trail

The Market Square Spur Trail as proposed is a 0.4 mile long shared use path with a 10' wide crushed rock surface that is intended to connect the Timberlane Trail east to Maclay Boulevard, and the Market Square mixed use area. This will provide an alternative access for residents and other bicyclists and pedestrians to patronize this area and its mix of services and goods. It can also provide an alternative non-automotive route for school children to access the Gilchrist Elementary School from nearby neighborhoods. An existing City of Tallahassee electric utility substation is located between the Timberlane Trail and Maclay Boulevard. The Market Square Spur Trail can be routed along the southern portion of the substation, which will require that an existing fence be moved approximately 15-20' north within a grassed open area.

### Middlebrooks Spur Trail

The Middlebrooks Spur Trail as proposed is a one (1) mile long shared use path with a 10' wide stabilized natural surface that is intended to connect the Timberlane Trail west to the Meridian Trail via the Timberland Ravine Greenway and along a utility corridor. It too will provide an alternative access for residents and other bicyclists and pedestrians to patronize the Market Square area and its mix of services and goods. This spur trail is also a segment of the Meridian Greenway.

### Timberlane Greenway Trailhead

The Timberlane Greenway is an existing 72-acre greenway acquisition that is accessible from Timberlane School Road, and will be accessible from Meridian Road when the Middlebrooks Spur Trail is completed. The management plan for this greenway locates a small trailhead on the west side of Timberlane School Road, south of its crossing under I-10.



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Maintenance Road on the North Side of Timberlane Road

### Estimated Costs

Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Timberlane Trail	10' wide Hard Surface Trail	1.3 miles	1	\$100K/mile for 10' wide crushed rock	\$130,000
Timberlane Trail	Boardwalk or Bike/ped Bridge	30'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF.	\$36,000
Market Square Spur Trail	10' Hard Surface Trail	0.5 mile	1	\$100K/mile for 10' wide pavement	\$50,000
Middlebrooks Spur Trail	10' Stabilized Natural Surface Trail	1 mile	1	\$74K/mile for 10' wide pavement	\$74,000
Middlebrooks Spur Trail	Boardwalk or Bike/ped Bridge	50'		Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF.	\$60,000
Timberlane Ravine Greenway	Trailhead	n/a	1	\$50,000 for small parking area, fencing, signage	\$50,000
	Trail Crossing		2	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$4,000
	<b>SUBTOTAL</b>	<b>2.8 miles (trail)</b>			<b>\$404,000</b>
				20 percent overhead for engineering design and permitting	\$80,800
	<b>TOTAL</b>				<b>\$484,800</b>

# Timberlane Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #8: Dr. Charles Billings Greenway

## Description

The Dr. Charles Billings Greenway is intended to connect the Lake Henrietta County Park to the St. Marks Trail via Silver Lake City Park, Jake Gaither Golf Course, Bellaire Wetland Preserve, and the City's conservation area west of the intersection of South Adams Street and Bragg Street. The focus of this greenway is to connect parks, open space, and the Jake Gaither Golf Course via a greenway and greenway trail, and to promote recreational opportunities and economic development in the southern part of the community. These connections will use public lands and corridors unless indicated otherwise.

This project honors the memory of Dr. Charles Billings, city commissioner and FSU professor, who was an advocate for the south side of Tallahassee.

## Existing Improvements

The Lake Henrietta County Park currently has a circular 1.3 mile paved multi-use trail. A concrete and steel foot bike/ped bridge, boardwalk, and a 0.2 mile hard surface (crushed stone) multi-use trail connecting the east side of Lake Henrietta to North Ridge Road was completed in 2010.

A natural-surface maintenance trail runs along the West Ditch intersecting the Jake Gaither Golf Course.

## Future Improvements

### Phase I: Bike Route Connection

A bike route connection is proposed for designation between Silver Lake City Park and the St. Marks Trail. Approximately 1.5 miles of existing local and minor collector roads would be designated as part of the City/County bike route network. These roads are low-speed, low-traffic roads. Improvements would be limited to standard bike route signage for this route.

### Phase II: Shared Use Path

The Dr. Charles Billings Greenway as proposed is a 2.2 mile long, 10' wide, paved shared use path/multi-use trail between Lake Henrietta County Park and the St. Marks Trail via Silver Lake City Park, Jake Gaither Golf Course, Bellaire Wetland Preserve, and the City's conservation area west of the intersection of South Adams Street and Bragg Street.

Trail crossings would be required at North Ridge Road, Tropicaire Street, and Fleetwood Avenue. These crossings would require signage and pavement markings similar to those where the St. Marks Trail crosses existing roadways. Estimated cost = \$1,600-\$2K each (minimum eight signs @\$100/per, and \$800-\$1,200 for reflective pavement paint/plastic). The crossing at North Ridge Road would require a short dogleg trail to minimize the roadway crossing and some additional signage. This distance would be approximately 90'.

Approximately two miles of hard surface (pavement or a combination of pavement and crushed stone in those areas where pavement would not be required) from Silver Lake City Park eastward through the Jake Gaither Golf Course, the

Bellaire Wetland Preserve, and the City's conservation area west of the intersection of South Adams Street and Bragg Street.

A boardwalk or stabilized natural surface trail approximately 500' in length with a 10' prefabricated bike/ped bridge section would be required to traverse a wetland area at the eastern end in the area where the conservation easement area exists.

With the exception of this conservation easement (which allows a public-access passive park), all property along the proposed route is owned fee simple by local government (City of Tallahassee). Sufficient right of way, including parks, greenways, and other lands acquired for flood control, exists to construct this project.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Bike Route	1.5 miles	20 signs	\$100 per installed bike route sign	\$2,000
Trail Crossings	n/a	3	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$2,000
Trail Extension for Crossing of North Ridge Road	Approximately 10' x 90'	1	\$250,000/mile for 10' wide pavement	\$5,000
Hard Surface Trail	2 miles	1	\$250,000K/mile for 10' wide pavement or \$80K-\$120K for 10' wide crushed stone	\$500,000 for pavement or \$200,000 for granular/crushed stone
Boardwalk	14' x 500'	1	\$200/LF	\$100,000
SUBTOTAL	2 miles (trail)			\$609,000 (paved)
			20 percent overhead for engineering design and permitting	\$121,800
TOTAL				\$730,800

## Alternatives

A mix of bike routes and trail section may prove the most feasible route, depending on physical and financial constraints, or one or more proposed trail sections may be rerouted to take advantage of existing roads and available right of way.

# Dr. Charles Billings Greenway

## North Ridge Road Crossing



Estimate \$11,000

**Bike Route**  
1.5 miles  
Estimate \$1,900-\$2,400



## Lake Henrietta Connector Bridge



Constructed 2010

Lake Henrietta  
County Park

## Lake Henrietta Connector Trail



Constructed 2010

## Land Acquisition needed to make connection



Approximatly 0.2 acre  
Estimated cost \$40,000

## Multiuse Trail (2miles)



Estimated \$400,000-\$600,000 pavement  
\$160,000-\$240,000 crushed stone

St Marks Trail



Trail Head

Boardwalk or Stabilised  
Berm with Bridge



Estimated \$100,000  
\$150,000 fo 500' boardwalk

## Road Crossings



Estimated \$4,000

## LEGEND

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #9: Southwood Greenway

## Description

The Southwood Greenway project is intended to expand regional bike/ped mobility and to provide connectivity between several existing greenways and parks from several large residential areas, including the St. Marks Trail, Southwood, Tom Brown Park, and the Lafayette Heritage Trail.

This project is a system of shared use paths that will connect the St. Marks Trail via the Tram Road Trail to Southwood and north to Tom Brown Park and the Lafayette Heritage Greenway Trail via the Goose Pond Trail. The portion that is the Southwood Greenway runs from Tram Road to Apalachee Parkway. These connections will use public lands and corridors unless indicated otherwise.

The combined length of this proposed path or trail, including two alternative alignments, is approximately 3.6 to six miles, depending on the alignment.

## Existing Improvements

As of late 2012, there are 5.4 miles of existing shared use paths within the Southwood subdivision that are part of this development's system of nature trails. These are privately owned and maintained, but they are accessible to the public as part of Southwood's open space holdings. There are sidewalks along almost all of the roads in Southwood, and bike lanes have been included along the arterial and collector roadways within this area.

The Lafayette Heritage Greenway Trail and the Goose Pond Trail are currently owned and managed by the City of Tallahassee.

The Tallahassee/St. Marks Historic Railroad Trail runs south from Florida's capital city past the Apalachicola National Forest and on to the coastal community of St. Marks. Through the early 1900's, this historic railroad corridor was used to carry cotton from the plantation belt to the coast for shipment to textile mills in England and New England. Today, as a paved trail, it provides a facility for road bicyclists, walkers and skaters. It also provides opportunities for horseback riding on the adjacent unpaved trail, and access to the Munson Hills Off-Road Trail system in the National Forest.

A new multi-use trail on east side of Capital Circle SE runs to the St. Marks Trail at Woodville Highway. Trailhead is 1/10 mile south of Capital Circle.

## Future Improvements

This project will consist of a series of shared use path segments and bike lanes along segments of School House Road, Biltmore Avenue, Southwood Plantation Road, and Apalachee Parkway. Depending on the alternative alignment selected, it may also utilize existing and planned paths or trail within Southwood itself. The southern terminus for both proposed alignments of this proposed path would be at a 62-acre regional park on the north side of Tram Road, and the northern terminus would be where the Goose Pond Trail will intersect Apalachee Parkway.

This proposed path would be a 10' paved trail at a minimum, including swales to reduce stormwater runoff. Several road crossings would be necessary, depending on the selected alignment. Alignment Route A (*see map, page 56*) is proposed initially in this Plan.

## Proposed Alignment Route A

This proposed alignment as proposed is a 3.6 mile long, 10' wide paved shared use path that will connect to the south end of the Goose Pond Trail (Connor Blvd. at Apalachee Parkway), to Tram Road via the existing network of Southwood trails. It will cross Apalachee



Stormwater Facility at Southwood



Parkway in the crosswalk at an existing signal light on the west side of Connor Boulevard. It would proceed west on the south side of Apalachee Parkway on a minimum 10' wide sidewalk in the existing right of way to Southwood Plantation Road. The path would then run south within the right of way of Southwood Plantation Road on its west side to Biltmore Avenue.

From the intersection of Southwood Plantation Road and Biltmore Avenue, Alignment Route A would connect west to the system of existing trails leading south to School House Road, where a new trail would be constructed along the west side of an existing drainage pond to Tram Road. A new paved trail would be located on the north side of Tram Road that would connect to the existing trail at Capital Circle SE. From here, users could take the existing multi-use trail along Capital Circle SE to the St. Marks Trail and further west.

A proposed 62-acre public regional park is planned to be located on the northeast corner of the intersection of Tram Road and Four Oaks Boulevard. This park presents a potential trailhead location for this greenway.

### **Proposed Alignment Route B**

This proposed alignment as proposed is a 6-mile long, 10' wide paved shared use path that will connect the south end of the Goose Pond Trail (Connor Blvd. at Apalachee Parkway), Tram Road via a new set of trails within the Southwood Subdivision. It will cross Apalachee Parkway in the crosswalk at an existing signal light on the west side of Connor Boulevard. It would proceed west on the south side of Apalachee Parkway on a minimum 10' wide sidewalk in the existing right of way to Southwood Plantation Road. The path would then run south within the right of way of Southwood Plantation Road on its west side to Biltmore Avenue.

At this intersection, the proposed alignment would require building a trail east of Biltmore Avenue in the existing greenspace at the eastern edge of the current Southwood development, adjacent to future phases of development to the east. This trail would continue south to the proposed extension of Biltmore Road south and west to School House Road. The trail would follow School House Road to a drainage pond area on the south side of the road, similar to Proposed Alignment Route A, and south to Tram Road and connecting to the existing trail at Capital Circle SE. From here, users could take the existing multi-use trail along Capital Circle SE to the St. Marks Trail and further west

Either of these alignments would require at least three intersection trail crossings, in addition to the trail itself. If a proposed 62-acre public regional park on the northeast corner of the intersection of Tram Road and Four Oaks Boulevard is constructed, a trailhead can be created as part of this park for trail users who want to go west or north.



Southwood

**Cost Estimates**

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit <sup>5</sup>	Estimated Total Cost
Alignment A				
Paved Trail	3.6 miles	1	\$250K/mile for 10' wide pavement	\$900,000
			20 percent overhead for engineering design and permitting	\$180,000
TOTAL				\$1,080,200
10' wide pavement	\$900,000			
			20 percent overhead for engineering design and permitting	\$180,000
SUBTOTAL	6 miles (trail)			\$906,000 to \$1,506,000
			20 percent overhead for engineering design and permitting	\$296,200
TOTAL				\$1,777,200

<sup>5</sup> Estimated trail construction costs obtained from 2006 Sarasota County Trails Master Plan.



# Southwood Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #10: Buck Lake Greenway

## Description

The Buck Lake Greenway Trail project is intended to expand regional bike/ped mobility and to provide connectivity between several existing greenways and parks from several large residential areas. These connections will use public lands and corridors unless indicated otherwise.

This project is a shared use path that will connect the Lafayette Heritage Greenway Trail and the J.R. Alford Greenway to the Miccosukee Greenway via the Goose Creek County Park and the Pedrick Pond County stormwater park. Portion of this path are proposed to run along segments of Buck Lake Road, Pedrick Road, Mahan Drive, and Thornton Road. The length of this path or trail is approximately 4.8 miles.

## Existing Improvements

The Lafayette Heritage Greenway Trail is currently owned and managed by the City of Tallahassee. The J.R. Alford Greenway and the Miccosukee Greenway are owned by the State of Florida, but managed by Leon County. The Goose Creek County Park and the Pedrick Pond County stormwater park are both owned and managed by Leon County.

There are sidewalks along the north side of Buck Lake Road, the east side of Pedrick Road between Buck Lake and Mahan Drive, and along both sides of Mahan Drive. A shared use path is also located on the south side of Mahan between Dempsey Mayo and Interstate 10, and there are also bike lanes along this portion of Mahan.

## Future Improvements

The Buck Lake Greenway Trail as proposed will consist of a 4.8 mile long, 10' paved shared use path to be constructed along segments of Buck Lake Road, Pedrick Road, Mahan Drive, and Thornton Road. The southern terminus of this proposed path would be the Goose Creek Conservation Area on the south side of Buck Lake Road, and the northern terminus would be the Thornton Road trailhead at the Miccosukee Greenway. This trail will also connect to the Leon County Eastside Branch Library and the Pedrick Pond County Park.

This proposed path will include swales to reduce stormwater runoff into the Alford Arm of Lake Lafayette. Several road crossings would be necessary, depending on which side of Buck Lake and Pedrick roads the trail would be located. Additionally, Thornton Road has been proposed to be realigned with Vineland Drive, which has a signalized intersection. This traffic signal will allow trail users to cross Mahan, which has been reconstructed as a four-lane road with a raised median.

A small trailhead is proposed for the Goose Creek Conservation Area that would consist of a fenced parking area that would accommodate 10-15 automobiles.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Paved Trail	4.8 miles	1	\$300K/mile for 12' wide pavement	\$1,440,000
Trailhead	n/a	1	\$50,000 for parking area, fencing, signage	\$50,000
Trail Crossing	n/a	4	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$8,000
SUBTOTAL	4.8 miles (trail)			\$1,498,000
			20 percent overhead for engineering design and permitting	\$299,600
TOTAL				\$1,797,600

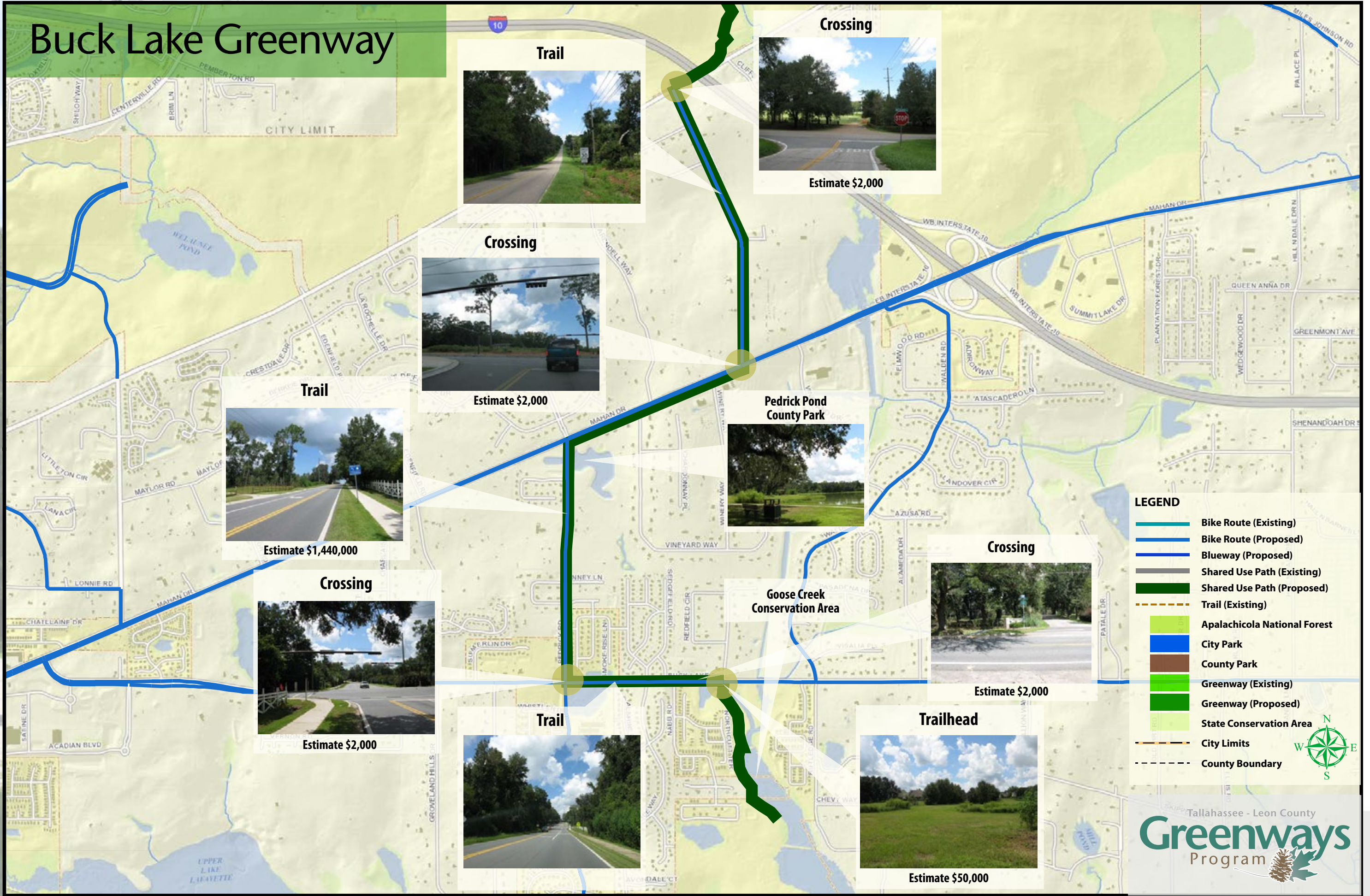
## Alternatives

The most logical connection point to the Miccosukee Greenway from the perspective of connectivity to other trails, parks, and greenways is at the trailhead at the intersection of Miccosukee and Thornton Road. From there, users can go east, west, or north. However, the connection between Mahan Drive and Miccosukee, although presently recommended as a sidepath along Thornton Road, has several alternatives.

A proposal exists to extend Vineland north of its intersection with Mahan Drive to Thornton Road, which would provide access to a large development currently being designed for the area around the southwest intersection of I-10 and Mahan Drive. This alternative road could have a greenway trail sidepath that would connect Thornton Road to the Mahan sidepath.

Another alternative would be to align this trail further east and then south to the intersection of Mahan Drive and Walden Road. This would require the Mahan Drive sidepath to preferably be extended from its present eastern termination east of Edenfield Road to Walden Road. However, this alternative alignment would provide trail access to the Miccosukee Greenway and the J.R. Alford Greenway for residents along Walden Road, as well as to goods and services near the intersection of I-10 and Mahan Drive. If this is a preferable alignment, then the segment of Thornton south of this new road could be signed as a shared right of way (sharrows).

# Buck Lake Greenway



**Trail**

**Crossing**

**Estimate \$2,000**

**Crossing**

**Estimate \$2,000**

**Pedrick Pond County Park**

**Trail**

**Estimate \$1,440,000**

**Crossing**

**Estimate \$2,000**

**Crossing**

**Estimate \$2,000**

**Trail**

**Trailhead**

**Estimate \$50,000**

**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #11: Centerville Greenway

## Description

The Centerville Greenway project is a shared use path or trail along portions of Centerville Road that is intended to expand regional bike/ped mobility and to provide connectivity from the Killlearn residential area to several existing greenways and parks. These connections will use public lands and corridors unless indicated otherwise.

## Existing Improvements

A 5' wide sidewalk presently exists along the west side of Centerville Road between Shamrock Street South and Pimlico Drive. The portion of this sidewalk between the Woodland Academy school and McClaughlin Drive has a paved surface, and is approximately eight feet wide.

## Future Improvements

There are two segments that comprise the Centerville Greenway:

### Centerville Trail

The Centerville Trail as proposed is a 3.5 mile long, 10' wide paved, shared use path that extends from Interstate 10 north to the intersection of Bradfordville Road/Roberts Road and Centerville Road. This trail utilizes portions of the bridle path land parcels on the east side of Centerville Road between Shamrock Street South and Pimlico Road, as well as portions of the Centerville Road right of way and a City of Tallahassee electric utility corridor on the east side of Centerville Road.

This trail will have a paved surface, and will be approximately 2.3 miles in length. It will require rebuilding and/or widening portions of the existing sidewalk within the bridle path.

### Centerville Trail North

The Centerville Trail as proposed is a 1.4 mile long, 10' wide paved, shared use path that extends from the north end of the existing trail along the frontage of the Centerville Conservation Community to Proctor Road.

### Bradfordville Connector Trail

The Bradfordville Connector Trail is a 3.4 mile long, 10' wide paved, shared use path that connects the Bradfordville area east and south to the intersection of Centerville Road and Roberts Road. Presently this road segment has no shoulders or bike lanes, and this trail would provide a safe alternative for bicyclists and pedestrians. The right of way appears to be sufficient to build such a trail, but there are open ditches and many individual driveways on both sides of the roadway. An alternative would be to stabilize the shoulders of this road.

Because of the need to determine the feasibility of this project before recommending it, and the many physical and other variables associated with building a trail along this roadway, an estimated cost has not been included in this Plan at this time.

## Cost Estimates

Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Centerville Trail	10' Paved Trail	3.5 miles	1	\$250K/mile for 10' wide pavement	\$875,000
Centerville North Trail	10' Paved Trail	1.4 miles	1	\$250K/mile for 10' wide pavement	\$350,000
Centerville Trail	Trail Crossing	n/a	6	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$12,000
SUBTOTAL		<b>4.9 miles (trail)</b>			<b>\$1,237,000</b>
				20 percent overhead for engineering design and permitting	\$247,4000
TOTAL					<b>\$1,484,400</b>

# Centerville Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #12: Interstate-10 Greenway Trail

## Description

The Interstate-10 Greenway Trail (“Connector 5”) project is a series of three proposed alternative shared use path alignments intended to expand regional bike/ped mobility and to provide connectivity from the Killlearn residential area to several existing greenways and parks, including the Phipps-Overstreet-Maclay Greenway and east to the Alford Arm Tributary drainage easement via the Centerville Canopy Road, which connects south to the Miccosukee Canopy Road Greenway. These connections will use public lands and corridors unless indicated otherwise.

The proposed Interstate-10 Greenway Trail is a shared use path along a portion of Interstate-10 that is intended to connect the Phipps-Overstreet-Maclay Greenway to the Centerville Greenway, and east to the Miccosukee Canopy Road Greenway. The combined length of this proposed path or trail is approximately 3.5 miles long. Its western terminus is Killarney Way just east of the intersection of Killlearn Boulevard and Thomasville Road, and its eastern terminus is Centerville Road.

## Existing Improvements

Killarney Way between Thomasville Road and Shamrock Street has been designated for shared bicycle usage with sharrows and signage. A system of privately owned and maintained bridle trails was created as part of the original subdivision of Killlearn, but they are accessible to the public as part of Killlearn’s open space system. There are sidewalks along at least one side of the collector roads within this residential area.

The Phipps portion of the Phipps-Overstreet-Maclay Greenway is currently owned by the Northwest Florida Water Management District and is managed by the City of Tallahassee. The remainder of this greenway is owned and managed by the State of Florida. The Alford Arm Tributary drainage easement is owned and managed by the City of Tallahassee, and the Miccosukee Canopy Road Greenway is owned by the State of Florida and managed by Leon County.

## Future Improvements

The Interstate-10 Greenway Trail as proposed is a shared use path approximately 3.9 miles long and a minimum 10’ wide, including swales to reduce stormwater runoff, approaches to Olsen Road and Centerville Road, and fencing to separate users from the travel lanes on Interstate-10. This path would parallel several segments of Limerick Drive, Delaney Drive to Killlearn Center Boulevard, and east to Interstate-10. It will continue east within the right of way of Interstate-10 to Centerville Road. Its western terminus is Killlearn Boulevard just east of the intersection of Killlearn Boulevard and Thomasville Road, and its eastern terminus is Centerville Road.

At least three road crossings will be required, including the intersection of Delaney Drive and Killlearn Center Boulevard, Olson Road, and Centerville Road. A spur from Delaney Drive to Village Square Boulevard via a utility corridor is also proposed. This spur is intended to help residents of Killlearn more easily access several existing shopping centers by walking or bicycling.

If permission to locate a shared use path within the right of way of Interstate-10 cannot be obtained, an alternate route would run along Killlearn Center Boulevard east to Raymond Diehl Road and continuing east to Vassar Road.

This road could be designated a bicycle route that would continue to A.J. Henry City Park, through the park to Gardenview Way, and east to Centerville Road.

## Cost Estimates

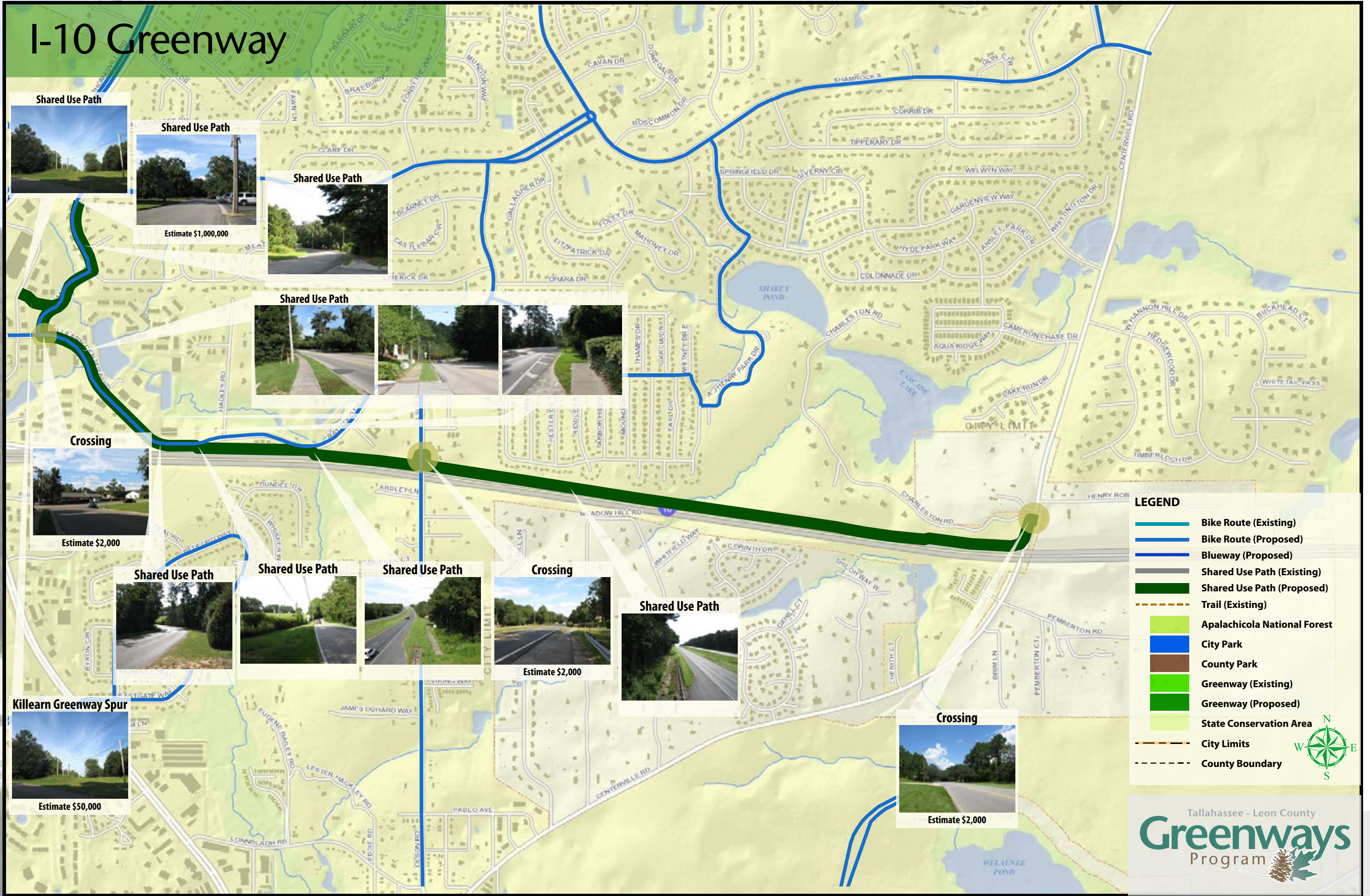
Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Paved Trail	3.9 miles	1	\$250K/mile for 10’ wide pavement	\$1,000,000
Fencing	3.9 miles	1	\$67,000/mile installed <sup>6</sup>	\$268,000
Trail Crossing	n/a	3	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$6,000
<b>SUBTOTAL</b>	<b>3.9 miles (trail)</b>			<b>\$1,274,000</b>
			20 percent overhead for engineering design and permitting	\$254,800
<b>TOTAL</b>				<b>\$1,528,800</b>

<sup>6</sup> bicyclinginfo.org



# I-10 Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #13: Killearn Greenway

## Description

The “Connector 5” project is a series of three proposed alternative shared use path alignments intended to expand regional bike/ped mobility and to provide connectivity from the Killearn residential area to several existing greenways and parks, including the Phipps-Overstreet-Maclay Greenway and east to the Alford Arm Tributary drainage easement via the Centerville Canopy Road, which connects south to the Miccosukee Canopy Road Greenway. These connections will use public lands and corridors unless indicated otherwise.

The proposed Killearn Greenway is a shared use path intended to connect the Phipps-Overstreet-Maclay Greenway to the Centerville Greenway. There are two alternatives: Alignment (or Segment) A is a widened concrete sidewalk 2.8 miles long that would be located along the south side of Killarney Way and the south side of Shamrock Street South. Its western terminus is Killarney Way just east of the intersection of Killearn Boulevard and Thomasville Road, and its eastern terminus is Centerville Road. Alignment B would utilize segments of the existing bridle path system south of Killarney Way and Shamrock Street South.

## Existing Improvements

Killarney Way between Thomasville Road and Shamrock Street has been designated for shared bicycle usage with sharrows (Shared right of way, signage and paved markers). A system of privately owned and maintained bridle trails was created as part of the original subdivision of Killearn, but they are accessible to the public as part of Killearn’s open space system. These bridle trail paths are also utilized as utility corridors. There are sidewalks along at least one side of the collector roads within this residential area, including the south side of Killarney Way and Shamrock Street South.

The Phipps portion of the Phipps-Overstreet-Maclay Greenway is currently owned by the Northwest Florida Water Management District and is managed by the City of Tallahassee. The remainder of this greenway is owned and managed by the State of Florida. The Alford Arm Tributary drainage easement is owned and managed by the City of Tallahassee, and the Miccosukee Canopy Road Greenway is owned by the State of Florida and managed by Leon County.

## Future Improvements

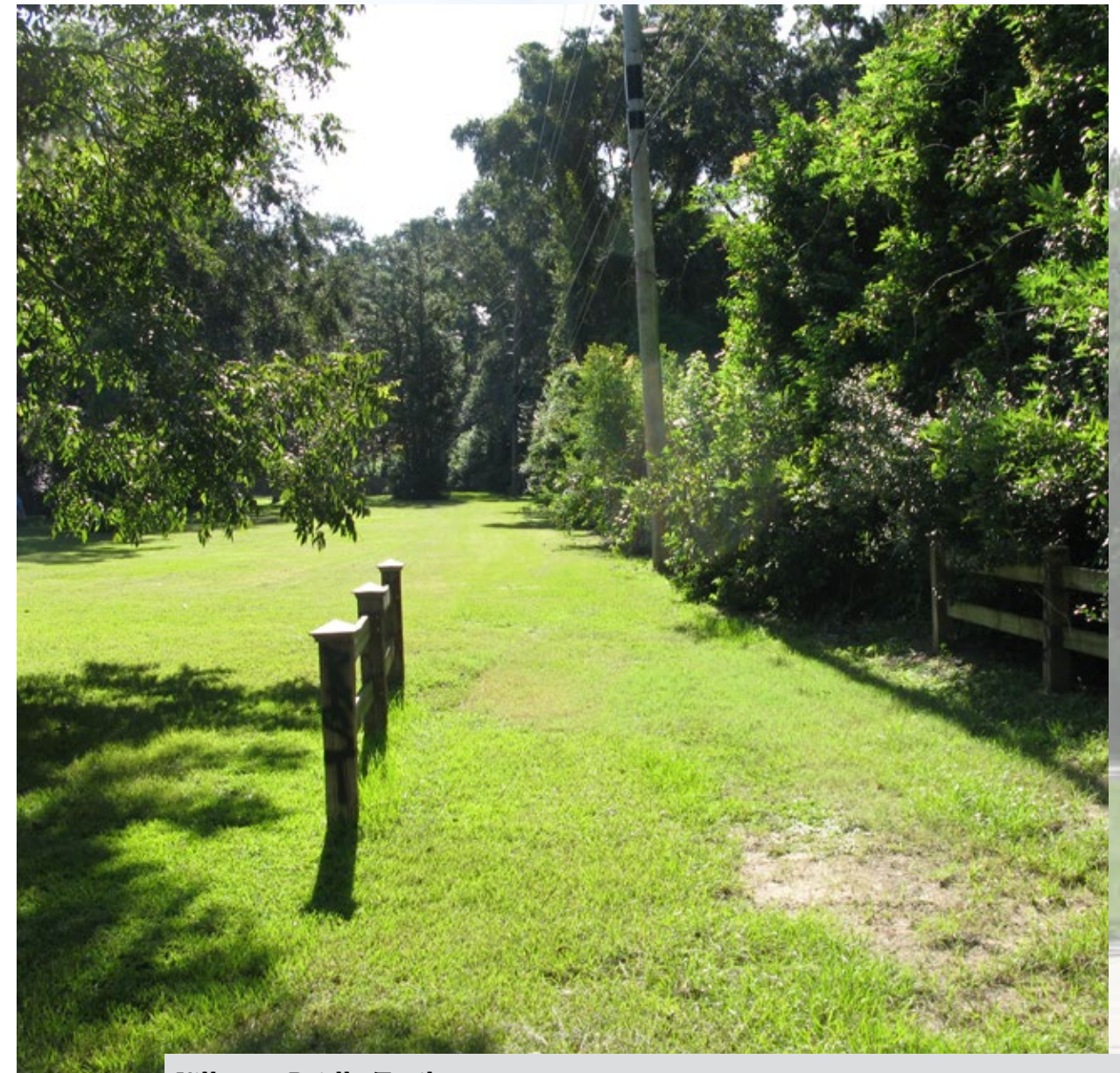
The proposed Killearn Greenway as proposed is a shared use path intended to connect the Phipps-Overstreet-Maclay Greenway to the Centerville Greenway. There are two alternatives as proposed by the City’s Parks and Recreation Department:

### Alignment A

Alignment (or Segment) A is a 10’ shared use path (paved or widened concrete sidewalk) 2.8 miles long that would be located along the south side of Killarney Way and the south side of Shamrock Street South. Its western terminus is Killarney Way just east of the intersection of Killearn Boulevard and Thomasville Road, and its eastern terminus is Centerville Road. An existing 4’ wide sidewalk presently exists along this alignment and the right of way of both streets appear to be sufficiently wide enough for such an expansion to occur without having to acquire additional property. Approximately 11 trail crossings of existing public roads would also be required. These would be marked crossings with standard signage.

### Alignment B

Alignment B utilizes segments of the existing bridle path system south of Killarney Way and Shamrock Street South, as well as a portion of an existing utility easement near the intersection of Killarney Way and Shamrock Street South. This system of bridle paths/utility corridors parallels these streets, with spurs attaching to Killarney Way and Shamrock Street South. However, there are two gaps, one



Killearn Bridle Trail

being between Foley Drive and Gardenview Way, and the other between Londerry Drive and Centerville Road. Trail users would have to be directed back to Shamrock Street South in order to traverse these gaps.

The bridle trail system was created when the Killearn subdivision was originally created. It is a series of linear properties that was intended for equestrian use, but is instead currently being used for utilities, including sewer and electric, as well as undeveloped hiking trails for residents. These properties have grassed natural tread surfaces appropriate for hikers and bicyclists on off-road bicycles, but they would need curb cuts or ramps, and harder, more firm surfaces such as crushed stone for road bicycles and to control erosion. At least nine trail crossings of existing public roads would be required.

### Alternatives

Alternatives include:

1. Restriping Killarney Way and Shamrock Street South to add bike lanes.
2. Designating these roads as bike routes with associated signage.
3. A combination of trail and on-road facilities. This could include expanding the sidewalk on the south side of Killarney Way and creating bike lanes on Shamrock Street, which has very wide travel lanes.

Restriping and designation as bicycle routes are very low-cost compared to constructed concrete or paved shared use paths. A combination or hybrid project would be to replace the existing sidewalk along Killarney Way with a 10' wide paved surface, and to restripe Shamrock Street South to add a 5' bike lane with reflectors or other surface-mounted traffic control devices on the inside stripe. This alternative is recommended for consideration based on cost and other factors.



Killearn Bridle Trail

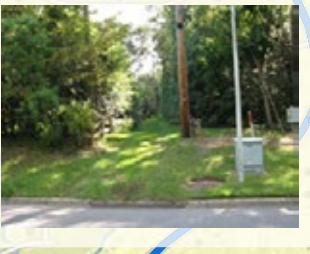
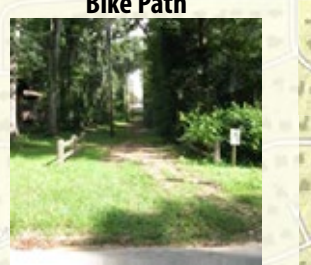
### Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
<b>Alignment A</b>				
Hard Surface Trail	2.8 miles	1	\$250K/mile for 10' wide pavement	\$700,000
Trail Crossing	n/a	11	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$22,000
<b>SUBTOTAL</b>	<b>2.8 miles (trail)</b>			<b>\$722,000</b>
			20 percent overhead for engineering design and permitting	\$144,400
TOTAL				\$866,400
<b>Alignment B</b>				
Existing Bridle Trail	2.2 miles	1	Public acquisition – costs unknown	
Trail Crossing	n/a	9	Minimum eight signs per crossing @\$100/per installed, \$800-\$1,200 for reflective pavement paint/thermoplastic, and \$2,000 for two curb ramps per crossing.	\$36,000
<b>SUBTOTAL</b>	<b>2.2 miles (trail)</b>			<b>\$36,000</b>
			20 percent overhead for engineering design and permitting	\$7,200
TOTAL				\$43,200
<b>Hybrid Alignment</b>				
Paved Trail	1.3 miles	1	\$250K/mile for 10' wide pavement	\$325,000
Paint Bike Lanes <sup>7</sup>	1.4 miles	1	\$7,500/mile	\$10,500
Trail Crossing	n/a	6	Minimum eight signs per crossing @\$100/per installed, \$800-\$1,200 for reflective pavement paint/thermoplastic	\$12,000
<b>SUBTOTAL</b>	<b>1.3 miles (trail)</b>			<b>\$347,500</b>
			20 percent overhead for engineering design and permitting	\$69,500
TOTAL				\$417,000

7 - The cost of installing a bike lane is approximately \$3,100 to \$31,000 per kilometer (\$5,000 to \$50,000 per mile), depending on the condition of the pavement, the need to remove and repaint the lane lines, the need to adjust signalization, and other factors

# Killearn Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #14: East & West St. Marks Connector Trails

## Description

The St. Marks Connector Trails are two greenway trails intended to connect the existing St. Marks Trail via the Lake Elberta City Park to Florida State University, including the Stadium Trail which continues north to the intersection of Ocala Road and West Tennessee Street.

The focus of this greenway is to provide a critical link between FSU, the Lake Elberta City Park, the Tallahassee Junction City Park, the Capital Cascade Greenway, FAMU, and the St. Marks Trail, and to provide transportation alternatives and promote economic development in the southern part of the community. These connections will use public lands and corridors unless indicated otherwise. Given the large number of students and other residents within this area, and the desire to provide connectivity to FSU and FAMU, both connector trails are recommended.

## Existing Improvements

1. The Lake Elberta City Park currently has a circular 0.7 mile paved multi-use trail. A paved 300' spur trail was constructed in the summer of 2012 to connect this trail to Stearns Street.
2. Eppes Drive is located adjacent to a stormwater drainage channel that connects Stadium Drive to Lake Bradford Road. The right of way for Eppes Drive includes the drainage channel. However, a segment approximately 375' in length is privately owned, and a trail easement will be required to provide public access along this portion of the drainage channel.

## West St. Marks Connector Trail Improvements

The West St. Marks Connector Trail as proposed is a 12' wide, paved, shared use path 0.5 miles long that will connect the Lake Elberta paved multi-use trail to Stadium Drive via Eppes Drive and adjacent to the existing drainage ditch. Associated improvements including addressing grade inconsistencies to connect to Stadium Drive; five enhanced trail crossings of active streets, including HAWK beacons (*High-Intensity Activated Crosswalk Beacon*) for bicyclists and pedestrians at Stadium Drive and Lake Bradford Road; a bridge across the drainage channel west of the intersection of Eppes Drive and Daniel Avenue; and acquisition via easement or full title of a portion of the existing drainage channel and adjacent maintenance road area.

## East St. Marks Connector Trail Improvements

The East St. Marks Connector Trail is a 12' wide, paved, shared use path approximately 0.3 to 0.5 miles long connecting the existing Lake Elberta City Park to the intersection of Gaines Street and Lake Bradford Road Stadium Drive. A sperate spur, approximatly 0.1 mile long will connect to Mosely Street. This alignment would utilize the existing trail easement owned by the City of Tallahassee that was originally obtained for this purpose. A trail easement or fee simple acquisition of a small land area to close a gap on the north end would be required if obtainable, or if not, a short spur along Lake Bradford Road. A trail crossing of Gaines Street at its intersection with Lake Bradford Road connecting to an existing wide sidewalk along the east side of Varsity Drive would also be required.

Additional issues to be addressed as part of this proposed alternative alignment may include addressing existing industrial debris on and/or near this alignment, and providing lighting and/or fencing to address any security concerns. The estimated cost of the 12' wide paved trail is \$120,000.

## West Alignment Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Paved trail	0.5 mile	1	\$300K/mile for 12' paved trail	\$150,000
Grade Improvements	n/a	1	\$15,000	\$15,000
Trail Crossing	n/a	3	Minimum eight signs per crossing @\$100/ per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic. Recommend including signal flashers similar to pedestrian crossing at 5th Avenue and Thomasville Road.	\$15,000
HAWK beacon	n/a	2	\$25,000 Stadium Drive \$30,000 Lake Bradford Road (this crossing will require a protective median for pedestrians)	\$55,000
Bridge	70'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost.	\$84,000
Land acquisition (easement or full title)	approximately 375' X 30' (0.25 acre)	1	n/a	\$50,000
SUBTOTAL	0.3 mile (trail)			\$369,000
			20 percent overhead for engineering design and permitting	\$73,800
TOTAL				\$442,800



St. Marks Trail

# East & West St. Marks Connector Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #15: San Luis Greenway

## Description

The San Luis Greenway project is a series of six trail projects intended to expand regional bike/ped mobility and to provide connectivity to and from FSU, TCC, and nearby residential areas. This Greenway is a set of five related shared use paths or trails that are connected to existing state and local government parks, wildlife preserves, and other open space areas, including properties originally purchased by local government to mitigate flooding. This greenway also utilizes bicycle route segments to provide connections where shared use paths are not feasible or necessary. The scope of this greenway is from the San Luis Wildlife Preserve through the San Luis City Park to Mission San Luis. These connections will use public lands and corridors unless indicated otherwise.

## Existing Improvements

All of the properties necessary to construct this greenway are presently owned by state and local government.

The San Luis City Park is a 69-acre park owned and managed by the City of Tallahassee. A paved shared use path connects Continental Avenue with San Luis Road. This path terminates on its western end at San Luis Road.

The San Luis Wildlife Preserve is a 30-acre greenway purchased in 1996 by the City to mitigate flooding. There are no improvements at present on this greenway.

Mission San Luis is a 64-acre state historical park that is a Living History Site and National Historic Landmark. The State of Florida has made substantial improvements to this park in the past decade, constructing new buildings and parking areas, and reconstructing existing facilities. The Mission is adjacent to the San Luis City Park, and there is a chain-link fence between these two parks.

Two adjoining parcels are critical for a trail connection within this greenway. One is a one-acre vacant lot in the San Luis subdivision that was deeded for a playground to the City of Tallahassee. Another is a 0.15-acre lot that belongs to the Valley Green Homeowners Association (VGHOA) that is part of this subdivision's greenspace. This vacant lot connects to the City's playground lot in the San Luis Subdivision. A trail easement will be required to access this lot, as well as a small area adjacent to a stormwater drainage channel that runs through the Valley Green lot.

An existing pedestrian crossing is located on the south side of the intersection of San Pedro Avenue and San Luis Road.

## Future Improvements

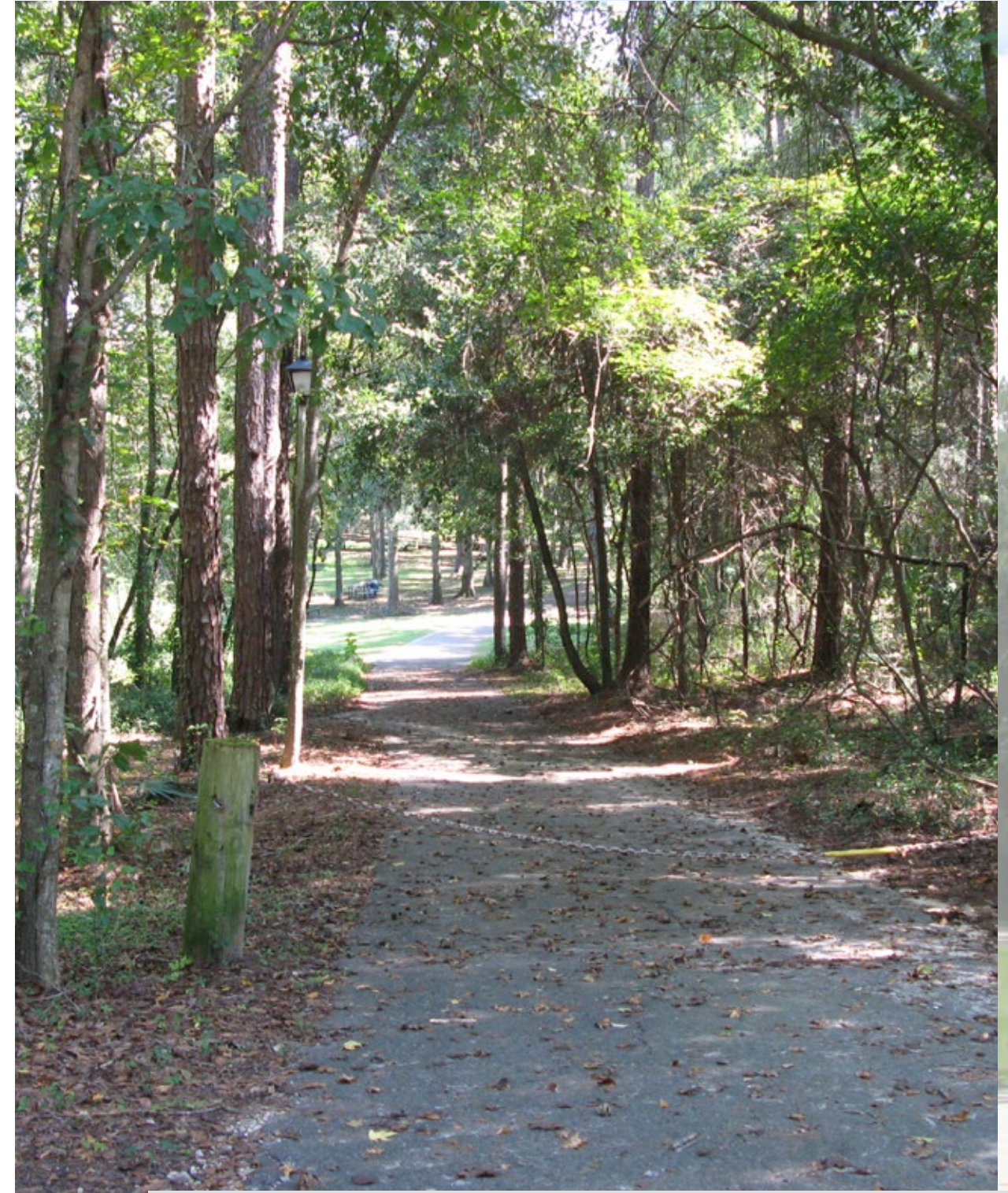
There are five trail segments that comprise this Greenway:

### San Luis Wildlife Preserve Trail

The San Luis Wildlife Preserve Trail is proposed as a 0.5 mile long, 10' wide trail with a crushed stone surface that will connect Appleyard Drive with Vega Drive through the San Luis Wildlife Preserve, with another spur connecting to Oakwood Drive and Burns Drive. A bike/ped bridge approximately 12' W x 50' L will be required to traverse a drainage channel immediately north of the northern terminus of Appleyard Drive.

### Valley Green Connector Trail

The Valley Green Connector Trail is proposed as a 500' long, minimum 8' wide trail with a paved surface that will connect Vega Drive Deer Haven Lane with San Pedro Avenue through a portion of the VGHOA greenspace and the City's open space area adjacent to San



San Luis City Park



Pedro Avenue. Another trail corridor approximately 50' long by 25' wide will be necessary to provide a trail connection between these two parcels.

#### **San Luis Connector Trail**

The San Luis Connector Trail is proposed as a 100' long, minimum 8' wide trail segment with a natural surface that will connect the City's San Luis Park to the Mission San Luis Park. The entry into Mission San Luis will require a gate that can be closed at night to prevent unauthorized access. (Both parks close at sunset.)

#### **San Luis Sidepath**

The San Luis Sidepath is proposed as a 365' long, 10' wide, paved sidepath parallel to San Luis Road, that is intended to connect the west end of the existing shared use path in the San Luis City Park with the intersection of San Pedro Avenue and San Luis Road. This path will provide safe access to and from the existing shared use path for those who are traversing the paved portion of the San Luis Greenway. Given the limited right of way and the lack of a paved shoulder or curb on San Luis Road, it is likely that fencing will have to be installed between this path and the roadway.

#### **Mission San Luis Trail**

The intent of the Mission San Luis Trail is to connect West Tennessee Street through a portion of the Mission San Luis to Mission Road. This trail concept was accepted by the State Division of Historical Resources in return for the City abandoning a portion of Mission Road that intersected the Mission as it was recently expanded. After the City vacated a portion of the Mission Road right of way to the State of Florida, the Division of Historical Resources closed access to the Mission property from Mission Road. Access to the Mission is from West Tennessee only. This trail will allow access to the Mission from those neighborhoods north and west of the Mission property.

Because of grade changes, this trail segment as proposed will require a paved surface, and it will be approximately 1,400' (0.3 mile) in length. In order to meet the security concerns of Mission San Luis, the proposed alignment follows the southwestern boundary of the Mission along a portion of a maintenance road. It too will likely require additional fencing and a gate at Tennessee Street that can be closed at night to prevent unauthorized access into the Mission.

#### **Skyland Bike/Ped Bridge**

The Skyland Bike/Ped Bridge as proposed is a 12' wide bicycle/pedestrian bridge approximately 100' in length that connects Skyland Drive via Botany Drive to the north end of San Luis City Park and traverse Tharpe Street between Ocala Road and San Luis Road. The provision of this connection will provide a direct, safe connection between residential neighborhoods north of Tharpe Street directly into San Luis Park, and points south, including FSU and the West Tennessee commercial corridor.

This bridge would require a minimum 17' clearance over Tharpe Street, but due to the high earthen bank on the north side, and the rise into the park on the south side, the runs on either side would be relatively short. The average cost of a 10' wide Prefabricated bike/ped bridge, according to AmericanTrails.org, is \$80/square foot, whereas the cost of abutments, footings, crane, and other mobilization costs would be extra.



Drainage Channel near Tharpe Street

### Cost Estimates

Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
San Luis Wildlife Preserve Trail	10' Crushed stone Trail	0.5 miles	1	\$100K/mile for 10' crushed stone	\$50,000
San Luis Wildlife Preserve Trail @ Appleyard Drive	Bike/ped Bridge	12' x 50'	1	\$80/sq. ft.	\$60,000
San Luis Wildlife Preserve to San Luis City Park	Bike Route	0.8 mile	15 signs	\$100 per installed bike route sign	\$1,500
Valley Green Connector Trail	10' Paved Trail	1,200' (0.2 mile)	1	\$250K/mile for 10' wide pavement	\$57,000
Valley Green Connector Trail	Boardwalk or Bike/ped Bridge	10' x 20'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF.	\$20,000
San Luis Sidepath	10' Paved Trail	365' (0.1 mile)	1	\$250K/mile for 10' wide pavement	\$20,000
San Luis Connector Trail	10' Natural Surface Trail	230' (0.04 mile)	1	\$74K/mile for 10' wide stabilized natural surface	\$3,000
Mission San Luis Trail	10' Paved Trail	1,300' (0.25 mile)	1	\$250K/mile for 10' wide pavement	\$62,000
San Luis Greenway	Boardwalk or Bike/ped Bridge	12' x 100'	1	\$80/sq. ft.	\$120,000
SUBTOTAL		1.9 miles (trail)			\$461,500
				20 percent overhead for engineering design and permitting	\$92,300
TOTAL					\$553,800

# San Luis Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #16: Lake Ella Connector Trail

## Description

The Lake Ella Connector Trail will provide a link between Midtown neighborhoods, schools, including Raa Middle School and Ruediger Elementary School, and other commercial and other areas west of North Monroe Street, to other neighborhoods and commercial and other areas east of North Monroe, including the popular Lake Ella City Park and the midtown commercial corridor along Thomasville Road. An associated crossing at the eastern terminus of this trail will allow bicyclists and pedestrians to cross safely to and from Lake Ella Drive.

This connector trail will provide transportation alternatives and help promote economic development in the midtown part of the community. This connector trail also utilizes bicycle route segments to provide connections where shared use paths are not feasible or necessary. These connections will use public lands and corridors unless indicated otherwise.

## Existing Improvements

1. The Publix shopping center at the southwest corner of Tharpe Street is a successful commercial anchor in the midtown area of Tallahassee. However, its accessibility to pedestrians and bicyclists from established nearby residential areas is somewhat limited.
2. A small portion of the property necessary for this trail is owned by the City of Tallahassee. This area is between Martin Luther King, Jr. Boulevard and Duval Street.

## Future Improvements

The Lake Ella Connector Trail is proposed as a 1,300' (0.2 mile) long, 10' wide, paved shared use path that will connect North Martin Luther King, Jr. Boulevard, where it intersects West 10<sup>th</sup> Avenue, east via an existing shopping center to the intersection of North Monroe Street and Lake Ella Drive. A trail easement or fee simple acquisition of property between North Duval Street and North Monroe will be required to address safety and liability concerns, as well as a trail crossing of North Monroe Street.

An additional 8'-10' wide, 0.2 mile long Lake Ella Plaza Connector Trail is proposed to replace a four-foot sidewalk and an adjacent bike lane, separated from the sidewalk by a steel and wood guardrail, along a two-block segment of North Duval Street between 8<sup>th</sup> and 10<sup>th</sup> avenues. This trail, or sidepath, would connect to Adam Street to the south and to the Lake Ella Connector to the north.

The connector trail would be at least twice as wide as the present four-foot sidewalk, which is substandard width. It would allow bicyclists who are not expert riders to utilize this segment of road that is subject to significant, fast traffic. The estimated construction cost for expanding the existing sidewalk to 8' would be \$215,000. Additional costs will be incurred for the relocation of the existing steel guardrail, or the installation of a more bicycle-friendly guardrail to separate automobile and bicycle and pedestrian traffic.

The Capital Regional Transportation Planning Agency has commissioned the Monroe Street Access Management and Lake Ella Implementation Study, which has two components. The first component will provide an initial, broad look at the Monroe Street corridor from John Knox Road to Magnolia Drive. Opportunities to improve access along the

corridor, including the feasibility of medians, will be evaluated. The second phase of the study will provide a more focused evaluation of the Lake Ella area of Monroe Street (Tharpe Street to Seventh Avenue), including the possibility of medians and/or a traffic control device at North Monroe Street and Lake Ella Drive.

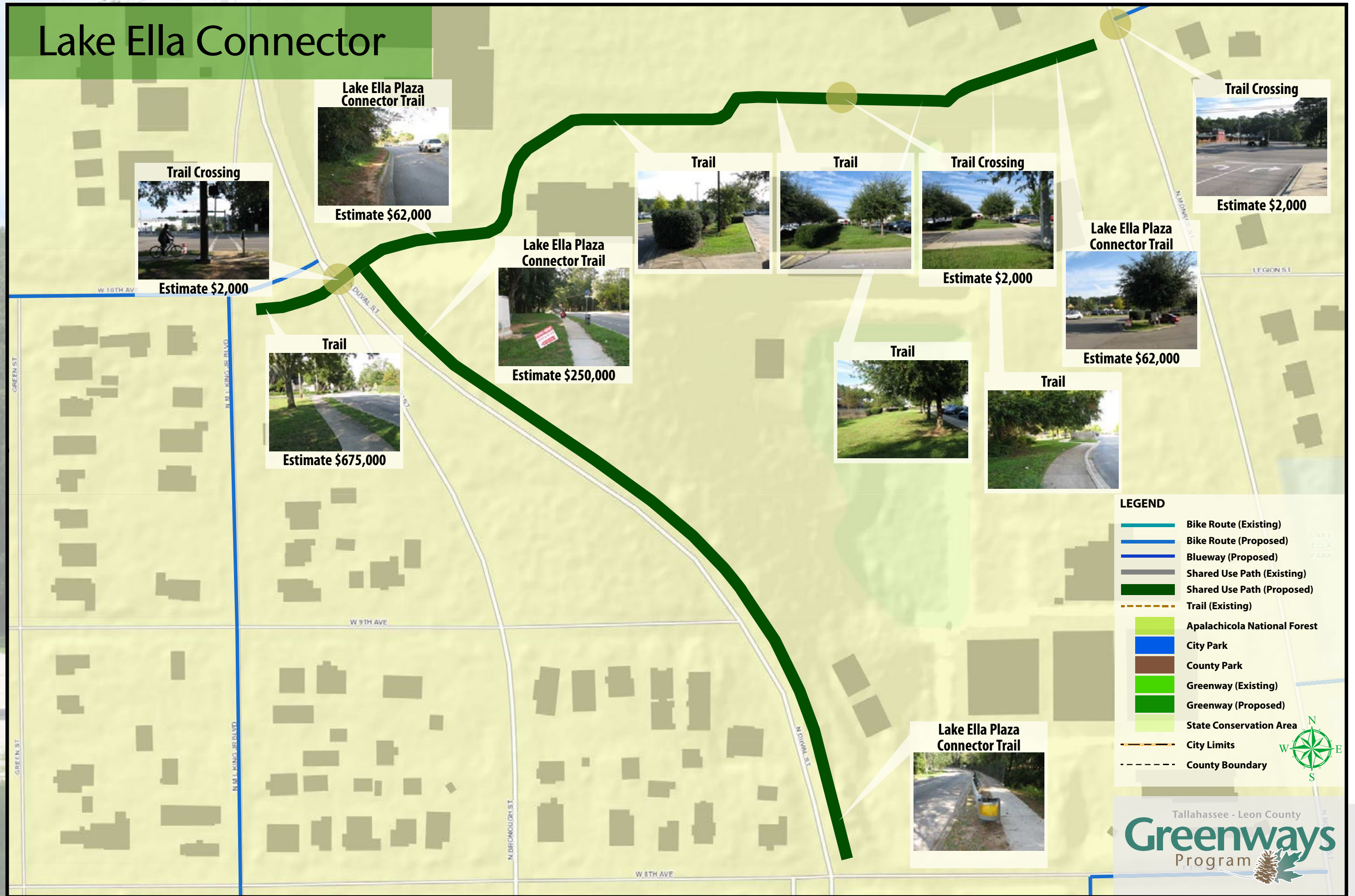
Bike route designation is also proposed for Martin Luther King, Jr. Boulevard, West 10<sup>th</sup> Avenue, and Lake Ella Drive.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Paved Trail	1,300' (0.2 mile)	1	\$250K/mile for 10' wide paved trail	\$62,000
Lake Ella Plaza Connector Trail				
Trail Crossing	n/a	3	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$6,000
Land Acquisition (easement or full title)	approximately 1,200' X 20' (0.55 acre)	1	n/a	\$75,000
SUBTOTAL	0.2 mile (trail)			\$141,000
			20 percent overhead for engineering design and permitting	\$28,200
TOTAL				\$169,200

# Lake Ella Connector



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #17: Tram Road Greenway Trail

## Description

The Tram Road Greenway Trail is a sidepath along a portion of Tram Road that will provide a link between parks, schools, residential areas, and commercial and employment centers in the southeast sector of the Tallahassee urban area, including South Monroe Street and the Southwood area. This greenway will also connect to the English Greenway system, part of the English property, which is anticipated to be developed within the next decade.

This greenway will provide a transportation alternative and help promote economic development in the southeast part of the community. These connections will use public lands and corridors unless indicated otherwise.

## Existing Improvements

Existing improvements include the North Florida Fairgrounds, Capital City Park, Campbell Pond City Park, the existing Campbell Connector Trail, Fairview Middle School, Pace Secondary School, Florida Department of Revenue complex, the State of Florida Capital Circle Office Complex, nearby residential neighborhoods, including the Lakewood, Campbell Park, Pebble Brooke, and Southwood.

1. The North Florida Fairgrounds is a 107-acre complex of fairgrounds, parking areas, and a stadium (Capital Field) that also includes a forested park (the 20-acre Capital Park) with active amenities managed by the City of Tallahassee. Many regional fairs, games, and other events are held on a regular basis at the Fairgrounds.
2. Campbell Pond is an existing 26-acre City park adjacent to Campbell Pond.
3. The Campbell Connector is a 1.1-mile shared use path that was recently completed by the City of Tallahassee. It connects the St. Marks Trail with the Lakewood and Campbell Park residential neighborhoods, Capital Park, the Leon County Extension Service at 615 Paul Russell Road, and the Jack L. McLean, Jr. City Park.

## Future Improvements

The Tram Road Greenway Trail is proposed as a 3.3 mile long, 10' wide, paved shared use path that will connect from where the Campbell Connector Trail crosses Tram Road at the intersection of Tram and Cornelia Street to the intersection of Tram Road and Capital Circle Southeast, and then continuing east along Tram to an area approximately 2,000' east of the intersection of Tram Road and Four Oaks Boulevard. It is anticipated that this trail can be constructed within the right of way of Tram Road.

A trail crossing will be required at Crossing Rocks Road whether the trail is located on the south or north side of the road. This is also the proposed intersection of the Campbell Pond Greenway, which would connect to the Campbell Pond City Park and points north and south. Another trail crossing will be necessary where the Colin English Trail will cross Tram Road west of the intersection of Tram and Capital Circle Southeast. A third trail crossing will be required at the intersection of Tram and Capital Circle Southeast.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Paved Trail	3.3 miles	1	\$250K/mile for 10' wide paved trail	\$825,000
Trail Crossing	n/a	3	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$6,000
SUBTOTAL	3.3 miles (trail)			\$831,000
			20 percent overhead for engineering design and permitting	\$166,200
TOTAL				\$997,200

# Tram Road Greenway

**Campbell Connector Trail**



**Tram Road Trail**



Estimate \$825,000

**Trail Crossing**



Estimate \$2,000

**Trail Crossing**



Estimate \$2,000

**Trail Crossing**



Estimate \$2,000

**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #18: Bradford Brook Chain of Lakes Greenway

## Description

The Bradford Brook Chain of Lakes Greenway is a shared use path for bicyclists, hikers, equestrians, and other non-motorized users that weaves along the Bradford Brook watercourse and its associated “chain of lakes,” connecting the anticipated trail along Capital Circle SW west through the Apalachicola National Forest (ANF), including the Silver Lake Recreation Area, to the proposed Ft. Braden Trail along Highway 20 West and the Talquin Wildlife Management Area.

This watercourse drains an undeveloped area of the ANF, flowing east into Cascade Lake, Lake Hiawatha, and Lake Bradford. Surface waters and waterbodies in this karst-dominated system are subject to seasonal flooding and dryness from fluctuating water table levels. The water itself is stained tea brown from natural tannins, and is usually excellent in quality. After leaving Lake Bradford through Grassy Lake, the waters of Bradford Brook and the lakes it flows through enter Black Swamp and flow east and south into Lake Henrietta, and eventually into Lake Munson and further south into Eight Mile Pond and Ames Sink.

This trail is intended to provide non-motorized access to a high-quality environmental resource adjacent to the urban area of Tallahassee, and to also raise awareness of this undeveloped watershed and the need to protect such areas from unmanaged access, use, and abuse.

## Existing Improvements

The Apalachicola National Forest is the largest U.S. National Forest in the state of Florida. It encompasses 632,890 acres (988.9 square miles) and is the only national forest located in the Florida Panhandle. The National Forest provides water and land-based outdoors activities such as hiking, swimming, boating, hunting, fishing, horse-back riding, and off-road ATV usage. The ANF encompasses 23.5 percent of Leon County.

The Silver Lake Recreation Area is owned and managed by the U.S. Forest Service. It provides a picnic area, a lake for swimming or fishing with a sandy beach, a mile-long interpretive trail, and restrooms with showers. It is currently also used as a trailhead for motorized trail users.

The Bradford Brook Chain of Lakes is connected to the aquifer by sinkholes. Lakes Bradford, Cascade, and Hiawatha are the largest lakes in the Bradford Brook chain of lakes, and are important recreational areas for fishing, canoeing, and kayaking. The Seminole Reservation, a recreational area for FSU students, is located on Lake Bradford, and features boating and swimming, as well as being the home of the FSU Water Skiing Team. The Tallahassee Museum of Natural History is located on a narrow water passage connecting Lake Bradford to Lake Hiawatha. The Museum features native Florida wildlife and an authentic frontier Florida farm, the home of Princess Murat, and other notable exhibits.

## Future Improvements

The Chain of Lakes Trail is proposed as a nine-mile long shared use path through the ANF that is intended for hikers, bicyclists, equestrian, and other non-motorized users. Its width may vary, but it will have a design width of 10' to accommodate all anticipated users. Because the trail will traverse environmentally sensitive areas of the ANF, it will

require a stabilized natural surface and an estimated seven (7) boardwalks/bike/ped bridges. These structures will be similar in design to the existing wooden bridge at the Miccosukee Canopy Road Greenway. This bike/ped bridge is designed to support the weight of equestrian users, as well as small maintenance vehicles. The length of each bike/ped bridge will likely vary, but an average length has been used for cost estimation purposes.

Two trail crossings are anticipated. One will be located on Aeon Church Road and the other on Silver Lake Road. A small trailhead is proposed for both ends of this trail. These can have stabilized natural soil surfaces with fencing and signage, and space for approximately 10-15 automobiles with sufficient space for equestrian trailers.

No land acquisition is anticipated, but the design, construction, and maintenance of this trail will require close coordination between the U.S. Forest Service, who administers the ANF, and Leon County. Measures will have to be implemented to try to minimize unauthorized, non-motorized use of this trail. These measures may include bollards, signage, and patrols by ANF personnel.

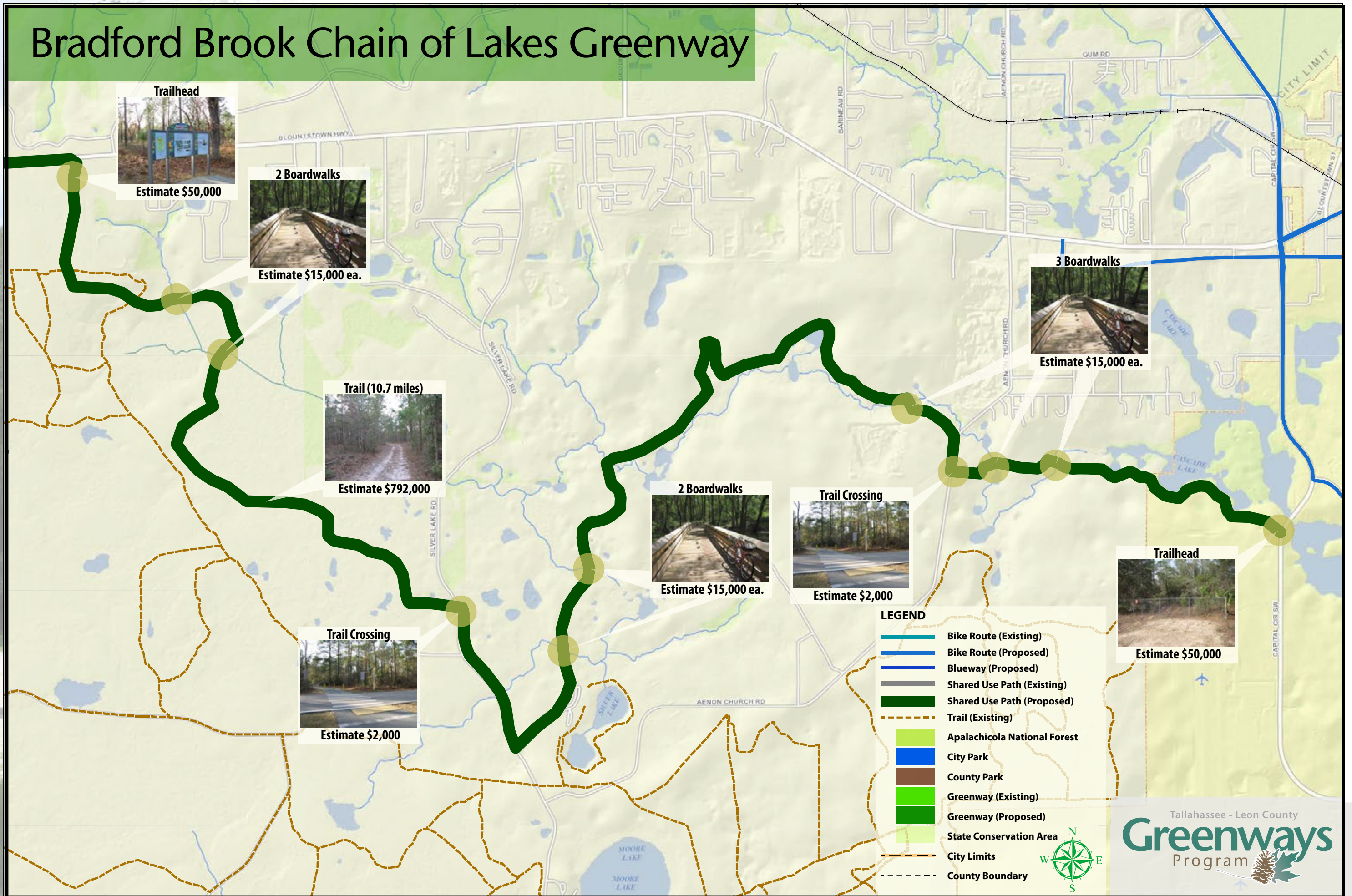
## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Stabilized Natural Surface Trail	10.7 miles	1	\$74K/mile for 10' wide stabilized natural surface	\$792,000
Boardwalk or Bike/ped Bridge	75'	7	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF.	\$105,000
Trailhead	n/a	2	\$50,000 for parking area, fencing, signage	\$100,000
Trail Road Crossing	n/a	2	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$4,000
SUBTOTAL	10.7 miles (trail)			\$1,001,000
			20 percent overhead for engineering design and permitting	\$200,200
TOTAL				\$1,201,200



# Bradford Brook Chain of Lakes Greenway



- LEGEND**
- Bike Route (Existing)
  - Bike Route (Proposed)
  - Blueway (Proposed)
  - Shared Use Path (Existing)
  - Shared Use Path (Proposed)
  - Trail (Existing)
  - Apalachicola National Forest
  - City Park
  - County Park
  - Greenway (Existing)
  - Greenway (Proposed)
  - State Conservation Area
  - City Limits
  - County Boundary



# Project #19: Fern Trail Greenway

## Description

The Fern Trail Greenway is a shared use path for bicyclists, hikers, and other non-motorized users that will connect the Governor's Park greenway east to Tom Brown Park, the Goose Pond Trail, and the Lafayette Heritage Trail.

## Existing Improvements

Currently existing as a 1.6 mile singletrack dirt trail used primarily by off-road bicyclists, the Fern Trail has been in existence for approximately 15 years. It extends east of the existing Governor's Park, a City of Tallahassee greenway acquisition surrounding the intersection of Park Avenue and the Blair Stone Extension, to Tom Brown Park. The trail parallels a stormwater drainage channel that is located within an associated City sewer line utility easement. A segment of the existing trail is located on a portion of the CSX railroad right of way west of Capital Circle NE. Heading east, the trail crosses Capital Circle NE underneath an overpass for the CSX railroad line, which is active, and then proceeds east along the old Weems Road right of way immediately north of the Florida National Guard Armory on Capital Circle NE, connecting to the Goose Pond Trail at a signed crossing.

Weems Road has been improved by the City of Tallahassee to have bike lanes, sidewalks along at least one side of the road, and a roundabout at the intersection of Weems and Easterwood Drive. Phase II of these improvements will be from the CSX railroad crossing north to Mahan Drive. These improvements will include bicycle lanes and sidewalks.

The 197-acre Governor's Park is a Florida Communities Trust greenway land acquisition that was acquired in several projects from 1996 through 1998. It is a large natural area in the middle of urban Tallahassee east of downtown that is comprised mostly of floodprone bottomland hardwood areas, upland mixed forest, and a large open field with an old homesite that has some of the most attractive vistas in the urban area of Tallahassee. Governor's Park is also intended to be a hub in the City-County greenway system with connections north, south, east, and west via trails, bike lanes, and a shared use path along the Blair Stone Extension north of the Park.

Tom Brown Park is a 255-acre city park located on the eastern side of Capital Circle SE. This park is an active recreational area with several baseball fields, a disc golf course, tennis courts, and a BMX track, along with picnic areas, a dog park, and nature trails. The Magnolia Mountain Bike Trail is a system of off-road technical trail loops and connectors that is widely utilized by area and other off-road bicyclists. The Goose Pond Trail and the east end of the Fern Trail meet at the park.

The Lafayette Heritage Trail Park, along with adjacent Tom Brown Park, is bounded on the north by the Lake Lafayette system, stretching from Weems Road to Chaires Cross Road. Originally a wet prairie, two dams constructed around 1950 divided the lake into three sections, Upper Lafayette continues to be a wet prairie, Piney Z Lake is a 200 acre open water lake, and Lower Lafayette resembles a cypress-covered Louisiana bayou. Tom Brown Park and the Lafayette Heritage Trail are interconnected by an existing system of natural surface trails, including multipurpose and singletrack trails. There are also extensive existing trail systems in the nearby J.R. Alford Greenway and the Apalachee Regional Park.

The Goose Pond Trail is a series of three short, paved trails in northeast Tallahassee south of Interstate-10. The trail is intended to connect the Woodgate and Betton/Waverly Hills neighborhoods to Tom Brown Park and further south to Apalachee Parkway.

## Future Improvements

Although previously established by use, the Fern Trail requires legal ownership of the corridor through which it passes, signage, and a safe, engineered crossing of Capital Circle NE. This will require the acquisition of a number of trail easements from private property owners, including an apartment complex, a homeowner's association, and possibly CSX. The acquisition of easements provides an opportunity to create a more permanent, safer public amenity that will benefit local residents and property owners, and may also address any potential liability questions or issues.

The Fern Trail is presently a dirt singletrack trail. In order to open up this trail to more users and different user groups, improvements to the trail itself should include expansion of the surface width to 8' or 10', and stabilization of the existing natural surface to address any erosion issues and to make the trail more amenable to more users. Fencing such as wooden split rail or round rails in selected areas should also be provided to manage access to and from the trail where necessary, and to address any potential safety issues. The highest priority for fencing should be between the trail and the railroad track on CSX property.

The present crossing is under the Capital Circle NE bridge that crosses the CSX active line. An engineered trail crossing has been proposed for this area, which would include fencing to protect trail users, but will require careful coordination with CSX, and creative design and permitting to make this critical crossing function for existing and anticipated users and to minimize any safety issues.

## Cost Estimates


Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Acquisition of Easements	1.5 miles	3	Staff time	Staff time
Trail Crossing under CSX Bridge	200'	1	\$75,000	\$75,000
Fencing (wood post and beam)	2,500'	1	\$12/LF <sup>8</sup>	\$30,000
Signage	1.6 miles	6	\$100	\$600
SUBTOTAL	1.6 miles (trail)			\$105,600
			20 percent overhead for engineering design and permitting	\$21,120
TOTAL				\$126,720

8 - Buncombe County (NC) Greenways and Trails Master Plan, Draft Plan for Public Review - August 2012.

# Fern Trail

**Railroad Crossing**



Estimate \$75,000

**Fencing**



Estimate \$30,000


**Old Weems Rd**



**Existing Crossing**



**Existing Fern Trail**



**LEGEND**

-  Bike Route (Existing)
-  Bike Route (Proposed)
-  Blueway (Proposed)
-  Shared Use Path (Existing)
-  Shared Use Path (Proposed)
-  Trail (Existing)
-  Apalachicola National Forest
-  City Park
-  County Park
-  Greenway (Existing)
-  Greenway (Proposed)
-  State Conservation Area
-  City Limits
-  County Boundary



# Project #20: Goose Pond Trail

## Description

The Goose Pond Trail is an existing, paved, shared use path for bicyclists, hikers, and other non-motorized users that helps connect neighborhoods along and near Hermitage Boulevard in northeast Tallahassee south east to Tom Brown Park. This trail has several gaps that require completion so as to provide a safe, uninterrupted greenway trail that provides access to and from several parks, greenways, schools, and other destinations and attractions.

## Existing Improvements

The Goose Pond Trail nominally exists as four separate segments. The total length of existing trail is 3.7 miles. The gap between the two northernmost existing trail segments is filled by a set of bike lanes on Potts Road on the east side of Goose Pond. Critical gaps exist in the following locations:

1. Between Thomasville Road and the terminus of the northernmost existing trail segment on Hermitage Boulevard,
2. Along Mahan Drive from its intersection with Fort Knox Road to the intersection of Weems Road.

A 10' wide, concrete, sidewalk that functions as a shared use path exists along Connor Boulevard from where the Goose Pond Trail crosses over Connor Boulevard along a pedestrian bridge east and south to Apalachee Parkway. This path is 1.1 miles in length.

## Future Improvements

**Gap Trail #1** is a 0.5 mile long, paved, 10' wide shared use path that utilizes a maintenance road adjacent to a drainage ditch owned by the Florida Department of Transportation (FDOT), and a portion of a parcel owned by the Vieux Carre homeowner's association. An approximately 30' pedestrian boardwalk or small bridge will be required.

**Gap Trail #2** is a 0.2 mile long, paved, 10' wide shared use path that connects the existing shared use path along Blair Stone Road to the segment of the Goose Pond trail between Miccosukee Road and Mahan Drive. This segment runs along the Miccosukee Road frontage of the Florida Department of Law Enforcement (FDLE) complex.

**Gap Trail #3** is a 1.2 mile long, paved or concrete, 10' wide shared use path adjacent to Mahan Drive and Weems Road north of the CSX railroad corridor. In order to reduce or eliminate any mid-block crossings of Mahan Drive, the preferred alignment will be on the north side of Mahan within the right of way. This may require the existing sidewalk to be widened. The path can then cross to the south side at the intersection of Mahan and Capital Circle NE, and then proceed along the south side of Mahan to its intersection with Weems Road. The Path will then proceed south to intersect the existing segment of the Goose Pond Trail proceeding east into Tom Brown Park.

The Weems Road portion of this gap path or trail is scheduled to be completed as part of Phase II of the Weems Road improvements presently budgeted by the City of Tallahassee. Phase I was recently completed in 2012 from Capital Circle NE east and north to the CSX railroad corridor.

A small trailhead sized to accommodate six to ten automobiles will be located on site owned by the City of Tallahassee north of the intersection of Potts Road and Centerville Road. This is across Potts Road from Goose Pond, and it should include signage and a kiosk for information.

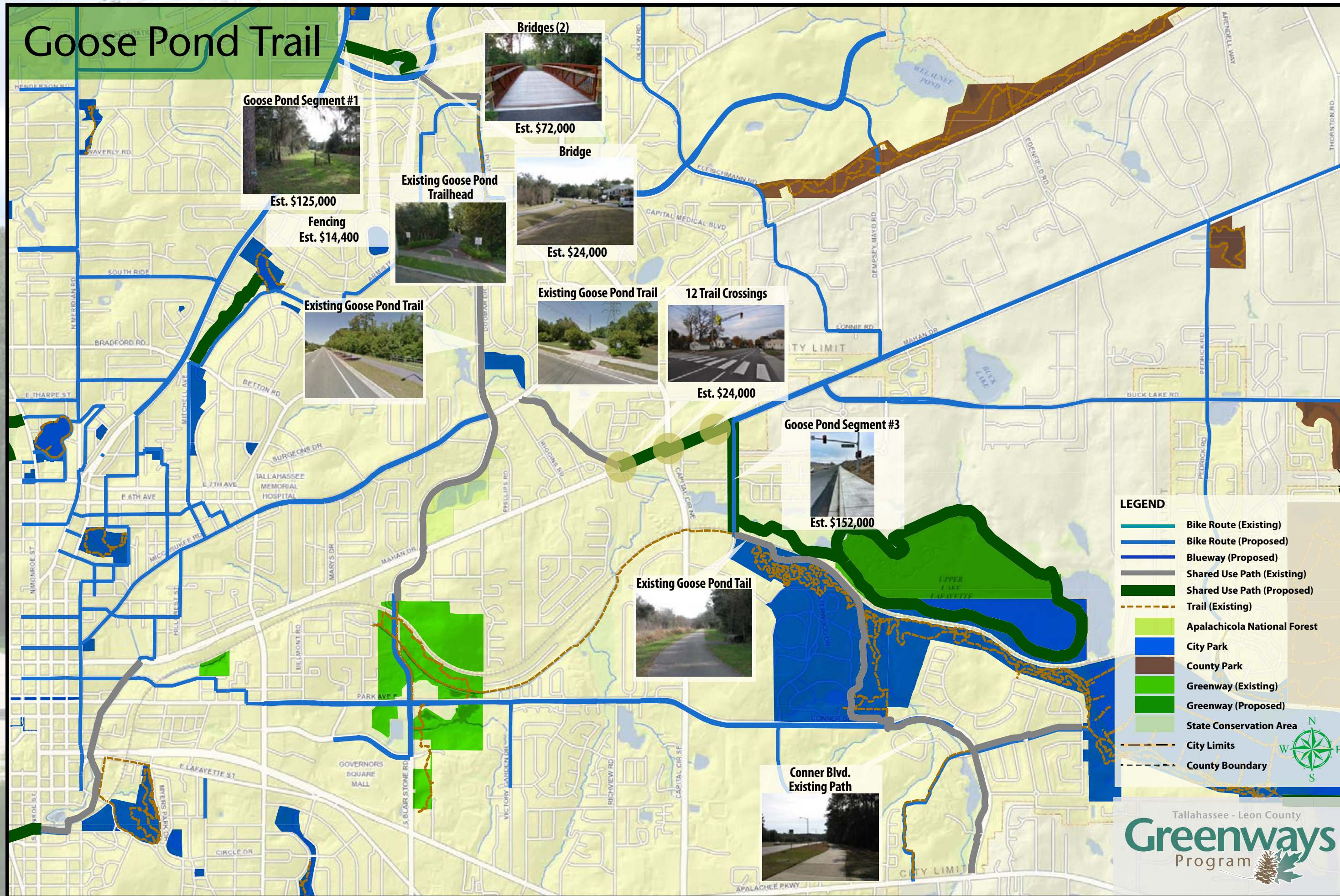
The existing concrete shared use path along Connor Boulevard to Apalachee Parkway will be designated part of the Goose Pond Trail, which will then connect to the Southwood Trail.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Trail Segment #1 (FDOT Connector)	0.5 mile	1	\$250K/mile for 10' wide pavement	\$125,000
Trail Segment #1 Fencing (wood post and beam)	1,200'	1	\$12/LF	\$14,400
Trail Segment #1 Boardwalk or Bike/ped Bridge	30'	2	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF.	\$72,000
Hermitage Boulevard Boardwalk or Bike/ped Bridge	20'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF.	\$24,000
Trailhead	n/a	1	\$20,000 for small parking area, fencing, signage	\$20,000
Trail Segment #2 (FDLE Connector)	875'		\$250K/mile for 10' wide pavement	\$42,000
Trail Segment #3 (Weems Road Connector)	3,200'	1	\$250K/mile for 10' wide pavement	\$152,000
Trail Crossing	n/a	12	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$24,000
Designation of Connor Blvd Trail as Goose Pond Trail	n/a	1	n/a	n/a
<b>TOTAL</b>	<b>1.9 miles (trail)</b>			<b>\$473,400</b>

# Goose Pond Trail



**Goose Pond Segment #1**



Est. \$125,000

**Fencing**  
Est. \$14,400

**Existing Goose Pond Trailhead**



Est. \$24,000



**Existing Goose Pond Trail**



**12 Trail Crossings**



Est. \$24,000

**Bridges (2)**



Est. \$72,000

**Bridge**

**Goose Pond Segment #3**

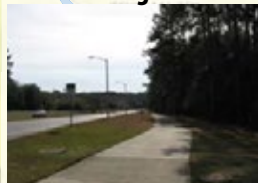


Est. \$152,000

**Existing Goose Pond Trail**



**Conner Blvd. Existing Path**



## LEGEND

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #21: Capital Circle SW Greenway

## Description

The Capital Circle SW Greenway Trail is a shared use path for bicyclists, hikers, and other non-motorized users which will connect neighborhoods in south and southwest Tallahassee to several parks and greenways and the Apalachicola National Forest. This trail is a continuation of a similar trail along Capital Circle South and Capital Circle Southwest.

## Existing Improvements

As part of the reconstruction of Capital Circle South and Capital Circle Southwest funded by Blueprint 2000, 6.2 miles of 10' wide, paved, meandering, shared use path for bicyclists, hikers, and other non-motorized users were created adjacent to this roadway within its right of way. This trail crosses the St. Marks Trail at the intersection of Capital Circle and Woodville Highway.

The ANF is accessible on the south side of Capital Circle South, although there are no trailheads located within this tract. Another unit of the ANF lies north of Capital Circle SW across from the Tallahassee Regional Airport.

## Future Improvements

The Capital Circle SW Greenway Trail is proposed as a 5.7 mile long, 10' wide, paved, meandering, shared use path located within the right of way of the reconstructed Capital Circle SW. It will connect to the existing trail along Capital Circle South, and it will also connect to a similar trail 2.8 miles long being constructed as part of a funded major road improvement project from south of SR 371/Orange Avenue to US 90/Tennessee Street.

In recognition of her service to the community and to acknowledge her commitment to protecting the environment, the "Debbie Lightsey Nature Trail" will be constructed on a 113-acre site situated on the east side of Capital Circle Southwest, south of Jackson Bluff Road. This parcel, known as the "Delta Industrial Site", was acquired by Blueprint 2000 in December 2006 for corridor improvements proposed for Capital Circle Southwest.

The Capital Circle SW Greenway Trail will intersect the Pine Flats Trail, which is a 5.8 mile long shared use path with a 10' wide stabilized natural surface. It is intended to connect the Lake Henrietta County Park south to the future Eight Mile Pond County Park via Lake Munson and Rivers Road. This trail will utilize an existing maintenance road where it exists along a drainage channel that empties into Lake Munson, as well as an existing USFS trail on the west side of Lake Munson.

The Bradford Brook Chain of Lakes Greenway is proposed as a minimum 10' wide shared use path for bicyclists, hikers, equestrians, and other non-motorized users that weaves along the Bradford Brook watercourse and its associated "chain of lakes," connecting the anticipated trail along Capital Circle SW west through the Apalachicola National Forest (ANF), including the Silver Lake Recreation Area, to the proposed Ft. Braden Trail along Highway 20 West and the Talquin Wildlife Management Area.

The Capital Circle SW Greenway Trail will intersect the Golden Aster Trail, which is a 0.8 mile long stabilized natural surface trail that follows the west side of Lake Hiawatha northwest of Lake Bradford. The Golden Aster Trail will have

a small trailhead at the west terminus of Longleaf Road. There is an existing sand road trail that is currently being used by equestrians. This surface of this trail will be stabilized and widened to 10' to make it more accessible to more users. Any such improvements will need to be coordinated with the U.S. Forest Service, as this area is within the Apalachicola National Forest.

The Broadmoor Spur Trail is proposed as a 0.3 mile, 10' wide, crushed rock surface trail that will connect the Capital Circle SW Greenway Trail and the Debbie Lightsey Nature Trail via a City of Tallahassee-owned electric utility corridor to the Broadmoor stormwater park south of Jackson Bluff Road, and west of Capital Circle SW. This facility will have a 10' wide paved bike/ped trail around a stormwater pond. This facility is being designed and constructed by Blueprint 2000.

## Cost Estimates


Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Capital Circle SW Paved Trail	5.7 miles	1	\$250K/mile for 10' wide pavement	\$1,425,000 <sup>9</sup>
Golden Aster Spur Trail	0.8 miles	1	\$74K/mile for 10' wide stabilized soil	\$60,000
Golden Aster Spur Trail Trailhead	n/a	1	\$50,000 for small parking area, fencing, signage	\$50,000
Broadmoor Spur Trail	0.3 mile	1	\$100K/mile for 10' wide crushed rock	\$30,000
Trail Crossing	n/a	3	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$6,000
SUBTOTAL	6.6 miles (trail)			\$1,796,000
			20 percent overhead for engineering design and permitting	\$359,200
TOTAL				\$1,930,200

<sup>9</sup> - This cost estimate does not include land acquisition costs. These costs are assumed to be borne by the reconstruction of Capital Circle SW from Crawfordville Highway west and north to State Road 20/Pensacola Street.

# Capital Circle SW Greenway Trail

**Broadmoor Spur Trail**  
  
 Estimate \$30,000


**Debbie Lightsey Nature Trail**  



**Golden Aster Spur Trail**  
 Estimate \$60,000

**Golden Aster Trailhead**  
  
 Estimate \$50,000

**Capital Circle SW Trail**  
  
 Estimate \$1.65 M

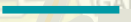
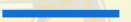
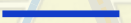
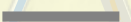





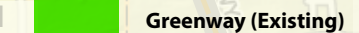
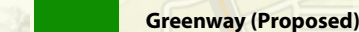



**Golden Aster Greenway**  



**Trail Crossing**  
  
 Estimate \$2,000

**Trail Crossing**  
  
 Estimate \$2,000

**Capital Circle S Trail**  


**LEGEND**

-  Bike Route (Existing)
-  Bike Route (Proposed)
-  Blueway (Proposed)
-  Shared Use Path (Existing)
-  Shared Use Path (Proposed)
-  Trail (Existing)
-  Apalachicola National Forest
-  City Park
-  County Park
-  Greenway (Existing)
-  Greenway (Proposed)
-  State Conservation Area
-  City Limits
-  County Boundary



# Project #22: Campbell Pond Greenway

## Description

The Campbell Pond Greenway is a shared use path for bicyclists, hikers, equestrians, and other non-motorized users that is located largely within an existing City of Tallahassee electric utility corridor. This greenway, which was proposed as part of the Woodville Highway North Corridor Study, connects existing residential areas east of Woodville Highway and north of Capital Circle SE to the existing Campbell Pond City Park. The Campbell Connector shared use path, which connects to Capital City Park and the North Florida Fairgrounds, the Tram Road Greenway Trail, and to the shared use path along Capital Circle SE. The St. Marks Trail is also accessible nearby via the Campbell Connector, and along Woodmen of the World Road or Belair Road.

## Existing Improvements

Campbell Pond City Park is a 26-acre community park that is east of Woodville Highway and south of Tram Road. It includes Campbell Pond, which is one of several freshwater karst or karstic ponds located in the Munson sandhills physiographic area south of the Cody Escarpment. These natural ponds provide vital habitat for a variety of native bird and other species, including the American Alligator.

The Campbell Connector is a 1.1-mile shared use path that was recently completed by the City of Tallahassee. It connects the St. Marks Trail with the Lakewood and Campbell Park residential neighborhoods, Capital Park, the Leon County Extension Service at 615 Paul Russell Road, and the Jack L. McLean, Jr. City Park.

The North Florida Fairgrounds is a 107-acre complex of fairgrounds, parking areas, and a stadium (Capital Field) that also includes a forested park (the 20-acre Capital Park) with active amenities managed by the City of Tallahassee. Many regional fairs, games, and other events are held on a regular basis at the Fairgrounds.

The Tallahassee/St. Marks Historic Railroad Trail runs south from Florida's capital city past the Apalachicola National Forest and on to the coastal community of St. Marks. Through the early 1900's, this historic railroad corridor was used to carry cotton from the plantation belt to the coast for shipment to textile mills in England and New England. Today, as a paved trail, it provides a facility for road bicyclists, walkers and skaters. It also provides opportunities for horseback riding on the adjacent unpaved trail, and access to the Munson Hills Off-Road Trail system in the National Forest.

As part of the reconstruction of Capital Circle South and Capital Circle Southwest funded by Blueprint 2000, 6.2 miles of 10' wide, paved, meandering, shared use path for bicyclists, hikers, and other non-motorized users were created adjacent to this roadway within its right of way. This trail crosses the St. Marks Trail at the intersection of Capital Circle and Woodville Highway.

## Future Improvements

The Campbell Pond Trail is proposed as a 10' wide shared use path 1.1 miles in length. It will be located within an existing City of Tallahassee utility corridor, and will connect on the north to the existing Campbell Connector Trail, and on the south to a residential area east of Woodville Highway and north of Capital Circle SE. The surface of this trail should be crushed stone. Approximately 900' of this trail along Southland Drive, Gaile Avenue, and Cornelia Street would be paved.

The Campbell Pond Spur Trail will be a 10' wide shared use path 0.6 miles in length. It will connect the Campbell Pond City Park via the Campbell Pond Trail to the proposed Tram Road Greenway Trail. The surface of this trail should

also be crushed stone. A trail crossing will be required at the intersection of Tram Road and Crossing Rocks Road to allow trail users to access the Tram Road Trail.

Although the area within the corridor is largely vacant, at least ten public trail easements will have to be acquired along the utility corridor and along the corridor of the Campbell Pond Spur Trail. The Planning Department has previously tried several times to acquire several parcels of land in this area for the Greenway System. This voluntary land acquisition effort, identified as the Tram Road Karst Ponds project, was attempted because of the high environmental sensitivity of these parcels, and to help protect the Florida Aquifer from development impacts associated with mining or other potential development activities, as well as any associated non-point runoff. Acquisition would also protect and enhance existing listed species habitat, and provide flood mitigation from existing adjacent residential stormwater runoff. Although this land acquisition project was not successful at the time, it is still important to preserve these ponds and the surrounding area from development or resource extraction. The acquisition of this area would provide a critical link between existing and planned greenways and trails in this rapidly developing area of Tallahassee. Towards this end, nine parcels totaling 109 acres have been identified for acquisition. This acquisition would preserve the majority of the existing ponds and uplands, as well as allowing trail linkages to surrounding residential areas.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Campbell Pond Trail	1.1 miles	1	\$100K/mile for 10' crushed stone \$250K/mile for 10' wide pavement	\$145,000
Boardwalk or Bike/ped Bridge	100'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF.	\$20,000 (wooden boardwalk)
Campbell Pond Spur Trail	0.6 mile	1	\$100K/mile for crushed stone	\$60,000
Trailhead	n/a	1	\$50,000 for small parking area, fencing, signage	\$50,000
Trail Crossing	n/a	2	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$4,000
Land Acquisition	n/a	109 acres (nine parcels)	Est. \$10,000/acre	\$1,200,000
SUBTOTAL	1.7 miles (trail)			\$1,479,000
			20 percent overhead for engineering design and permitting	\$295,800
TOTAL				\$1,774,800



# Campbell Pond Greenway

Existing Campbell Connector Trail



Trail Crossing



Estimate \$2,000

Boardwalk or Bike/Ped Bridge



Est. \$20,000

Campbell Pond Trail



Est. \$ 145,000

Campbell Pond Spur Trail



Est. \$60,000

Potential Environmental Land Aquisition  
109 Acres ±



Est. \$1.2 M

Existing St. Marks Historic Rail Trail



Utility Corridor



Trailhead



Estimate \$ 50,000

Campbell Pond City Park

## LEGEND

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #23: Black Swamp Greenway Trail

## Description

The Black Swamp Greenway Trail is a 1.2 mile shared use path along an existing maintenance road through Black Swamp. This trail would provide bicycle and pedestrian access from the Capital Cascade Greenway west to Lake Bradford Road, and further west along existing roadways to the Tallahassee Museum.

## Existing Improvements

The Black Swamp maintenance road is constructed of fill dirt, and it is located along the south side of a man-made drainage channel that is maintained by the City of Tallahassee.

## Future Improvements

The Black Swamp Trail is proposed as a minimum 10' wide stabilized natural soil surface with signage where necessary. The trail will also require removable bollards to provide maintenance access when necessary. A bicycle/pedestrian bridge will be necessary on the east end of this trail to allow users to cross the drainage channel to access the Capital Cascade Greenway. This bridge should be a prefabricated steel bridge.

The creation of the Black Swamp Trail would require obtaining trail easements from at least 11 different property owners affecting approximately 15 properties. An alternative, given the history of Black Swamp as an area subject to flooding, would be the acquisition of conservation easements over existing wetland areas for stormwater and habitat management. This project would require the acquisition of easements on approximately 25 parcels from at least 17 different property owners.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Black Swamp Trail	1.2 miles	1	\$74K/mile for 10' stabilized natural surface	\$90,000
Bike/Ped Bridge	80'	1	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost.	\$96,000
Trail Easement Acquisition	n/a	15 parcels	Staff Time	n/a
SUBTOTAL	1.7 miles (trail)			\$186,000
			20 percent overhead for engineering design and permitting	\$37,200
TOTAL				\$223,200

# Black Swamp Greenway Trail



**Black Swamp East**



**Black Swamp Trail**



Estimate \$90,000

**Bridge (2)**



Estimate \$96,000

**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #24: Southwest Sector Greenway

## Description

The Southwest Greenway is a shared use path for bicyclists, hikers, equestrians, and other non-motorized users that will connect existing and new residential areas to nearby greenways, commercial and office areas, and nearby trails. This trail project implements Policy 10.1.4 in the Land Use Element of the Tallahassee – Leon County Comprehensive Plan by connecting open space and greenways outside the Southeast Sector Planning Area to the open space/greenway system within the Southeast Sector Planning Area.

## Existing Improvements

Policy 10.1.1 of the Comprehensive Plan establishes the Southeast Sector Plan for an area in southeast Tallahassee and Leon County known as the Southwood property and the Colin English property. Cumulatively, these properties comprise the Southeast Sector Planning Area. The development of this area is guided by the Southeast Sector Planned Development, known as the Southeast Sector Plan. This plan contains design standards that promote compact commercial development, walk to shopping, and higher density housing in close proximity to offices, commercial uses and employment centers, as well as alternate modes of transportation and pedestrian mobility and the continued protection of conservation and preservation areas within the Southeast Sector Planning Area.

## Future Improvements

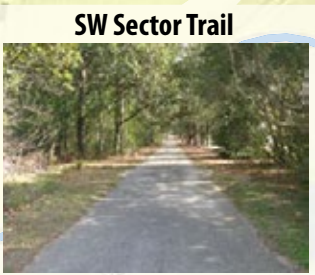
The Southwest Sector Greenway is proposed as a 3.3 mile, paved shared use path that will connect Orange Avenue to Tram Road, and to Capital Circle SW via Blair Stone Road. It will run through an area anticipated to be set aside as part of the greenway requirement in the Southeast Sector Plan. This greenway trail will connect also to the Tram Road Greenway Trail, which will provide access to the Campbell Pond Greenway and the St. Marks Trail.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Southwest Sector Greenway Trail	3.3 miles	1	\$250K/mile for 10' wide pavement	\$825,000
Trail Crossing	n/a	2	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$4,000
SUBTOTAL	3.3 miles (trail)			\$829,000
			20 percent overhead for engineering design and permitting	\$165,800
TOTAL				\$994,800

# SW Sector Greenway



SW Sector Trail

Trail Crossing  
Est. \$2,000

Trail Crossing  
Est. \$2,000



SW Sector Trail

Est. \$825,000



SW Sector Trail

## LEGEND

-  Bike Route (Existing)
-  Bike Route (Proposed)
-  Blueway (Proposed)
-  Shared Use Path (Existing)
-  Shared Use Path (Proposed)
-  Trail (Existing)
-  Apalachicola National Forest
-  City Park
-  County Park
-  Greenway (Existing)
-  Greenway (Proposed)
-  State Conservation Area
-  City Limits
-  County Boundary



# Project #25: Meridian Greenway

## Description

The Meridian Greenway is a shared use path for bicyclists, hikers, and other non-motorized users intended to connect the Elinor Klapp-Phipps Park, on its southern terminus to Alfred B. Maclay Gardens State Park, the planned Orchard Pond Greenway, and the Georgia State line. This greenway trail will connect many residential areas to these greenways which are currently not accessible except by automobiles and other vehicles. It will parallel Meridian Road, which is a protected canopy road in Leon County and cannot be widened. The Northeast Connector Corridor Greenway is a segment of this larger proposed greenway trail, but the cost for this segment is not included below.

## Existing Improvements

Elinor Klapp-Phipps Park is a 670-acre greenway located east of Lake Jackson on the west side of Meridian Road. It is managed by the City Of Tallahassee. The property is owned by Northwest Florida Water Management District. The City owns and manages an adjoining 162 acres that contain two existing active recreation areas: the Meadows Soccer Complex on Millers Landing Road, a youth and adult soccer facility, and the Meridian Park area, a multi-use youth sports complex. The remainder of this park is utilized for passive forms of recreation and environmental education.

The Alfred B. Maclay Gardens State Park is a 1,176-acre Florida State Park, botanical garden, and historic site. Dedicated to the public in 1953, the western half of the park is a popular destination for bicyclists, runners, hiker, and equestrians.

## Future Improvements

The Meridian Greenway is proposed as a 10' wide, crushed rock trail 12.7 miles in length with paved segments where there are significant grade changes as necessary to manage erosion from stormwater. It will require approximately eight road crossings and two boardwalks or bridges, one within a watershed draining into the Ford's Arm of Lake Jackson, one south of the intersection of Bannerman Road, and the other within a ravine north of Millers Landing Road. This greenway project will require a substantial amount of coordination with property owners and neighborhood associations and between the City of Tallahassee and Leon County for design and permitting issues. Depending on which side of the road certain segments can or should be located, additional trail crossings may be necessary.

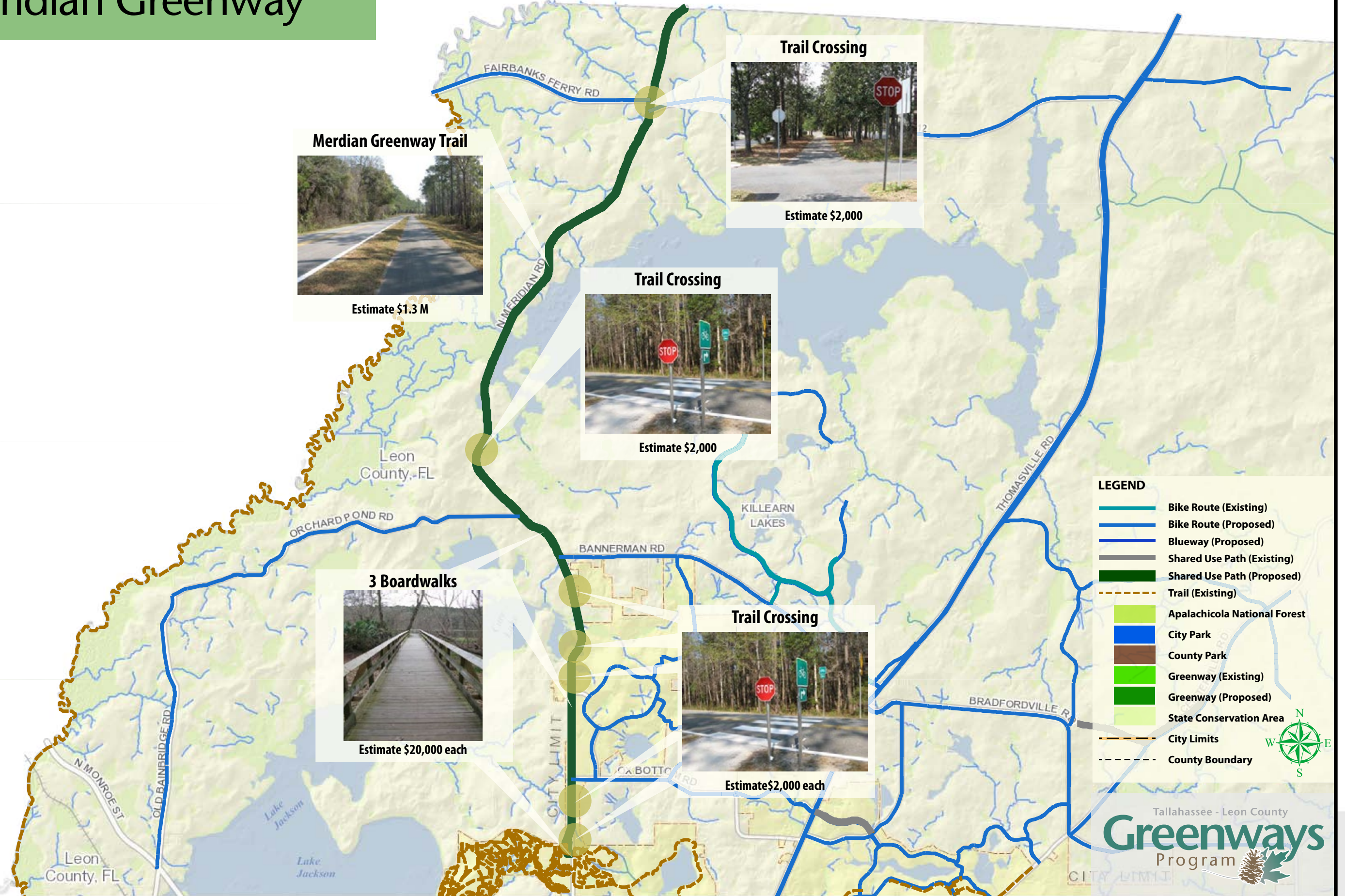
Meridian Road is a regulated County canopy road. Several segments of the trail can be located within a cleared City gas pipeline corridor on the west side of Meridian Road if the appropriate public trail easements are acquired. No costs are anticipated for the acquisition of these easements, but several segments may require wooden fencing to delineate the trail so as to minimize any potential trespassing onto adjacent property. The segment between Ox Bottom Road and Summerbrooke Road can be located if feasible on the east side of Meridian Road within a series of buffer properties owned by the City of Tallahassee and within property owned by the Leon County School Board adjacent to Hawks Rise Elementary School (outside the school's perimeter fence).

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Meridian Greenway Trail	11 miles crushed rock 0.8 miles paved	1	\$100K/mile for 10' crushed stone \$250K/mile for 10' wide pavement	\$1,260,000
Trail Crossing		12	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$24,000
Boardwalk/Bridges	100'	3	Prefabricated 10' wide steel pedestrian bridge (\$1,200 per LF with design, engineering, installation and administration costs.). An 8' wide clearance can reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF.	\$60,000
SUBTOTAL	12.7 11.8 miles (trail)			\$1,344,000
			20 percent overhead for engineering design and permitting	\$268,800
TOTAL				\$1,612,800

# Meridian Greenway



**Meridian Greenway Trail**



Estimate \$1.3 M

**Trail Crossing**



Estimate \$2,000

**Trail Crossing**



Estimate \$2,000

**3 Boardwalks**



Estimate \$20,000 each

**Trail Crossing**



Estimate \$2,000 each

**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #26: Phipps Greenway

## Description

The Phipps Greenway is a shared use path for bicyclists, hikers, equestrians, and other non-motorized users that connects the J. Lee Vause Park at the northwest corner of Lake Jackson east to Meridian Road via the Leon County boat landing at Gardner Road. It is intended to be incorporated into the eventual development of the area known locally as the Ayavalla Plantation. This trail will allow residents to access the north shore of Lake Jackson

## Existing Improvements

J. Lee Vause Park is a 26-acre Leon County park that is located on the east side of Old Bainbridge Road approximately one mile north of its intersection with U.S. Highway 27. It is also located on the northwestern corner of Lake Jackson.

The Gardner Road County Boat Landing is a put-in location for small fishing boats and paddle craft on the eastern shore of Carr Lake.

## Future Improvements

The Phipps Greenway is a 10' wide crushed rock trail 6.3 miles in length. It can be located on or adjacent to existing access roads previously established within Ayavalla Plantation. Any bridges, trail crossings, or other features will depend on the road layout if and when this property (or portions thereof) is developed in the future. The plantation remains for now in private hands, and there will be no public access of any kind until the property is developed with public roads, greenways, easements, or other legally accessible infrastructure.

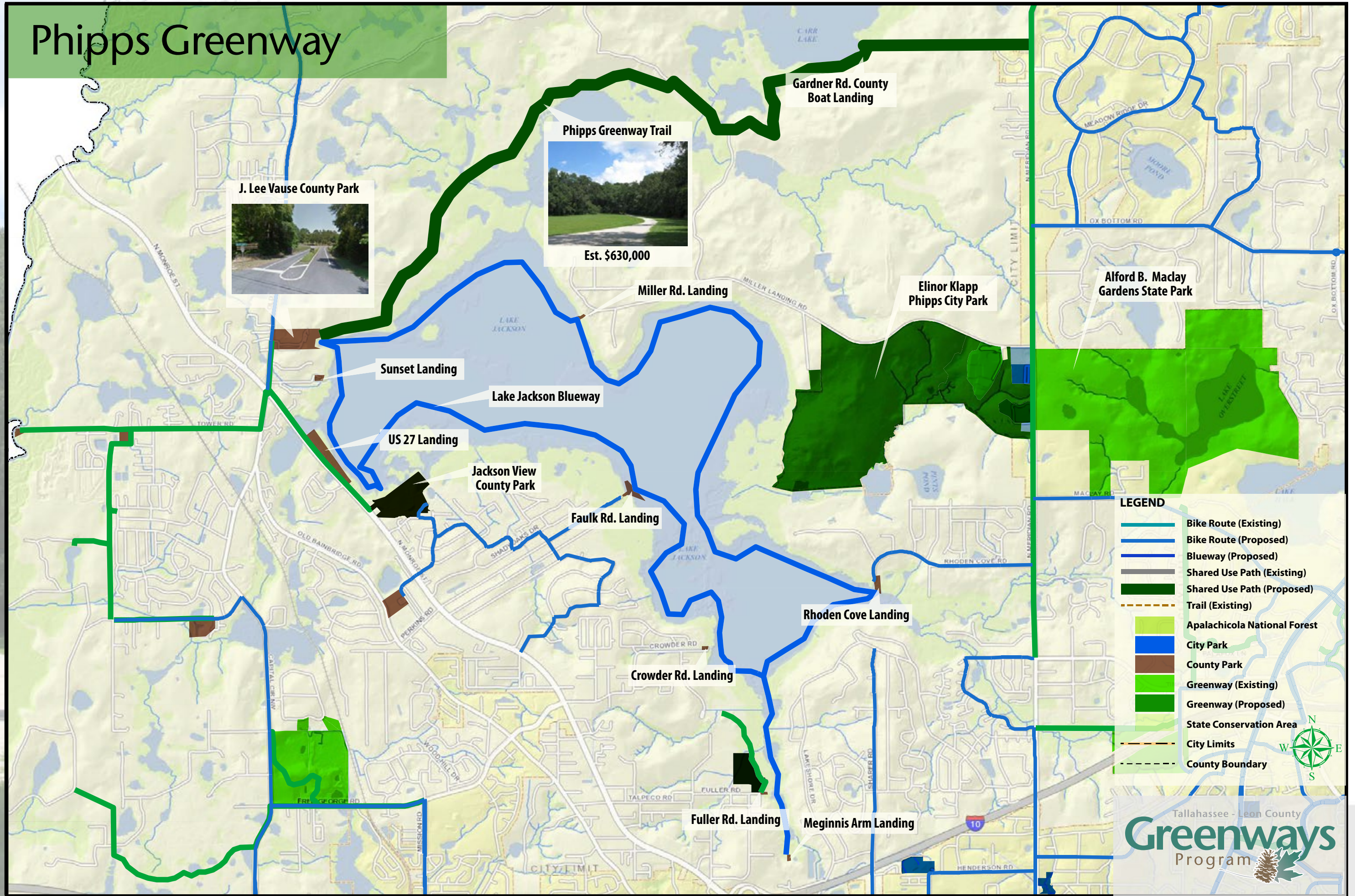
## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Phipps Greenway Trail	6.3 miles	1	\$100K/mile for 10' crushed stone	\$630,000
SUBTOTAL	6.3 miles (trail)			\$630,000
			20 percent overhead for engineering design and permitting	\$126,000
TOTAL				\$756,000



# Phipps Greenway



J. Lee Vause County Park



Phipps Greenway Trail



Est. \$630,000

## LEGEND

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #27: Ft. Braden Greenway

## Description

The Ft. Braden Greenway is a shared use path for bicyclists, hikers, equestrians, and other non-motorized users that connects the Ft. Braden Branch Library, the Ft. Braden Community Center, and the Ft. Braden Elementary School to the western terminus of the Bradford Brook Chain of Lakes Greenway.

## Existing Improvements

The Ft. Braden Community Center and the Ft. Braden Branch Library are located at the intersection of State Road 20/Blountstown Road and E. Joe Thomas Road, approximately 10 miles west of Tallahassee. The Ft. Braden Elementary School is approximately one mile east of the Library.

## Future Improvements

The Ft. Braden Greenway is a 10' wide crushed rock trail 5.5 miles in length. It can be located within the right of way of State Road 20, or follow all or portions of a parallel utility corridor located on the south side of the roadway. At least two crossings will be required, one at National Forest Road #325, Sir Richard Road, and E. Joe Thomas Road. The first two roads are dirt and so won't require markings beyond signage, whereas the latter is paved and will require markings in addition to signage.

A bridge over a small watercourse is located approximately ¼ mile east of the Ft. Braden Branch Library. The trail will be required to run parallel to the travel lanes on the bridge, which will require some additional signage and pavement paint markings. It may also be necessary to pave the inclined portions of this trail as it traverses the small valley it has created over time.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Ft. Braden Greenway Trail	5.5 miles	1	\$100K/mile for 10' crushed stone	\$550,000
Trail Crossing		3	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$6,000
SUBTOTAL	5.5 miles (trail)			\$550,000
			20 percent overhead for engineering design and permitting	\$110,000
TOTAL				\$660,000

# Ft. Braden Greenway

TALQUIN STATE FORREST

Trail Crossing



Estimate \$2,000

Trail Crossing



Estimate \$2,000

Trail Crossing



Estimate \$2,000

FT. BRADEN ELEMENTRY SCHOOL

Ft. Braden Greenway



Estimate \$550,000

Bridge



Ft Braden Library



FT. BRADEN COMMUNITY CENTER

## LEGEND

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary



# Project #28: Thomasville Road Greenway

## Description

The Thomasville Road Greenway is a proposed shared use path or multi-use trail for bicyclists, hikers and other non-motorized users that connects North Monroe Street, Midtown, and residential areas north of midtown to Live Oak Plantation Road. If located on the west side of Thomasville Road, it would replace several sidewalk segments that are not up to modern standards. Given that Thomasville Road south of I-10 does not have bicycle lanes, this would provide an alternative route for bicyclists, and it would allow bicyclist, pedestrians, and other trail users to access a wide variety of existing businesses, including a major shopping area south of Bradford Road, a public school, and several parks. It would also fill in a gap in the Goose Pond Trail that would allow this trail to connect to the Timberlane Ravine Greenway north of Live Oak Plantation Road.

## Existing Improvements

Dorothy Oven City Park is located on the east side of Thomasville Road north of Hermitage Boulevard. Winthrop Park is located on the east side of Thomasville Road south of Armisted Road.

A sidewalk is located along the east and wide sides of Thomasville Road from its intersection with North Monroe north to Bradfordville. However, the west sidewalk segment between Gardenia Drive and Live Oak Plantation Road is pavement. Depending on available right of way, existing trees, fences, and other constraints, segments of this trail may be located on either side of the roadway. This may also require additional signed crossings.

## Future Improvements

The Thomasville Road Greenway trail is a nominal 8' wide paved trail 5.5 miles in length. It can be located within the right of way of Thomasville Road. It is estimated that approximately 38 trail crossings of existing road intersections or major entrances and exits will be required.

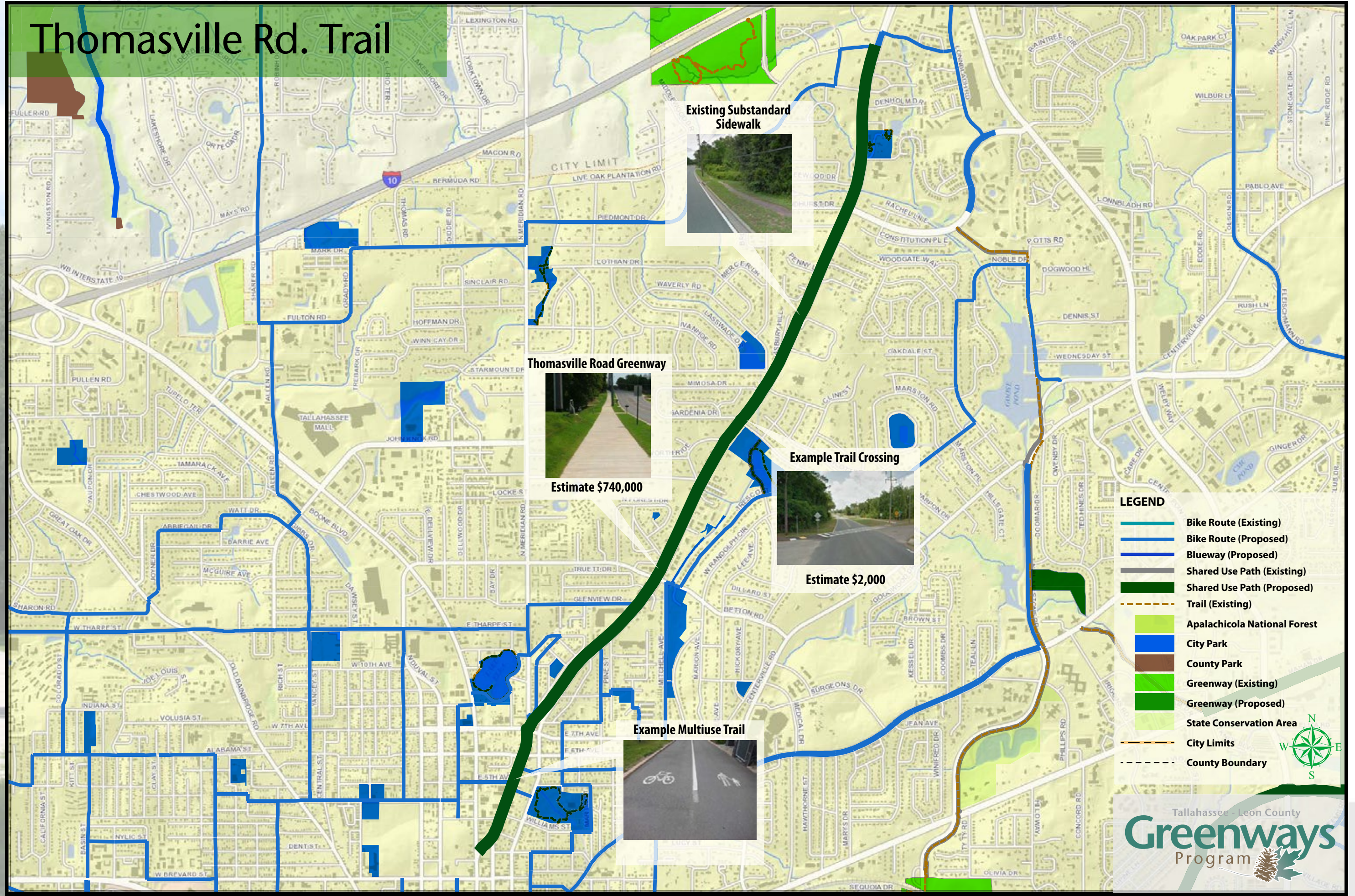
Due to the presence of large trees, driveways, road intersections, high-speed traffic, varying widths of pavement and right of way, a variety of users, and other potential design issues, this project will require increased coordination between the City of Tallahassee and the Florida Department of Transportation, and consideration of alternative trail designs. These issues and alternatives may require additional engineering design and permitting costs, as well as public input. Alternative solutions may include installing bike lanes along segments without sufficient right of way for a trail, but sufficient pavement width for a bike lane, and rebuilding sidewalks where necessary. Additional signage may also be required to alert motorists to the presence of bicyclists, and to help bicyclists ride more safely along a crowded urban corridor.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Thomasville Road Greenway Trail	3.7 miles	1	\$250K/mile for 10' wide pavement	\$740,000
Trail Crossing		38	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$76,000
SUBTOTAL	5.5 miles (trail)			\$816,000
			20 percent overhead for engineering design and permitting	\$163,200
TOTAL				\$979,200

# Thomasville Rd. Trail



Existing Substandard Sidewalk



Thomasville Road Greenway



Estimate \$740,000

Example Trail Crossing



Estimate \$2,000

Example Multiuse Trail



- LEGEND**
- Bike Route (Existing)
  - Bike Route (Proposed)
  - Blueway (Proposed)
  - Shared Use Path (Existing)
  - Shared Use Path (Proposed)
  - Trail (Existing)
  - Apalachicola National Forest
  - City Park
  - County Park
  - Greenway (Existing)
  - Greenway (Proposed)
  - State Conservation Area
  - City Limits
  - County Boundary

# Project #29: FAMU Greenway

## Description

The Florida Agricultural and Mechanical University (FAMU) Greenway is a shared use path for bicyclists, hikers, and other non-motorized users that connects the St. Marks Trail and nearby residential areas to FAMU, including the FAMU community garden area on the south side of Orange Avenue, and existing commercial areas along South Adams, South Monroe, and to residential areas along South Meridian Street. This greenway trail would parallel sections of the Western Drainage Channel that carries stormwater into Lake Henrietta and Lake Munson from areas as far north as the Indianhead neighborhood. It would be an alternative recreational and transportation corridor on the south side of Tallahassee, and would function as a spur trail to the St. Marks Trail.

## Existing Improvements

The City of Tallahassee has made recent improvements to the Western Drainage Channel that are intended to facilitate flow and to reduce flooding and erosion, as well as improving the appearance and safety of this important drainage infrastructure.

The Tallahassee-St. Marks Historic Railroad Trail State Park (St. Marks Trail) is a rail trail and Florida State Park located on 16 miles of the historic railbed of the Tallahassee Railroad, which ran between Tallahassee and St. Marks, Florida. The trail ends near the confluence of the St. Marks and Wakulla Rivers. The portion of the trail south of US 98 is designated as a portion of the Florida National Scenic Trail. A paved extension of the trail extends north for approximately 4 miles into the City of Tallahassee.

## Future Improvements

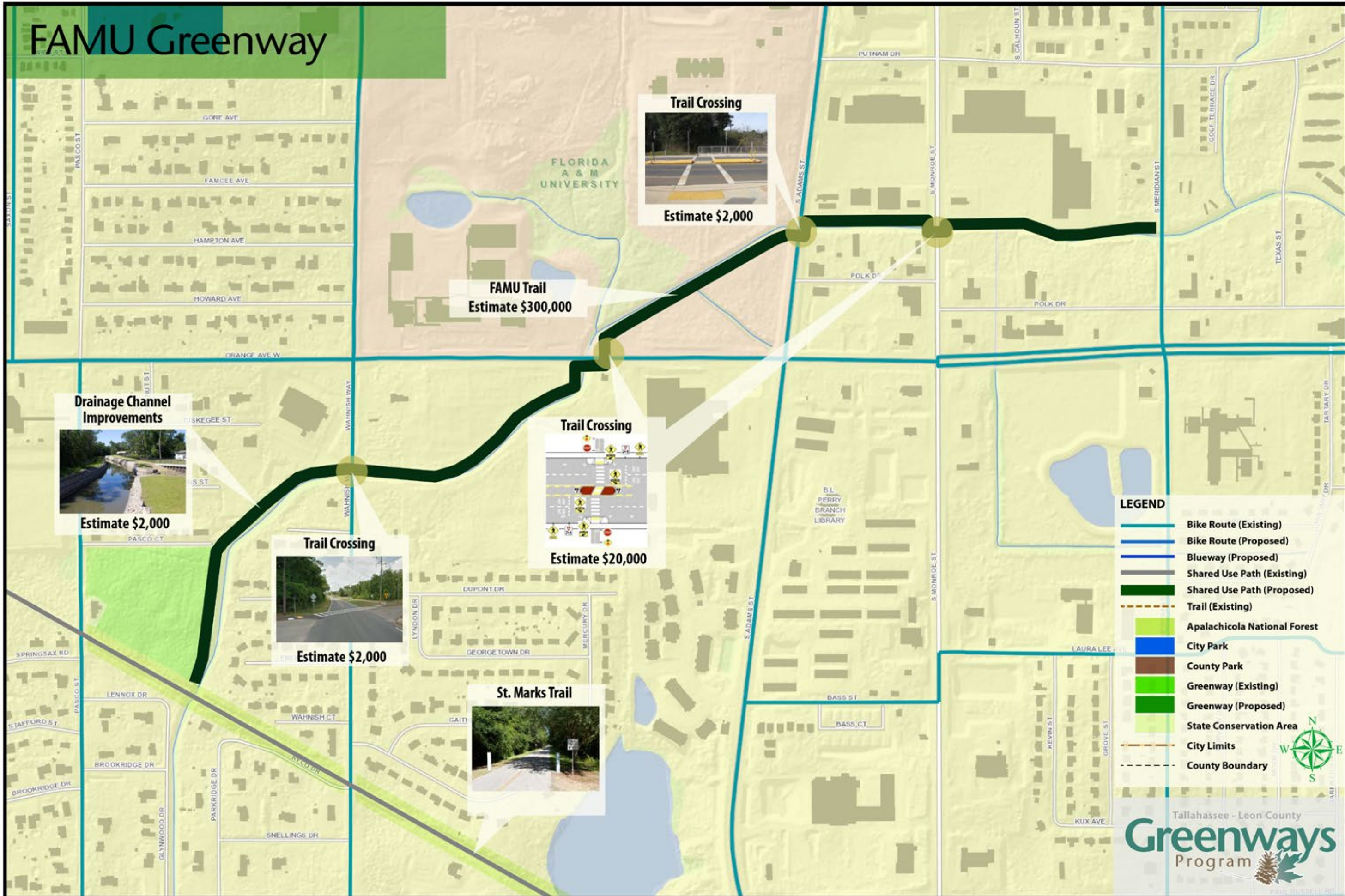
The FAMU Greenway trail is a minimum 10' wide paved trail 1.2 miles in length. With the exception of an approximately 500' length of trail immediately west of South Meridian Street, all of the property that the trail would be located on is in public ownership. The drainage channel is also protected by a drainage easement along the length of the trail corridor. At least four trail crossings of existing roads will be required. Two of these crossings will be four-lane mid-block crossings, which will require additional pedestrian treatments, including consideration of additional signals. An additional 7.3 acre parcel adjacent to the St. Marks Trail and west of the Western Drainage Channel is vacant, but forested. If acquired, it could provide a location for a small rest area for trail users.

## Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
FAMU Greenway Trail	1.2 miles	1	\$250K/mile for 10' wide pavement	\$300,000
Trail Crossing		2	Minimum eight signs per crossing @\$100/per installed, and \$800-\$1,200 for reflective pavement paint/thermoplastic	\$4,000
Trail Crossing (mid-block)		2	\$100,000	\$200,000
SUBTOTAL	5.5 miles (trail)			\$504,000
			20 percent overhead for engineering design and permitting	\$100,800
TOTAL				\$604,800

# FAMU Greenway



**LEGEND**

- Bike Route (Existing)
- Bike Route (Proposed)
- Blueway (Proposed)
- Shared Use Path (Existing)
- Shared Use Path (Proposed)
- Trail (Existing)
- Apalachicola National Forest
- City Park
- County Park
- Greenway (Existing)
- Greenway (Proposed)
- State Conservation Area
- City Limits
- County Boundary

# Project #30: Welaunee Greenway

## Description

The Welaunee Greenway project is intended to expand regional bike/ped mobility and to provide connectivity residential areas to the west and south and to the Miccosukee Canopy Road Greenway (Miccosukee Greenway).

The Welaunee Greenway is an 8.4 mile shared use trail corridor along the perimeter of the Welaunee Arch, which is part of the existing Welaunee landholding. Locally, the various portions of Welaunee have been described as the toe, arch, and heel of a boot, the shape that the property resembles on a map.

This greenway, when developed as part of the Northeast Gateway Blueprint 2020 infrastructure project, will extend a 2.1 mile segment through the Welaunee Toe, to create a loop of almost 17 miles in length. The shared use trail portion of the greenway will be paved. However, if construction costs, stormwater requirements, or environmental feasibility become an issue, other hard surface treatments may be considered.

The length of the Greenway, the surrounding residences, and the planned development in the Welaunee Toe, Arch and Heel areas, will provide a trail corridor which will meet a diverse population of users of various interests and abilities including cyclists, pedestrians and equestrians.

The Greenway will range from approximately 75' to 150' in width in much of the corridor with greater widths in select areas due to wetlands and stream flow ways. This corridor will be comprised of the existing edge canopy and understory and the Welaunee firebreak road which may provide a readymade trail alignment. The 12' wide paved trail, with perimeter fencing and open pasture on one side, will have increased visibility which will provide improved CPTED (Crime Prevention Through Environmental Design). The preserved canopy and understory along the other side of the firebreak road will be preserved to provide privacy from adjacent roadways and homes.

The conceptual plan for the Welaunee Greenway addresses the alignment, character, and features in a series of four segments which can be phased to extend the experience of trail users on the existing Miccosukee Greenway.

## Existing Improvements

The Miccosukee Canopy Road Greenway is a 500-acre linear park and greenway that is owned by the State of Florida and managed by Leon County. A main trunk trail with a crushed rock surface runs most of the length of the Greenway, with additional side trails in wider areas.

## Future Improvements

The phasing of this greenway project will be dependent upon the implementation timeline of the Northeast Gateway Blueprint 2020 infrastructure project. The elements of this greenway project including the following segments:

1- The project description comes from the Welaunee Greenway Conceptual Plan (published on May 8, 2013) prepared for Powerhouse, Inc., by Littlejohn Engineering Associates, Orlando.

## Segment 1: Crump and Roberts Road

The Segment 1 corridor is approximately 3 miles in length and begins at the Crump Road Trailhead of the Miccosukee Greenway and parallels Crump north to the neighborhood of Pine Tree Circle along Coach Road. At the neighborhood, the corridor jogs west around the perimeter for a distance of almost a mile as it returns to the Crump Road alignment and continues north to Roberts Road. At Roberts Road, the Segment 1 corridor turns to the west, towards its terminus at the proposed Segment 2 Roberts Road Trailhead.

## Opportunities and Constraints

- There are two drainage channel crossings requiring boardwalks. Equestrian users may desire to use a shallow, stabilized crossing.
- This is one of two locations where the greenway abuts homes. A dense buffer of at least 50' should be maintained in this area.
- Corridor segment provides views of wetlands and upland areas
- Rest stop area at the northwest corner of Pine Tree Circle neighborhood

## Segment 2: Welaunee Boulevard

Segment 2 of the Welaunee Greenway will begin at the Roberts Road Trailhead and travel a predominately western direction approximately 2 miles to Robert Elementary School and Montford Middle School. In the future, an alignment for Welaunee Boulevard is expected to cross the Welaunee Greenway in this area. This segment features a trail completely free from parallel roadways and in its center features wetlands and flow way crossings. Segment 2 will also begin to provide the parents and children of the surrounding community with a link to both schools.

## Opportunities and Constraints

- Opportunity to partner with the school board for a trailhead at one of the two schools
- Corridor is free from parallel roadway traffic and provides views of wetlands and flow ways
- The wetlands and flow ways present opportunities for rest stops
- Opportunity to connect the community north of the greenway via a pathway through Centerville Road

## Segment 3: Centerville and Shamrock Way

Segment 3 of the Welaunee Greenway continues past the schools and extends almost two miles to the southwest to the intersection of Shamrock Way and Centerville Road where a second trailhead is proposed between the Shamrock Way Extension and the electrical substation. The segment provides a southern link to the elementary and middle schools and travels along the edge of Centerville Road's 100' Canopy Road Protection Zone. A flow way crossing, channeled through the Canopy Road Protection Zone, presents another boardwalk crossing opportunity and wet crossing for equestrian riders.



### Opportunities and Constraints

- Connects more homes to schools and trail system than any other segment
- Existing 100' Canopy Road Protection Zone on Centerville Road buffers all trail users from roadway
- Flow way crossing
- Shamrock Way Extension into the Arch will require a 2-lane crossing for equestrians and trail users
- Shamrock Way Extension into the Arch will improve network accessibility via sidewalks and trailhead

### Segment 4: Powerline Corridor

South of the Shamrock Way Trailhead, Segment 4 extends the Welaunee Greenway to the crossing of Interstate 10 and connection to trails on the City's property and the Canopy Project, ultimately connecting to the Miccosukee Greenway. This segment will link the community west, north and east of Welaunee to the two planned mixed use projects in the Welaunee Toe and the Northeast Gateway Activity Center. At the Activity Center, an urban trailhead will be introduced to serve those entering, exiting and living in the activity center.

The trail will parallel the powerline easement, include a rest stop overlooking two large wetlands, connect to the Buckhead neighborhood and terminate at Interstate 10 with a bicycle and pedestrian bridge spanning the interstate. The bridge will be designed as a pedestrian/bicycle overpass and an iconic gateway feature for visitors entering Tallahassee from the east.

### Opportunities and Constraints

- Trail can utilize powerline maintenance road
- Large wetlands provide buffers from adjacent homes
- Neighborhood connection to Buckhead is present
- Power lines will require trail ramp and pedestrian bridge to be sufficiently clear for safety
- Equestrian users may not desire to travel south of I-10 bridge as planned development in the Toe is more urban

### To Canopy Project Trails and Miccosukee Canopy Road Greenway

This critical 2.1 mile western connection between the Welaunee Greenway trail system in the Welaunee Toe and the Miccosukee Greenway completes the loop of approximately 17 miles. It presents an opportunity for a development partnership between the City of Tallahassee and the Canopy Project. The trail will connect the surrounding community to employment centers, schools, homes and shopping areas of the Toe, Arch and Heel. The trail also will make the greenways system a destination for the Big Bend region.

### Opportunities and Constraints

- The Toe is a high density area with a wide variety of trail users for commuting and recreation
- Welaunee Boulevard will require a trail crossing (underpass) for the connector trail
- The ravine area presents some interesting views and experiences as well as some CPTED issues for trail users
- Dove Pond in the Canopy Project mixed use village will be a buffer for village residents, an amenity for trail users and a connection to the Miccosukee Canopy Road Greenway

### Other Connections

An existing drainage easement located across the Welaunee Arch east of Centerville road receives excess surface flow from the Killlearn lake system west of Centerville, and drains south across the Miccosukee Greenway and ultimately into Lake Lafayette. This easement is owned by the City of Tallahassee and Leon County. The landowner retains all other property rights, including the right to construct active and passive recreation facilities in the drainage easement that do not impair the easement's functioning. A parallel or connecting trail may be considered at a later date to traverse the length of this easement and establish another connection with the Miccosukee Greenway, depending upon the landowner's plans for the property, public demand, development opportunities and constraints, and available funding.

### Cost Estimates

According to the Federal Highway Administration, the estimated construction cost of one mile of 10-foot-wide asphalt paved path with signs, minor drainage, and limited urban road crossings is approximately \$250,000 per mile. This is also consistent with the Florida Department of Transportation estimates for similar paths. The estimated cost for one mile of 10-foot-wide granular/crushed rock trail is \$100,000.

The estimated costs for pedestrian bridges can vary significantly depending on the span, materials, permitting, and other variables. A pedestrian bridge was proposed in 2005 to cross Interstate - 4 in Seminole County, Florida. Its estimated cost was \$860,000.

The estimated cost of a bike/ped underpass of a planned bridge is relatively negligible if the bridge is necessary for other reasons. The bridge crossing simply needs to be high enough to accommodate bicyclists, if equestrian users are not to be expected or accommodated on the trail passing beneath the bridge.

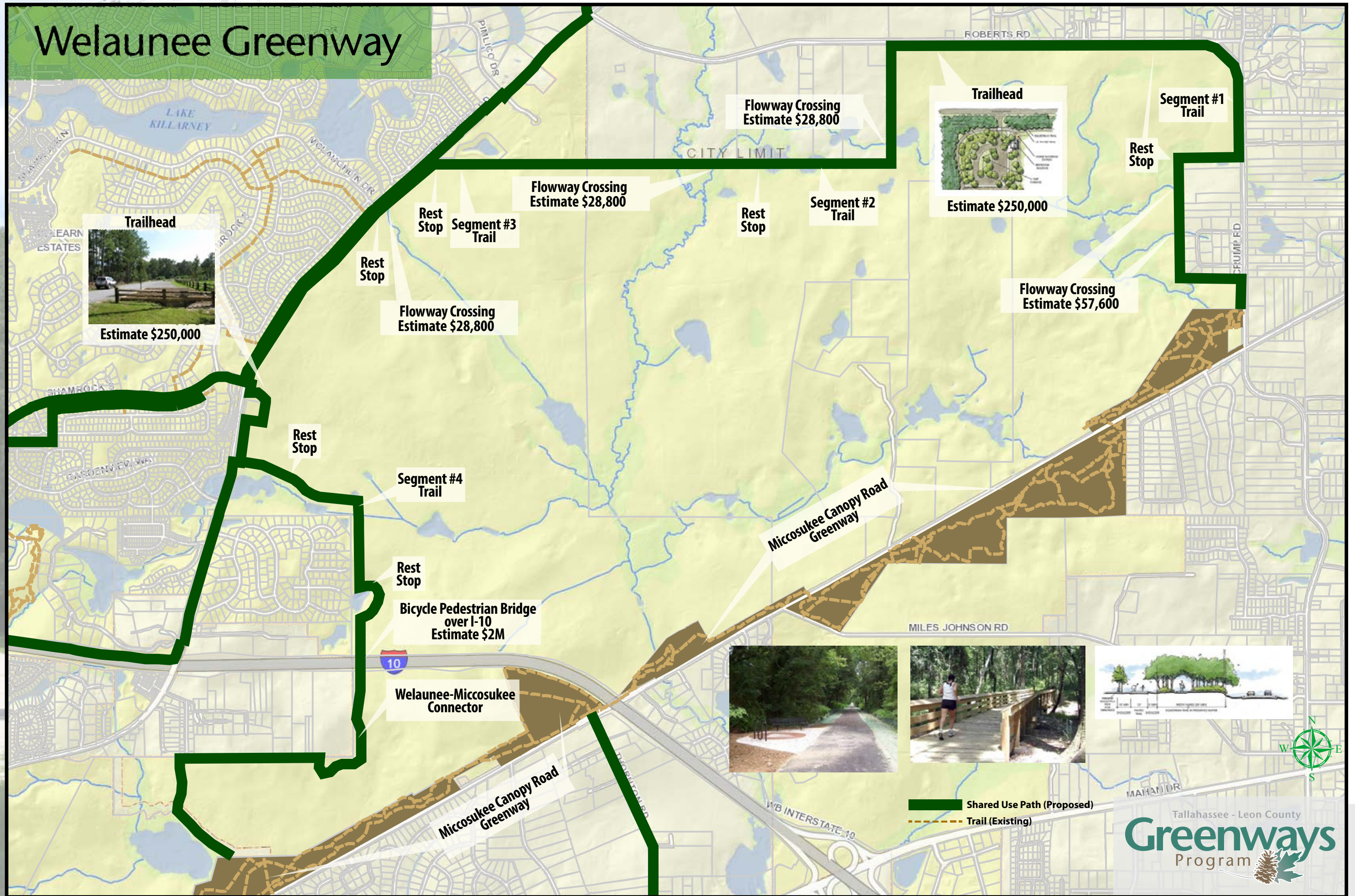
Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Welaunee Greenway Trail	12' Paved Trail	8.4 miles	1	\$250K/mile for granular/crushed stone	\$2,100,000
Welaunee Greenway Trail	10' Unpaved Trail	8.4 miles	1	\$105,600/mile for natural stabilized surface	\$887,040
Welaunee Greenway Trail	Fencing	8.4 miles	1	\$5/LF	\$221,760
Welaunee Greenway Trail	Boardwalk/Bridge	320'	5	Prefabricated 10' wide steel pedestrian bridge (\$1,200/LF with design, engineering, installation, and administration costs). An 8' wide clearance will reduce this cost. A 10' wide wooden boardwalk is approximately \$200/LF. (The Welaunee Greenway Conceptual Plan estimated \$90/LF.) Total unit costs are \$60,000 for steel bridge, \$10,000 for wooden boardwalk.	\$144,000 (wooden boardwalk)
Welaunee Greenway Trail	Trailhead	n/a	2	\$250,000	\$500,000
Welaunee Greenway Trail	Bicycle/Pedestrian Bridge over Interstate - 10	Min. 400'	1	variable	\$2,000,000
Welaunee Greenway Trail	Trail Crossing	n/a	2	\$2,000	\$4,000
				20 percent overhead for engineering design and permitting	\$1,171,360
	TOTAL				\$7,028,160

Total estimated cost = \$7,028,160.

Additional estimated costs beyond those prepared for the Welaunee Greenway Conceptual Plan include those for a bicycle/pedestrian bridge over Interstate - 10 and several trail crossings of other nearby proposed trails not on the subject property. These estimates also do not include any land acquisition costs.

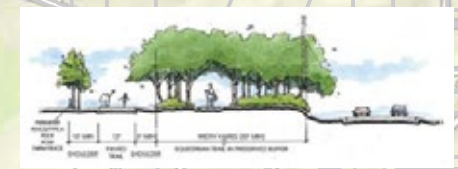
# Welaunee Greenway



Estimate \$250,000



Estimate \$250,000



# Project #31: Orchard Pond Greenway

## Description

The Orchard Pond Greenway project is intended to expand regional bike/ped mobility and to provide connectivity from residential areas east of Meridian Road and along Bannerman Road to Old Bainbridge Road and the Ochlockonee River. It will parallel the proposed Orchard Pond Toll Road, connecting Meridian Road to Old Bainbridge Road.

The Orchard Pond Greenway is an 5.5 mile shared use trail corridor mostly located within the original corridor of Orchard Pond Road. The trail will have a paved surface.

## Existing Improvements

Orchard Pond Road is a 4.6 mile dirt road that has been privately owned, and maintained as a public road by Leon County. It has a clay and sand surface. As of July 9, 2013, an agreement between the property owner and Leon County was adopted by the Leon County Board of County Commissioners to transfer a majority portion of Orchard Pond Road to the County for a greenway trail, and to take possession of a recreation trail along a new portion of the proposed Orchard Pond Road, which is currently under construction.

## Future Improvements

The Greenway trail will have three segments. Phase I of this project will convert an approximately 3.6 mile segment of Orchard Pond Road to a 12' wide, paved pedestrian and bicycle (bike-ped) trail. The eastern end of this segment will begin at a trailhead located approximately 1,000' east of Old Bainbridge Road next to Orchard Pond Road. This trail segment will extend 3.6 miles east to the intersection of the Orchard Pond Toll Road with the existing Orchard Pond Road.

Phase II of the Greenway will be a 12' paved, bike-ped trail approximately 1.4 miles long that will parallel the proposed Orchard Pond east to Meridian Road. The western end of the trail will cross Meridian Road east to connect to the Bannerman Road bike-ped trail planned to extend east to Thomasville Road.

As part of Phase II, another 0.5 mile trail will extend from the trailhead near Old Bainbridge Road west to this road, and then north to the Ochlockonee River. This will be called the Riverwalk Trail. It will be a 12' wide paved trail. If construction costs, stormwater requirements, or environmental feasibility become an issue, other trail surface treatments may be considered.

## Cost Estimates

According to the Federal Highway Administration, the estimated construction cost of one mile of 10-foot-wide asphalt paved path with signs, minor drainage, and limited urban road crossings is approximately \$250,000 per mile. This is also consistent with the Florida Department of Transportation estimates for similar paths. The estimated cost for one mile of 10-foot-wide granular/crushed rock trail is \$100,000.

The Leon County Department of Public Works has estimated the cost to pave a 12' wide trail approximately 4.2 miles long within the right of way of Orchard Pond Road as \$850,000 to \$900,000. The Planning Department estimates the total length of trail within the original corridor of Orchard Pond Road and the new section together as 5.0 miles. The following estimated costs have been prepared using the per mile figures used by Public Works.

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Orchard Pond Greenway	Phase I Trail	3.6 miles	1	n/a	\$790,000
Orchard Pond Greenway	Phase II Trail	1.4 miles	1	n/a	\$300,000
Orchard Pond Greenway	Riverwalk Trail	0.5 mile	1	n/a	\$107,500
Orchard Pond Greenway	Riverwalk Trailhead	n/a	1	\$20,000	\$20,000
	TOTAL				\$1,217,500

Total estimated cost = \$1,217,500.

# Orchard Pond Trail

**Riverwalk Trail**  
Estimate \$107,500

**Trailhead**



Estimate \$20,000

**Phase #1 Trail**



Estimate \$790,000

**Phase #2 Trail**



Estimate \$300,000

# Project #32: Lake Jackson South Greenway

## Description

The Lake Jackson South Greenway project is intended to expand regional bike/ped mobility and to provide connectivity from Lake Jackson south to the midtown area of Tallahassee.

The Lake Jackson South Greenway is a 2.5 mile long, shared use trail that connects a string of publicly-owned properties, including the Meginnis Arm Canoe Launch on the south end of Lake Jackson to property owned by the Northwest Florida Water Management District (NFWFMD), and then south along an urban stream and next to a City of Tallahassee fire station to the Tallahassee Mall. The trail will connect from there to the City's Trousdell Gymnastic Center, and then to a residential area east of the Center and south along a proposed bicycle route system to Lake Ella and the Fred O. Drake City Park.

The trail will be a 10' paved, shared use path. However, if construction costs, stormwater requirements, or environmental feasibility become an issue, other hard surface treatments can and should be considered. The trail will require CPTED (Crime Prevention Through Environmental Design) design and review to maximize visibility.

This trail corridor will connect recreational, residential, and commercial areas that will meet a diverse population of users of various interests and abilities including bicyclists and pedestrians.

## Existing Improvements

Existing improvements include the following:

- Meginnis Arm Canoe Launch
- 42 acres owned by NFWFMD
- A drainage easement on the west side of a shopping center north of Sharer Road
- A City-owned property between Sharer Road and Allen Road
- The Trousdell Gymnastic Center
- Lake Ella
- The Fred O. Drake City Park

## Future Improvements

The north end of the shared use path will connect the County's Meginnis Arm Canoe Launch at the south end of Meginnis Arm (located on the south end of Lake Jackson) to Meginnis Arm Road through property owned by NFWFMD that is adjacent to the Canoe Launch. The path would then cross the road and proceed to Lakeshore Drive along the public right of way (ROW). The path would cross under the Interstate 10 overpass to another large NFWFMD parcel that has a large stormwater treatment facility. The path would then wind around and along the shoreline of this facility on its east side to a City-owned drainage easement that connects to Sharer Road. From there, the path would cross to an existing City of Tallahassee fire station located on a large parcel of land that connects to Allen Road.

The path would then cross Allen Road and run alongside the north side of the Tallahassee Mall to the north end

of the City's Trousdell Gymnastic Center. The path would run along the north side of an existing stormwater facility on the north side of the Center, and then connect to an existing street stub connecting to Delta Boulevard. From there, the path would turn into a bicycle route that will utilize minor collector and local streets to reach the Lake Ella area, including the Fred O. Drake City Park. A final shared use path approximately 0.1 mile long and 10' wide called the Glenview Connector Trail will connect Glenview Drive to Tharpe Street, which bounds the Lake Ella City Park on its north side. This connector will have a paved or concrete surface or tread.

A summary of improvements includes:

- 2.5 miles of 10' wide paved, shared use path
- Four street crossings
- 10' wide bridge or boardwalk approximately 250' long behind the Trousdell Center
- 0.1 miles of 10' paved or concrete shared use path
- Signage for the bicycle route system (funding to be provided through a separate project account)

## Cost Estimates

According to the Federal Highway Administration, the estimated construction cost of one mile of 10-foot-wide asphalt paved path with signs, minor drainage, and limited urban road crossings is approximately \$250,000 per mile. This is also consistent with the Florida Department of Transportation estimates for similar paths. The estimated cost for one mile of 10-foot-wide granular/crushed rock trail is \$100,000.

The costs associated with a bicycle route system consist mainly of signage. The costs associated with this project will be included in the proposed Tallahassee – Leon County Bicycle Route System.

Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Lake Jackson South Greenway	12' Paved Trail	2.5 miles	1	\$250K/mile for 10' wide pavement	\$625,000
Lake Jackson South Greenway	Trail Crossing	n/a	4	\$2,000	\$8,000
Lake Jackson South Greenway	Boardwalk	10' x 250'	1	\$200/LF	\$50,000
Lake Jackson South Greenway	Glenview Connector Shared Use Path	0.1 miles	1	\$250/mile for 10' wide pavement	\$2,500
				20 percent overhead for engineering design and permitting	\$126,600
	TOTAL				\$812,100

Total estimated cost = \$812,100.

# Lake Jackson South Greenway

Meginni Arm  
Canoe Launch



Estimate \$250,000

Trail Crossing  
Estimate \$2,000

Trail Crossing



Estimate \$2,000

Lake Jackson South  
Greenway Trail



Estimate \$625,000

Trail Crossing



Estimate \$2,000

Boardwalk



Estimate \$50,000

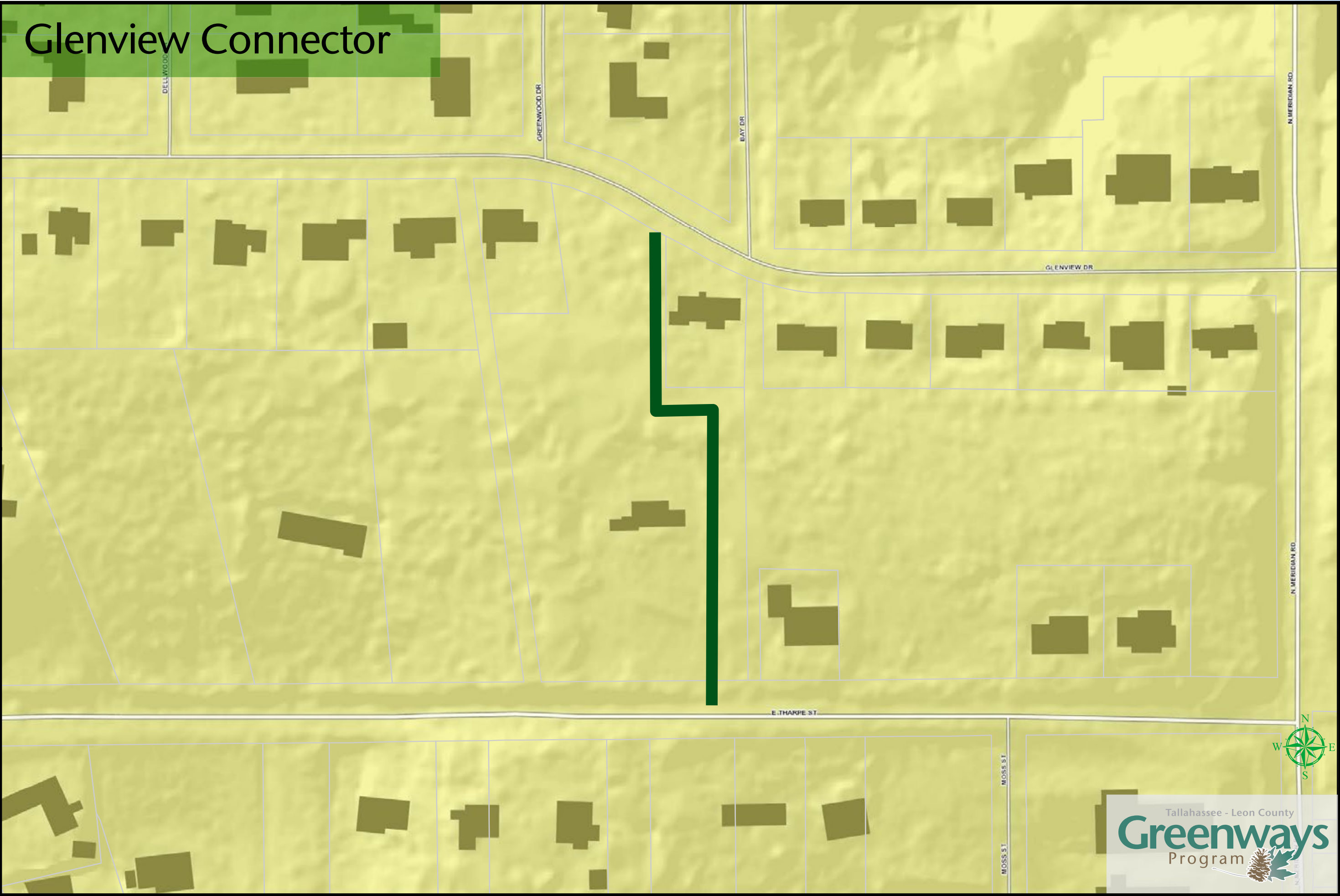
Trail Crossing



Estimate \$2,000

 Bike Route (Proposed)  
 Shared Use Path (Proposed)

# Glenview Connector









Trout Pond, Apalachicola National Forest

# OTHER GREENWAY PROJECTS

## Capital City to the Sea Trail

Initiated by a Leon County Commissioner and a Wakulla County Commissioner, the Capital City to the Sea Trail (CCST) is envisioned to be a series of existing and proposed trails that will link various regions of Wakulla County and Leon County and, eventually, Franklin, Gadsden, and Jefferson Counties. These trails are not defined for specific users but instead will provide transportation options to allow the movement of citizens in these counties by means other than motorized vehicle. Some of the existing Trails that make up this system include the St. Marks Trail (Leon County and Wakulla County) and the Ochlockonee Bay Bike Trail (Wakulla County).

At this time (February 2013), a “Master Plan” is under development that is anticipated to be underway in March 2013. This planning effort will inventory all existing and proposed local, state and federal trails in the study area to determine which segments may be considered for inclusion in the CCST. The Master Plan will also help build support for this concept, provide guidance for funding and programming, and suggest funding partnerships at the local, state, and federal levels, as well as private partnerships.

It is difficult to say at this time how many miles of trails will be under the Capital City to the Sea Trails umbrella. After the Master Plan is completed a Project Development and Environment (PD&E) Study will begin to implement the results of the Master Plan. Capital City to the Sea Multi-use Trail Feasibility Study – Renaissance Planning Group is responsible for developing the scope-of-services (SOS) for this project. In discussions with the consultants, CRTPA felt that it would also be best to perform a quick assessment of what work has been completed with this project under the auspices of other agencies and departments. This will eliminate duplication and streamline the project to what is actually needed to complete the Feasibility Study. The development of the SOS is anticipated to take 2 to 3 three months at which time CRTPA staff will recommend a course of action based on the preliminary results.

## Capital Cascades Greenway

The Capital Cascade Greenway is a 6-mile long urban greenway through downtown Tallahassee that follows the course of the St. Augustine Branch, a small creek that flows south through Cascades Park, Black Swamp, and ends in Lake Munson. The Greenway, which is separated for project management purposes into four segments, is designed to manage stormwater, enhance the natural and cultural heritage of the area that is located within, and assist in promoting sustainable development and redevelopment.

The Capital Cascade Greenway is one of the signature projects of Blueprint 2000, a local initiative to provide stormwater, trail, and road projects that are efficient, attractive, environmentally responsible, and support the revitalization of in-town and Southside neighborhoods. It is funded by an extension of the local one-cent sales tax approved by voters in November 2000. The U.S. Environmental Protection Agency and the Department of Community Affairs have invested \$7.8 million to the project. The Trust for Public Land is also a partner in the greenway creation.

Capital Cascade Greenway will include trails for walking, and biking and link to the St. Mark’s Trail, the Bow Tie Trail and the proposed Gopher, Frog and Alligator Trail (GFA.) The greenway will also have parks and playgrounds, and provide opportunities to highlight a historic area of Florida’s capital city (the Smoky Hollow neighborhood). The Greenway will incorporate the Korean War Memorial as well as historic plaques that commemorate the beginnings of Tallahassee and the State of Florida. The corridor is also very close to a number of structures listed on the National Register of Historic Places as well as historic neighborhoods such as the Stearns-Mosley residential area.

It is anticipated that sufficient funding for this greenway project will be provided by the local option extra penny sales tax currently levied in Leon County through the end of 2020. Complete information on this greenway, including a Master Plan with project maps, updates, and other information, can be found at [blueprint2000.org](http://blueprint2000.org). A brief summary of each segment follows:

## Segment 1

Segment 1 of the Capital Cascades Trail project involves the reconstruction of Franklin Boulevard, which begins at the intersection of Franklin Boulevard and East Tennessee Street (US Highway 90), then extends south along Franklin Boulevard to Lafayette Street, located just south of the Apalachee Parkway Bridge.

This segment is well known for its periodic flooding due to the restricted size of the concrete-lined section of the St. Augustine Branch (ditch) located in the center of the boulevard. Franklin Boulevard is a Leon County roadway that is currently classified as a ‘minor arterial,’ which provides for only vehicular use (no sidewalks or bicycle lanes). This segment of the Cascades Trail project is unique due to the roadway and the limited Right-of-Way.

Work on Segment 1 initially had been postponed due to funding constraints; however, a \$4.2 million HUD urban redevelopment grant received in the fall of 2010 enabled Blueprint to move forward with design and construction of the stormwater improvements. After receiving public input during their September 2011 meetings and after a public workshop in October 2011, Tallahassee and Leon County Commissioners voted in November 2011 to amend the original project concept for Franklin Boulevard from a 4-lane road to a new 2-lane green corridor with enhanced pedestrian and bike amenities. This project is projected to be substantially complete in early to mid-2013.

## Segment 2 (Cascades Park)

Cascades Park has been recognized by Blueprint 2000 as the centerpiece of the Capital Cascades Trail greenway project. Forming a gentle bend in the southeast corner of Tallahassee’s downtown, Capital Cascades Park will ultimately provide significant stormwater management facilities that will abate the existing flooding problems along the St. Augustine Branch and provide a beautiful setting for a world class park. The stormwater management facilities will include a series of organically shaped ponds connected by a restored stream bed landscaped with native and “Florida Friendly” riparian vegetation to protect the stream bank from erosion and

create natural habitat. The stormwater facilities will provide both flood protection and treatment of urban runoff pollutants. A large underground culvert will divert the runoff generated by large storm events directly to the lower pond to protect the integrity of the restored stream bank and to minimize the impact to the park. Capital Cascades Park is being designed to flood during major storm events. This is necessary to provide the desired flood relief both upstream and downstream of the park.

Capital Cascades Park will be a continuous park extending from Lafayette Street on the north to Monroe Street on the southwest. To make the park continuous, Gaines Street (from Meridian Street to Suwannee Street), Gadsden Street (from Bloxham Street to north of the railroad), and Bloxham Street (from Gadsden Street to Meridian Street) will be removed. To address vehicular circulation issues and to provide additional “eyes on the park”, a new park road, Cascades Park Lane, has been constructed adjacent to the railroad to connect Gadsden Street to Suwannee Street.

Federal, state, regional and local regulatory agencies participated in the extensive permitting effort prior to starting construction. Due to the lengthy permitting process, construction did not begin until July 2010. The park is expected to be open to the public in late 2013 or early 2014.

### Segment 3

This segment begins at South Monroe Street and extends west following the St. Augustine Branch to its confluence with the Central Drainage Ditch adjacent to Lake Bradford Road.

Segment 3 of the Capital Cascade Trail project is known as the FAMU Way Segment, based on the corridor’s proximity to the current and future extension of FAMU Way. The properties adjacent to Segment 3 can be characterized as both established and ‘in transition’ from one use to another. As with every segment of the project, the goals are multi-faceted, with the overall objective of providing a multi-use trail located within a greenway setting that will link smaller community parks along with the overall reduction of flooding and improvement of the water quality of the St. Augustine Branch. Emphasis has been placed on providing facilities that will support the overall objectives of the Florida Agricultural and Mechanical University Campus Master Plan in conjunction with the Gaines Street Revitalization Plan, while taking into consideration the railroad and currently operating adjacent land uses. Connectivity to other bicycle/pedestrian routes and trails, and connectivity between campuses, has also been considered.

This segment is unique based on the diversity of adjacent uses, the utilization of smaller combined park/stormwater facilities, and the opportunity for connecting to other pedestrian and bicycle facilities.

### Segment 4

Segment 4 is the Central Drainage Ditch segment which begins near the intersection of Lake Bradford Road and Gamble Street (at the confluence of the St. Augustine Branch and the Central Drainage Ditch) and extends south along the Central Drainage Ditch to its confluence with Munson Slough.

This segment of the Capital Cascade Trail project is characterized by adjacent industrial and commercial uses and limited or non-existent Right-of-Way on the north to a more rural character on the south. Although the goals for this segment are consistent with the others, Segment 4 provides an increased opportunity to enhance the water quality of the Central Drainage Ditch basin prior to discharge into Lake Henrietta and Lake Munson. This segment is unique due to its ability to provide the improved water quality through the creation and restoration of wetlands along with the development of a nature park that could provide a learning center for the community.

### Orchard Pond Parkway

The proposed Orchard Pond Parkway is a private toll road that includes two paved 12-foot traffic lanes, paved five-foot bike lanes, and an adjacent walking-jogging-biking trail. Landscaping would be included, along with several wildlife crossings, and features to reduce stormwater runoff into adjacent lakes that discharge into Lake Jackson. This toll road and associated trail would provide a shortened route to the Tallahassee Regional Airport and the northwest side of Tallahassee for those living in the city’s extreme northeast area. Construction of this project may begin in 2012 or 2013, and would take approximately 1.5 years to build.

### Highway 90 East/Mahan Road

A shared use sidepath has been proposed for Highway 90 East/Mahan Road east of Interstate – 10. This trail would connect to Monticello, Florida, which is located east of Leon County in Jefferson County. This trail would likely require state funding, matching or whole, given that it is a multi-jurisdictional trail. At this time, this trail have been identified in the Florida Department of Environmental Protection/Office of Greenways and Trails Priority Trails and Opportunity Corridor maps, as well as in the Proposed Trails and Greenways

Network maps issued by the Capital Regional Transportation Planning Agency. Inclusion of this proposed trail in the Greenways Master Plan is not recommended at this time based on the fact that the Leon County section has bicycle lanes that extend to Veterans Memorial Drive.

### Lake Jackson Blueway

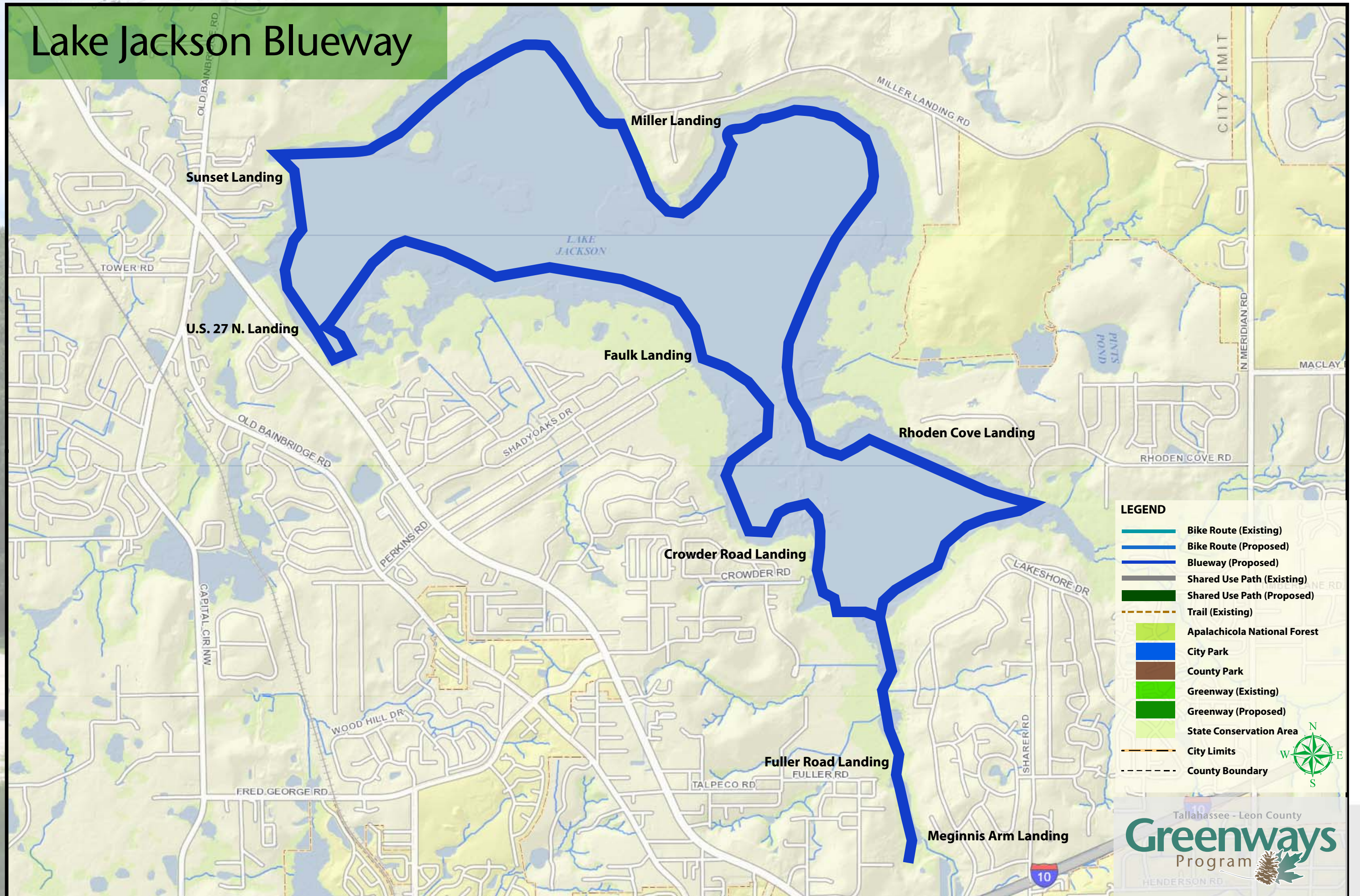
The Lake Jackson Blueway is intended to provide additional interconnections for canoeists, paddle boarders and kayakers to County and State parks around Lake Jackson. Blueways are typically developed by state, county or local municipalities to encourage recreation, ecological education and preservation of wildlife resources. There are at least twelve existing parks and landings located along the shore of Lack Jackson. They include the Lake Jackson Mounds Archaeological State Park and the following County parks and landings:

1. Okeeheepkee Prairie County Park
2. Fuller Road Landing
3. Meginnis Arm Landing
4. Crowder Landing
5. Faulk Drive Landing
6. Jackson View Park
7. U.S. 27 North Landing
8. Sunset Landing
9. J. Lee Vause Park
10. Miller Landing
11. Rhoden Cove Landing

The proposed blueway would be created through an administrative designation, and it will be identified through signage located at the connected landings and parks. It is estimated that approximately 12 signs would be needed. The cost for each sign is estimated to be \$500, for a total of \$6,000.

Although camping areas are often associated with blueways, there are no public camping areas at present along the shore of Lake Jackson.

# Lake Jackson Blueway



**Table 5.** Summary of Proposed Greenway Projects.

#	GREENWAY PROJECT	SOURCE	NOTES	MILES	IMPROVEMENTS	EST. COST
1	Bannerman Trail	Leon County STEC	NE Connector Corridor Greenway	4.8	Paved trail, 14 trail crossings, and signage	\$1,777,200
2	Lake Jackson Greenway (Okeehoopkee Trail)	Leon County STEC	Lake Jackson Enhancements	0.7	Crushed rock trail, signage	\$109,200
3	Northwest Greenway	Leon County STEC	Northwest Connector Corridor Greenway	6.4	Crushed rock trail, six trail crossings, and signage	\$1,154,000
4	University Greenway	Leon County STEC	Westside Student Corridor Enhancements - TCC/ FSU/FAMU Connector	5.9	Four paved trail segments, two pedestrian bridges, 16 crossings, and signage	\$1,936,800
5	Pine Flats Greenway	Leon County STEC	Pine Flats Trail	24.2	Paved, crushed rock, and stabilized soil trails, two pedestrian signals, five boardwalks, six trail crossings, exotic invasive plant control, signage	\$4,933,200
6	Lafayette Greenway	Leon County STEC	Apalachee - Lafayette Greenway/Lake Lafayette - St. Marks Linear Regional Park	9.8	Crushed rock and stabilized natural surface trails, three engineered boardwalks, two bike/ped bridges, three trail crossings, signage	\$10,316,640
7	Timberlane Greenway	Leon County STEC	Market District Activity Center Connector Greenway	2.8	Crushed rock and stabilized natural surface trails, two bridges, two trail crossings, signage, and trail easements	\$484,800
8	Dr. Charles Billings Greenway	COT/MacTec Study	Connector 1	2	Paved trail, designation of bike routes, signage, and three trail crossings	\$730,800
9	Southwood Greenway	COT/MacTec Study	Connector 2A or 2B	6	Paved trail, signage, and three trail crossings (Alignment "B")	\$1,080,200
10	Buck Lake Greenway	COT/MacTec Study	Connector 3	4.8	Paved trail, signage, and three trail crossings	\$1,797,600
11	Centerville Greenway	COT/MacTec Study	Connector 5	4.9	Paved and crushed rock trail and signage	\$1,484,400
12	I-10 Greenway	COT/MacTec Study	Connector 5B	3.9	Paved trail, signage, and three trail crossings	\$1,528,800
13	Killearn Greenway	COT/MacTec Study	Connector 5A	1.3	Paved trail, signage	\$417,000
14	St. Marks Connector Trail	2004 Greenways Master Plan		0.3	Paved trail, bridge, five crossings, and signage	\$442,800
15	San Luis Greenway	2004 Greenways Master Plan		1.9	Six trail segments, designation of several existing streets as bike routes, signage, and pedestrian bridge	\$553,800
16	Lake Ella Connector Trail	Regional Mobility Plan/TLCPD		0.2	Paved trail, trail crossing, and signage	\$169,200
17	Tram Road Greenway	COT Parks, Recreation, and Neighborhood Affairs		3.3	Paved trail, trail crossing, and signage	\$997,200
18	Bradford Brook Chain of Lakes Greenway	2004 Greenways Master Plan		10.7	Stabilized surface trail, seven pedestrian bridges, two trailheads, signage	\$1,201,200
19	Fern Trail	COT Parks, Recreation, and Neighborhood Affairs		1.6	Stabilized natural surface trail, signage, boardwalk under CapCirNE adjacent to CSX RR line	\$126,720
20	Goose Pond Trail	2004 Greenways Master Plan		1.9	Paved trail, three bridges, signage, and 11 trail crossings	\$568,080
21	Capital Circle SW Greenway	Blueprint 2000	Orange Avenue to Crawfordville Highway	6.6	Paved trail, signage, and four trail crossings	\$1,930,200
22	Campbell Pond Greenway	Regional Mobility Plan	Woodville Highway North Corridor Study	1.7	Crushed rock trail, pedestrian bridge, and signage	\$1,774,800
23	Black Swamp Greenway	Public	Public Input	1.7	Stabilized surface trail, one bridge, signage	\$223,200
24	Southwest Sector Greenway	2004 Greenways Master Plan		3.3	Paved trail, trail crossing, signage	\$994,800
25	Meridian Greenway	Blueprint 2000		11.8	Crushed rock trail, two boardwalks, six trail crossings, signage	\$1,612,800
26	Phipps Greenway	2004 Greenways Master Plan		6.3	Crushed rock trail, signage	\$756,000
27	Ft. Braden Greenway	2004 Greenways Master Plan		5.5	Crushed rock trail, signage	\$660,000
28	Thomasville Road Greenway	Regional Mobility Plan		3.7	Paved trail, signage, and 38 trail crossings	\$979,200
29	FAMU Greenway	TLCPD		1.2	Paved trail, signage, and two trail crossings	\$604,800
30	Welaunee Greenway	Landowner		8.4	Paved trail, unpaved trail, fencing, five boardwalks/bridges, two trailheads, bicycle/pedestrian bridge, two trail crossings	\$7,028,160
31	Orchard Pond Greenway	Public		5.5	Paved trail, trailhead	\$1,217,500
32	Lake Jackson South Greenway	TLCPD		2.6	Paved trail, four trail crossings, one boardwalk/bridge	\$812,100
			TOTAL	156	TOTAL	\$50,403,200
	OTHER					
	Red Hills – Cody Scarp Scenic Byway	COT P&R	Bike route only at this time.	100	Designation of bike routes, signage	\$100,000
	Capital City to the Sea Trail	CRTPA	Feasibility Study underway	n/a		n/a
	Capital Cascades Greenway	Blueprint 2000	Funded through 2020	n/a		n/a
	Lake Jackson Blueway	Greenways Master Plan		15	12 signs	\$6,000

## Potential Land or Easement Acquisitions

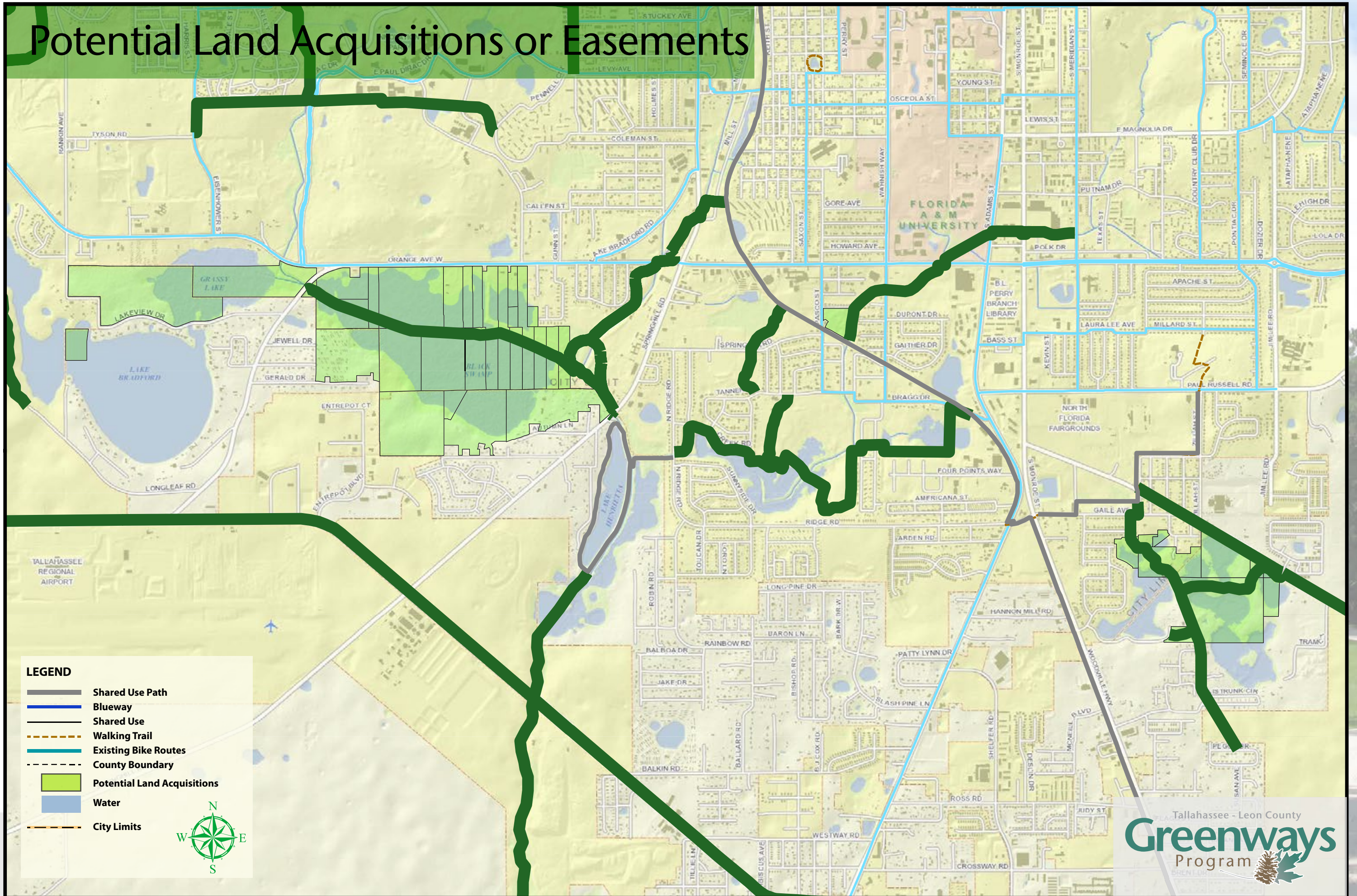
Several areas have been identified for potential full or partial land or easement acquisition. These areas are described within each project description.

**Figure 5** also illustrates these areas. They include several parcels surrounding Grassy Lake, north of Lake Bradford; several parcels surrounding Black Swamp, east of Lake Bradford; several parcels north and east of Campbell Pond; and a parcel adjacent to the St. Marks Trail. Areas not indicated in Figure 5 include a portion of an existing parcel that has been identified on the west side of Jake Gaither City Golf Course, and various areas within existing City electric or gas transmission line utility corridors utility corridors that are privately owned.

These areas are identified because they either contain or are part of a larger environmentally sensitive area, and so provide important habitat, stormwater mitigation, and/or flood control, or they provide a critical trail connection or link.

Any land or easement acquisitions will be voluntary only, and will adhere to existing, established local policy and practices and State law where applicable, including the use of certified appraisers and the payment of fair market value, unless donated. All lands or portions thereof identified for potential fee simple (outright ownership) or less than fee simple (easement only) acquisition will be considered on a case by case basis.

# Potential Land Acquisitions or Easements



**LEGEND**

- Shared Use Path
- Blueway
- Shared Use
- Walking Trail
- Existing Bike Routes
- County Boundary
- Potential Land Acquisitions
- Water
- City Limits





 LAKE JACKSON  
MOUNDS  
ARCHAEOLOGICAL STATE PARK



CAR  
PARKING  
ONLY  
→

MICCOUSUKEE CANOPY ROAD GREENWAY  
A 1.5-mile paved trail for walking, jogging, and biking  
along the Miccosukee River. The trail is open to the public  
and is free of charge. The trail is located in the  
Miccosukee National Monument, which is a part of  
the National Park System. The trail is a great place  
to enjoy the outdoors and the beautiful views of the  
river and the surrounding forest.

Miccosukee Canopy Road Greenway

# PRIORITIZATION

Given that the 2020 One Cent Sales Tax extension was approved by the voters of Leon County in November 2014, and there is a large number of proposed greenway and trail projects, it is necessary to try to prioritize these projects for the sake of planning, budgeting, design, and construction. As part of the 2020 Sales Tax extension prioritization process approved by the Blueprint Intergovernmental Agency on April 1, 2015, an estimated \$790,000 will be allocated to greenways connectivity projects annually. This allocation will start at the beginning of 2020 and will run for 20 years. Prior to this allocation, Blueprint will complete a prioritization process by the summer of 2016. The below criteria will be utilized as part of this prioritization process.

## **Connectivity to Existing Conservation Areas**

Existing conservation areas include City, County, State, or Federal parks, greenways, forests, wildlife management areas, and other similar conservation holdings.

## **Connectivity to Existing Trails**

Existing trails include shared use paths or multi-use trails such as the St. Marks Trail, or the Goose Pond Trail. These do not include single-use trails in parks or greenways.

## **Connectivity to Existing Bicycle Facilities**

Existing bicycle facilities include on-street bike lanes, shared rights of way (sharrows), and wide shoulders suitable for bicyclists.

## **Connectivity to Existing Sidewalks**

Existing sidewalks include all publicly-owned sidewalks maintained by local or state government.

## **Connectivity to Existing Schools**

Growing state and local efforts to increase the proportion of children who walk and bike to school will be supported by trails that connect neighborhoods to schools. Additionally, funding options like the state's Safe Routes to School grant program may be available for these trails.

## **Connectivity from Existing Residential to Commercial or Employment Areas**

Providing choices for residents to access nearby commercial or areas with offices, warehouses, or other employment areas is a priority, and trails is a byproduct of connectivity. Many people cannot or will not drive, and mass transit is not accessible everywhere. Healthy, active living is also facilitated by trails where residents can walk or bicycle to go shopping or to or from work.

## **Connectivity to the Mobility District**

The Mobility District is an 18-square mile area centered around the downtown area of Tallahassee where primary emphasis is placed on pedestrian, bicycle and transit mobility and secondary emphasis is placed on automobile mobility. The Mobility District has special standards for development to mitigate its impacts on the transportation system - when new development occurs within the District, it must enhance the pedestrian, bicycle, and transit facilities rather than widening roadways. Local government spending must also support this goal. Funding may be available for trails within or connecting to the Mobility District.

## **Connectivity to Existing or Proposed Regional Trails**

The State of Florida's Office of Greenways and Trails (OGT) implements the Florida Greenways and Trails System (FGTS) Plan. This Plan establishes priorities and describes the role of the FGTS in advancing Florida's economy, tourism, health, alternative transportation, recreation, conservation and quality of life. OGT oversees the priority and opportunity maps that define the FGTS. These are existing or proposed regional trails that are multi-jurisdictional (e.g., two or more counties or cities).

OGT works in partnership with communities, agencies and organizations to close gaps in the in the system. OGT expands the FGTS through the acquisition of eligible projects under the Greenways and Trails portion of the Florida Forever programs, and has partnerships with nearly 30 communities that develop and manage state acquired greenways and trails on behalf of OGT. Leon County and the City of Tallahassee are committed through the Capital Regional Transportation Planning Agency's Regional Trails Plan to developing

a regional trail network through cooperation with neighboring counties and municipalities. Segments that provide a link to existing or planned trails should be prioritized to meet this goal.

## **Connectivity to Mass Transit**

This includes the City of Tallahassee's StarMetro system. Many, if not all, City buses have bicycle racks mounted on the front, and a bicyclist could ride a bus to or from a trail.

## **Projects Referenced in Other Plans**

Recognizing projects that are referenced in other plans such as the CRTPA's Regional Trails Plan or their Mobility Plan, or proposals that have been brought forward by other departments in other plans, adds additional weight to proposed projects through consistency of plans and policies.



Lake Henrietta Connector Trail

**WELCOME TO YOUR LEON COUNTY BOAT RAMP**  
*For the Safety and Enjoyment of All Visitors:*

- \* ALCOHOLIC BEVERAGES PROHIBITED.
- \* LOUD MUSIC OR OTHER PUBLIC INCONVENIENCE PROHIBITED.
- \* DISPOSE OF TRASH IN DESIGNATED CONTAINERS.
- \* SWIMMING AND DIVING PROHIBITED - HIDDEN DANGERS PRESENT
- \* HOOKY FISHING FROM BOAT DOCKS. ANGLERS MUST YIELD TO BOATERS AT ALL TIMES.
- \* FISHING IN BOAT RAMP CHANNEL PROHIBITED.
- \* DUMPING OF HOUSEHOLD LITTER OR LAWN MATERIALS IS PROHIBITED.
- \* PARK IN DESIGNATED AREAS ONLY.
- \* LAUNCHING OF BOATS AFTER DUSK IS ALLOWED. THE PARK IS CLOSED FROM DUSK TILL DAWN FOR ALL OTHER USES.

LEON COUNTY ORDINANCE 20-22  
THIS FACILITY MADE POSSIBLE THROUGH VESSEL REGISTRATION FEE AND FLORIDA BOATING IMPROVEMENT FUNDS IN COOPERATION WITH THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION  
TO REPORT A FACILITY CONCERN, PLEASE CONTACT LEON COUNTY DIVISION OF PARKS AND RECREATION (850) 606-1470

Meginniss Arm Canoe Launch

# IMPLEMENTATION

## Design Goals and Objectives

Greenways and greenway trails are not just protected natural areas and trails open to the public. Greenways and parks require facilities such as parking areas, trails, restrooms, signage, and other amenities. Good design of trails and facilities is critical to sustaining not only the resources the acquisition of these areas is intended to protect but to minimize the costs, including fuel, materials, time, and number of personnel, required to maintain these areas and facilities for perpetuity.

Facility development refers to the planning, design and construction of greenway facilities. Management refers to operations and maintenance. Facility development and management are dependent upon greenway objectives, including the types and intensities of uses allowed in a greenway.

The level of facility development and its required management for a greenway will vary significantly according to resources and uses. For the management of greenway land, corridors, and trails, there are two primary design and management goals:

1. Maintain the integrity of the natural environment. Environmentally sensitive features such as severe slopes, wetlands, watercourses, and other water features must be protect to prevent erosion and siltation in order to provide optimal habitat conditions and to minimize water pollution, for instance. Trails must be located away from sensitive areas, or routed through them in such a way so as to minimize impacts to tree root zones, erodible soils, listed plant species, and other environmentally sensitive features.
2. Provide for the safety and security of users. This will be accomplished through maintenance of trail surfaces, clearing of obtrusive vegetation, mowing of a trail clear zone, maintenance of pedestrian bridges and culverts, inspection and maintenance of lighting figures, periodic general inspections and trash removal. The level of maintenance and the associated costs are dependent upon the level of amenities and the extent of development.

The basic objectives of local trails planning include:

- Nature interpretation, educational trails where users may stop frequently.
- Trails for users with special needs (e.g., the disabled, children, the elderly). Every trail network should have one or more universal access trails.
- Separating use at crowded railheads (e.g., the trail system near stables may benefit from having parallel feeder trails to the main system.)
- Providing a “no bikes” alternative in major parks (In deference to the folks who are unwilling to share trails, there should be one major backcountry trail “no bikes” in every major park.)

Management plans for units of the Tallahassee – Leon County Greenway System will utilize best design and management practices such as those promoted by IMBA for locating, constructing and maintaining a sustainable, low-maintenance, and safe trail system for all anticipated users. These trail systems shall be designed as an integrated system of multi-use trails augmented where appropriate by user-specific trails in additional areas to reduce conflicts and potential safety issues. Trail systems shall utilize existing roads and trails where appropriate to the maximum extent so as to minimize new impacts on environmental sensitive areas. New trails shall be designed to minimize any impacts to wildlife habitat, wetlands, and other environmentally sensitive and other protected areas.

## Design Guidelines

There are many trail design, construction, and maintenance and management guidelines developed by different user groups, including hikers, bicyclists, and equestrian groups and organizations. General design guidelines include sustainability; low maintenance; safety; minimization of environmental impacts, including those upon wildlife; and accessibility by disable persons.

Florida-specific guidelines include Connecting Florida’s Communities with Greenways and Trails (Florida Department of Environmental Protection and the Florida Greenways Coordinating Council, 1998), a five-year implementation plan for the Florida Greenways and Trails System.



These resources should be consulted by local agencies seeking to design and build trails within the Tallahassee – Leon County Greenway System. They include:

- Avoiding or minimizing trails in environmentally sensitive areas.
- Mountain bicycle trail design guidelines developed by the International Mountain Bicycling Association (IMBA);
- Florida-specific hiking trail design and construction guidelines developed by the Florida Trail Association;
- Planning Trails with Wildlife in Mind: a Handbook for Trail Planners from Colorado’s State Trails Program; and
- Equestrian trail and related facility guidelines such as Equestrian Source Book, a manual of design guidelines for horse trails, trailheads, and campgrounds developed by American Trails.

Most of these design guidelines can be easily found online. American Trails in particular ([www.americantrails.org](http://www.americantrails.org)) has a wealth of information relating to design, construction, trail surfaces, trailheads, facilities, signs, wildlife, and many other factors.

## Wayfinding

Wayfinding refers to the means and methods by which users can navigate to, from, and within the greenway system. A fundamental piece of a wayfinding system is a signage program that clearly identifies greenway units and trails and other features and attractions associated with this system. A signage program must be logical, consistent in design and application, and well-constructed and maintained.

A Wayfinding Standards and Signage Manual can provide a consistent wayfinding approach for greenways. The standards established in such a manual are intended to provide a uniform approach to creating or ordering signs and other information, where these signs should be located, and what information they should provide. This manual is intended to save time and money by minimizing redundant or hasty decision-making, and to provide a uniform “look” to the necessary signage citizens expect in a world-class system of parks and greenways.



A Wayfinding Manual can provide:

- A menu of approaches to the design of a signage system suitable to local or regional needs, desires, history, and customs
- Instructions on how to specify signage products to address a multitude of communication needs (e.g., physical signs, digital and paper maps, website elements, distribution methods)
- Usage Criteria for all manner of identification, orientation, directional, information, interpretive, and commemorative signage
- A checklist for assisting in the selection colors, typefaces, and graphic motifs
- Information on how to access a growing library of map graphics and legends to facilitate signage as well as print and electronic wayfinding
- Recommendations for how to organize the purchase of a group of signs or procurement package
- Information on signage companies in the region that can produce these products

Both the City and the County have created signage systems for parks and greenways. While these systems function well and have improved greatly, a system of connecting trails may traverse more than one jurisdiction and connect parks and greenways managed by different departments, agencies, or governments. A consistent wayfinding across Leon County and the City of Tallahassee offers a consistent “brand” for the greenway system, and reduces conflicts and confusion.

This Plan recommends the creation of a joint wayfinding system and the creation of a Wayfinding Manual with participation from and coordination between the State of Florida, including the Office of Greenways and Trails, the Northwest Florida Water Management District, the Florida Forest Service, the U.S. Forest Service, the Florida Fish and Wildlife Conservation Commission, organized user groups, and the public. This can be done by local government staff or it can be contracted out to a qualified consultant with a proven record of designing wayfinding systems.

A wayfinding system must also be available via electronic means, including posting online with regular updates and website maintenance, and it must be compatible with mobile devices. Any mobile device application must include a routing function so that users can access greenways, parks, and connecting trails from any point in the urban area via the established bicycle route system, and by the utilization where appropriate of any facility for bicyclists and/or pedestrians. A robust electronic wayfinding system will also have information on all greenways, including points of interest, access points, historical, cultural, or other features of interest, natural and other historical information, alerts and other timely information (e.g., prescribed burning, safety or health hazards, special events, construction, etc.). Users will not only include the residents and taxpayers of Leon County and the City of Tallahassee, but visitors and tourists. This information can and should be coordinated with VisitTallahassee so that visitors, tourists, residents, and

# MANAGEMENT

others can easily access this information in a timely manner.

A former director of the office of State Lands in Florida once remarked, “As ye acquire, so shall ye manage.” Greenways and trails management in the City of Tallahassee and Leon County, including operation and maintenance, has grown and evolved since the Greenways program was created. New staff positions have been created, new relationships with community and user groups and local and state agencies have been created, and new equipment, training, and institutional knowledge, programs, and procedures have been acquired. Management plans are now common for all greenways that address all aspects of managing these areas, including natural, cultural, and historical resources, invasive exotic vegetation, trails, signs, fencing, access points, interconnection with other trails and open spaces, and other improvements and amenities. Large greenways are undergoing prescribed burned on a regularly basis, and native wildlife is being brought back in selected areas by the use of food plots and patchwork ecological areas.

Greenways management, like the ownership and management of public roadways in Leon County and the City of Tallahassee, is a collaborative process that often involves a mix of jurisdictions, landowners, managers, and funding sources. For instance, the Miccosukee Greenway and the J.R. Alford Greenway are owned by the State of Florida and subleased and managed by Leon County’s Division of Parks and Recreation. Management funds come from both the State of Florida and Leon County. Most greenways in the City of Tallahassee are managed by the City’s Department of Parks, Recreation, and Neighborhood Affairs. However, the Elinor Klapp-Phipps Park is owned by the Northwest Florida Management District, who also provided funding to acquire the Okeeheepkee Prairie Greenway, which is managed by the Leon County Division of Parks and Recreation. The St. Marks State Park is owned by the State of Florida and will be managed by the Florida Park Service, and the Florida Forest Service will manage the five units of the Talquin State Forest in Leon County, including the North Ochlockonee Tract , the Talquin Tract, the South Ochlockonee Tract, the Bloxham Tract, and the Fort Braden Tract, and a unit of the Wakulla State Forest. The Florida Fish and Wildlife Conservation Commission will continue to manage the L. Kirk Edwards Wildlife and Environmental Area

The sustainable management of environmentally sensitive lands such as greenways requires management plans that address the uses expected of these areas and any facilities, the protection and enhancement of natural, cultural, and historical resources, the monitoring and control of exotic invasive plants and animals, the use of prescribed fire, impacts from adjacent properties, and other related topics. These plans should also identify managing entities, users and user groups, capital improvements, and funding sources.

## **General Requirements**

The management of trails connecting greenways and parks will be determined mostly by jurisdiction, but it may vary by funding source, land ownership, and ownership and/or management of any parks and greenways a trail may connect to or from. For new trails within that portion of the Apalachicola National Forest within Leon County, the funding for both construction and management, including maintenance, will likely have to come from the local government.

The City of Tallahassee’s Department of Parks, Recreation, and Neighborhood Affairs and Leon County’s Division of Parks and Recreation will continue to be the lead management agencies for most public access greenway areas owned by local government. Other departments can be responsible as appropriate for trail connections, depending on who may own the underlying land or easement, or for trail connections within public rights of way. This may be a negotiated process in some instances. Others may require interlocal or interdepartmental agreements so that responsibilities are clearly outlined for the benefit of the public.

## **Land Use Coordination**

The Land use and zoning designations of properties abutting the greenway system should ideally complement the resources there, and minimize any adverse impacts upon the system. Coordination between proposed development and the greenway system should be considered county-wide whenever possible. This will help ensure that open space areas required as a condition of development approval are located adjacent to greenways and parks, and that they not only help protect and buffer critical natural resources such as floodplains, wetlands, and wildlife habitat, but that their management may be coordinated with greenways and parks management programs and activities. This may also include connecting trails and trailheads where possible to help provide public access.

## **Inventories**

The first management activity for any greenway property is a site inventory, including mapping (preferably through the use of GPS) of critical resources, including trails. In addition to listed and other native plant and animal species, physiographic features, and all other environmental features protected by local comprehensive plan policies and land development regulations and other local environmental ordinances.

Leon County is rich in cultural and historical resources, and an inventory must be conducted for these resources, and the management plan should include guidelines for their preservation and long-term management. Any sites identified should be registered with the Florida Department of State’s Master Site File maintained by the Division of Historical Resources.

## **Exotic and Invasive Plants**

Exotic invasive plants are a serious issue in greenways, and they can be found throughout Leon County. Cogon grass, Kudzu, Ardesia, Nandina, Chinese Tallow, and Japanese Privet are among the more common varieties. All of these species are established and management of them is an ongoing effort. Community education will be required to provide some measure of control on private lands, especially in residential subdivisions. Greenway managers can and must ensure that the greenway is not a source of further infestation, and they must also manage properties with listed species or unique specimens so that these resources are not encroached upon or out-competed by exotics. Preliminary inventories of natural resources on all greenways should identify where such conditions exist, and greenway and trail management plans must specify management strategies.

The Florida Department of Environmental Protection’s Bureau of Invasive Plant Management and the Florida Fish and Wildlife Conservation Commission have information and grant funding available to local governments to help



manage invasive exotic plants and animals. The Upland Plant Management Program under Florida Statute (F.S. 369.252) within the Florida Fish and Wildlife Conservation Commission incorporates ecosystem management concepts involving “place-based management” that brings together regionally diverse interests to develop flexible, innovative strategies to address local upland invasive plant management issues on public conservation lands in Florida.

The Upland Plant Management Program funds individual invasive plant removal projects on public conservation lands throughout the state. Projects are considered based on recommendations from a network of eleven Regional Invasive Plant Working Groups comprising federal, state, and local government public conservation land managers and non-governmental organizations throughout the state. These working groups have an active role in selecting projects for upland invasive plant management at a local level. The Program has also established service contracts with regional invasive plant control contractors with an established fee schedule to help all Florida governmental entities streamline the hiring of plant removal contractors.

The City of Tallahassee and Leon County have used innovative methods to control other invasive exotic vegetation such as Kudzu. In an effort to control the growth of these invasive plants on public lands, the City of Tallahassee, in cooperation with Leon County and the State of Florida, used sheep in an innovative management project in the early 2000s. A flock of 500 to approximately 1,000 sheep was used to eliminate selected vegetation at Tom Brown Park, the Lafayette Heritage Trail, the Phipps-Overstreet Greenway, the Miccosukee Canopy Road Greenway, and under City electric transmission lines.

## State Designation

The mission of the Florida Greenways and Trails System is to create a network of greenways and trails throughout Florida, connecting one end of the state to the other, from Key West to Pensacola by linking public parks, forests, refuges, wildlife management areas and water management areas where possible.

The Florida Greenways and Trails Designation Program provides for the designation of public lands and waterways and private lands. Designation of these areas is intended to:

- Further the purposes, goals, and objectives of the Florida Greenways and Trails System;
- Ensure an inclusive and interconnected system of greenways and trails;
- Encourage voluntary partnerships in conservation, development and management of system components;
- Provide recognition for individual components of the system and those partners involved;
- Raise public awareness of the conservation and recreation benefits of the system components; and
- To take advantage of state statutes which reduce or eliminate liability against private landowners who allow trail users to access trails on their land.

Designation of local greenways and associated trails that are consistent with corridors identified in the State of Florida’s Greenways and Trails system should be pursued by local government wherever possible and appropriate. Such designation not only can address liability issues where those concerns exist, but it can also make these and other designated trails eligible for state grant funds for construction and management.

## Construction Phasing

The management, features, and amenities of greenways can change over time based on increasing population and uses, pressures from adjacent land uses, the evolving desires and recreational habits of user groups, and available funding. It is therefore common among local parks and greenways to implement management plans over time rather than all at once, and for those management plans to change over time based on the factors listed above. For instance, a trail system can begin as a simple system of dirt trails following old fire breaks or jeep trails, and can be expanded over time by widening or by adding new trails to accommodate new uses and to disperse increased uses. Existing trails can also be upgraded to accommodate increased uses or needs as necessary by the addition of road base, concrete, or asphalt, as well as bridges, signage, or other features.

Other amenities such as parking areas can be added over time to accommodate increased users, or parking areas can be omitted or removed in order to control usage. Phasing is a useful method of developing and managing greenways, and management plans are the vehicle through which such phasing is best expressed.

## Maintenance

Maintenance is necessary as part of a greenways program. Regular maintenance on greenways and parks owned and/or managed by local government is conducted by both the City of Tallahassee’s Department of Parks, Recreation, and Neighborhood Services, and Leon County’s Division of Parks and Recreation. With the exception of the St. Marks Trail outside of the City of Tallahassee, maintenance of shared use paths and paved multi-use trails within the City is conducted by the City’s Division of Streets and Drainage within the Public Works Department, with the sections of these paths and trails within City parks being maintained by the Department of Parks, Recreation, and Neighborhood Services.



Fred George Basin Greenway

It is anticipated that this division of maintenance will continue in the future, with shared use paths and trails inside of parks and greenways being maintained by either City or County parks and recreation departments, and those outside of parks and greenways by either City or County public works departments. It is also possible and even preferable in certain locations to use interlocal agreements between departments, or even different governments, to share or transfer maintenance responsibilities. Interlocal agreements are commonly used by the City, the County, and the State to share or transfer road, sidewalk, stormwater, and other infrastructure maintenance responsibilities.

“Adopt a trail” programs, increasingly popular in other areas of the U.S. and used to help address litter along roadways, may be useful to help address trail maintenance responsibilities. Non-profit and other community groups can provide volunteer services to help maintain trails, including litter collection, security (“eyes on the trail” only), and the provision of supervised manual labor. Participating Individuals and groups can include youth groups, neighborhood associations, civic groups, faith-based organizations, athletics organizations, service organizations, schools (groups and teams), and business or other community organizations.

The City of Durham, North Carolina is a good example of a local government that works with individuals and community groups and other organization to adopt trails and trail segments. The City’s Adopt-A-Park/Trail Program (APAT) is a volunteer program that gives community individual and groups the opportunity to work with Durham Parks and Recreation to keep its parks and trails clean and attractive. The adopter is responsible for maintaining the parks/trails by picking up litter, maintaining flower beds, painting, spreading playground mulch including safety surfacing and other manual labor. The adopter must be willing to make a one-year commitment to their designated park or trail completing a minimum of six projects per year. Durham Parks and Recreation provides trash and recycling bags, recycling information, safety guidelines, litter grabbers, and bags. Adoptees can check out safety vests and work gloves with a \$50 refundable deposit. The City of Durham recognizes adopters through signage with the adopters name at the location of the adopted park or trail, a Certificate of Appreciation for the service year, a Letter of recognition by the director of DPR, and Recognition on the DPR website.

#### **Advisory Committee**

As part of the implementation of the Greenways Master Plan, it is recommended that the creation of an overall greenways and trails advisory committee be considered to assist with the development and management of the greenways system. This committee could be created by local government and composed of appointees made by individual City and County commissioners, or it could be a private non-profit group not subject to government rules and regulations.

An advisory committee could help provide support for the greenways system, and it would create a forum for federal, state, and local government agencies, user groups, and other greenways related individuals and/or organizations to discuss issues, set goals and objectives, and provide focused input to funding and management entities. Recreational user groups should include those who have been involved in the development and maintenance of trails, including equestrians, off- and on-road bicyclists, hikers, paddlers, and runners. Other groups should include the local Council of Neighborhood Association and those focusing on tourism, natural history, cultural and historical features, birding, and other outdoor activities.

A private support group, while not responsible to local government and citizens, could apply for grants, and possibly participate in land acquisition projects where necessary. Such a group could be modeled after the Friends of the Miccosukee Greenway, which is a private non-profit support group that was instrumental in the acquisition of the Greenway and in the development of its management plan. This group remains active in the management of the Greenway.



Fern Trail

The public has previously made a significant long-term investment in publicly owned and managed conservation areas and trails. The linking of these areas through the implementation of this Plan will require significant levels of governmental coordination, a continued commitment to funding for acquisition, construction, and maintenance, and a continually evolving and creative approach to managing these public resources. These activities are described below.

## **Coordination**

#### **Blueprint 2000**

Blueprint 2000 is expected to play a lead in implementing the remaining Blueprint projects, should their funding sources continue. They will continue to design, integrate, and construct greenway trails and related amenities along with other infrastructure projects. This will need to be conducted in a holistic manner similar to the approach Blueprint has taken for the last decade.

## Tallahassee – Leon County Planning Department

The creation, expansion, and sustainability of the greenway system depends not only on establishing physical linkages to and from trails and greenways and parks and managing greenways to ensure sustainable wildlife habitat, improved water quality, and other environmental values, but also on coordinating land uses, transportation facilities, and other urban growth and infrastructure. Therefore, the Planning Department will contribute to these objectives by coordinating with other City and County departments and the Tallahassee – Leon County Planning Commission through the comprehensive planning process, reviewing major proposed development projects, preparing land acquisition grant applications and land management plans, and mobility planning, Placemaking, and other related planning activities.

### City and County Growth Management

The City's Growth Management Department and the County's Department of Development Support and Environmental Management are responsible for managing development at the site plan level. Open set asides are required for most new development by regulation. Open space and environmentally protected features are commonly protected by easements. These easements can add these areas to the greenway network where appropriate and desirable, particularly for habitat and flood control. If public access is desired, these selected areas should be considered for fee simple acquisition by local or state government.

### City and County Parks and Recreation

The City of Tallahassee's Department of Parks, Recreation, and Neighborhood Services and Leon County's Division of Parks and Recreation both manage local government greenways. Leon County also manages several state-owned greenways, including the J.R. Alford Greenway and the Miccosukee Canopy Road Greenway. These management responsibilities include implementing the greenway management plans and related improvements, providing security, maintenance, and security, and providing vegetation and wildlife habitat management. For greenways obtained with funding provided by the Florida Communities Trust, these departments are also required to file annual stewardship reports.

In lieu of any greenway trail segments specifically "adopted" by citizen's groups, the City and County Parks and Recreation departments would logically be the primary management entities for local government-owned greenways and selected state-owned greenways. Coordination will be required to ensure that adequately staffed and funded to undertake required management efforts.

### City and County Public Works

The Public Works departments for the City of Tallahassee and Leon County are responsible for maintaining public streets, sidewalks, and stormwater conveyance and storage facilities, among other related responsibilities. These departments, including Blueprint 2000, have become skilled at designing, constructing, and managed stormwater facilities to provide greenways benefits. City policy is to now construct new stormwater facilities to be urban amenities and include where space permits sidewalks, benches and landscaping. The Capital Cascade Greenway and Franklin Boulevard improvements are examples of how both greenways and stormwater management objectives can be met.

These departments are expected to manage and maintain greenway trails on public land or on public access easements that are not within a designated park or greenway. The City's Utility Department may also contribute management and maintenance resources to greenway trails located within utility easements such as power line corridors. This will have to be negotiated between departments, perhaps on a case by case basis.

For existing drainage easements for which public access is not designed and/or allowed but may be suitable for public access by bicyclists and pedestrians, both City and County Public Works departments should, where appropriate and safe, seek to renegotiate selected drainage easements or to negotiate supplemental access easements.

### Utility Departments/Organizations

There are many examples of trails in different areas of the U.S. being successfully located in various kinds of utility corridors, including city water mains, water storage project aqueducts, irrigation canals, historic transportation canals, flood control projects, electric power lines, sewer lines, fiber optics lines, and gas and oil transmission pipelines. The cities of Austin, Texas, and Boulder, Colorado have co-located recreational trails within utility corridors, as well as the City of Tallahassee. A section of the City's Goose Pond Trail is located in a corridor that has a high-power electric transmission line, a sewer line, and a stormwater drainage channel. Another very active trail is located within a sewer line easement, and another is located within a high-power electric transmission line that connects to an existing state park. In addition, the CRTPA's Regional Trails Plan has several proposed trails located in utility corridors.

Policies to encourage joint use should be drafted for consideration by the City Commission, Talquin, and Florida Gas. Public education about risks and liabilities unique to utility corridors may be needed. In addition, any new easements or rights of way should be evaluated by City Utility staff and others for trail opportunities.

The City of Tallahassee's Utilities department has the following criteria for establishing trails in utility corridors, including electric transmission lines and underground gas transmission lines:

- City Utilities can only grant the usage on property that is in fee simple ownership (non-easement). Additional access to corridors that are established by easement only will have to be provided by the landowner(s).
- City Utilities must retain full access to the right of way in order to perform vegetation management, inspection, and repairs.
- Any proposed improvements will require review by the appropriate utilities department to ensure there are no safety or operational concerns.
- The City Utilities department cannot be responsible for any improvements that are made that are damaged as a result of routine or emergency access. This includes, but is not limited to, hard surface trails (paved or crushed rock).
- There can be no permanent structures (i.e. buildings, sheds, concrete pads, etc.) built over underground utility easements.

- The Underground Utilities Division must be notified if any digging is performed close to any main transmission lines or any permanent structures are built in close proximity to utility infrastructure, so that the work can be reviewed for potential conflicts.
- The Gas Utility may need to install permanent location markers along the easements to indicate that gas lines are buried in the easements in order to comply with Federal and State requirements.
- Any trails or greenways must not allow unauthorized motorized equipment or aerial activities (e.g., kite flying, model airplanes, model rocketry) along the right of way.
- While City Utilities normally provides restoration of the corridor to a maintenance truck-accessible condition following major work, this restoration is general only, and may not result in a surface that is level and smooth.

Maintenance of any trails or related improvements in these corridors such as signage, benches, kiosks, or other amenities must be clearly established so as to provide a clear chain of responsibility for the public and for the Electric Utilities division.

According to American Trails, a national, nonprofit organization working on behalf of all trail interests, the risk of personal injury and the resulting claims/lawsuits from trail use can be reduced through conscientious trail design, construction and maintenance, but will never be eliminated from the equation. Given this, certain precautions can be taken which will greatly diminish the risks:

- Exposure to liability can be reduced via state Recreational Use Statutes. Their intent is “to encourage owners of land to make land and water areas available to the public for recreational purposes.” While these statutes do not grant immunity and cannot prevent suit, they do limit landowner liability. Efforts to educate the public about the dangers associated with these rights-of-way are critical in creating a safe environment and reducing claims.
- A creative risk management program. A few of the actions a risk management program could include are: an intensive education program, signage clarifying potential hazards, public safety devices, safety feature standards, restricting time of use to daylight hours, and formal trail patrols.
- Indemnification and hold harmless clauses within the recreational use agreement.

#### **Northwest Florida Water Management District**

The Northwest Florida Water Management District interacts with the Greenways program through watershed planning, land acquisition, and cost sharing. The Surface Water Improvement and Management (SWIM) Plan for the St. Marks River watershed was approved in 1997 as a framework for the District to work with local governments, state and federal agencies, and private initiatives to address major issues affecting the watershed. The plan identified strategies and actions to protect and restore watershed resources, including acquiring land for stormwater facilities and constructing and managing several of these facilities. The 2009 update of this SWIM plan reports on progress to date, documents changes in the watershed, describes ongoing watershed protection and restoration efforts, identifies new strategies for basin-wide management and potential funding sources. The Lake Jackson SWIM plan is a similar effort intended to identify issues, proposed solutions, and long-term management strategies. The District also participates in protecting the Ochlockonee River / Lake Talquin floodplain through acquiring targeted environmentally sensitive lands where appropriate. Local government should continue to coordinate with the District

on the implementation of these management activities and plans, including sharing the costs of acquisition and management of environmentally sensitive lands.

#### **Florida Department of Transportation**

The Florida Department of Transportation (FDOT) manages a number of roadways in Leon County, including Interstate 10, highways 90, 27, and 319, and a variety of associated stormwater facilities. Local greenway and greenway trail planning and management efforts should be coordinated with FDOT where appropriate to the maximum extent possible. This coordination may include working with FDOT as a financial partner on projects related to wetland mitigation and stormwater ponds as possible elements in land acquisition. The Martha Wellman Pond on U.S. Highway 90 is a good example of this; FDOT purchased the land for stormwater mitigation, and Blueprint 2000 provided the funding and design guidance for a recreational path encircling this pond, as well as a parking area. Leon County now manages this facility.

#### **Florida Fish and Wildlife Conservation Commission**

Within Leon County, the Florida Fish and Wildlife Conservation Commission (FWC) manages the L. Kirk Edwards Wildlife Management Area, and the Ochlockonee River Wildlife Management Area in cooperation with the Florida Forest Service. The Kirk Edwards WMA is a major element of the Lafayette Heritage Trail Greenbelt, extending from Tom Brown Park to Chaires. The Ochlockonee River WMA is part of the 19,347-acre Lake Talquin State Forest, and consists of nearly 3,000 acres in western Leon County near Tallahassee. The Ochlockonee River forms the western boundary of this area.

The FWC has funds available for lakes management throughout Florida for improving fisheries and other wildlife management objectives and activities. Local government should coordinate with FWC to open up public access to government-owned lakes and wetland areas where appropriate and desirable, and to secure funds for lakes management.

#### **Florida Forest Service**

Within Leon County, the Florida Forest Services owns and manages five units of the Talquin State Forest, which abuts the Ochlockonee River WMA and includes several county boat ramps. These properties have existing trails that should be linked to the local Greenway network. The Florida Trail Association, through the Florida National Scenic Trail planning process, and the Southern Trail Riders Association organizations are coordinating with the Florida Forest Service and the U.S. Forest Service to connect and expand the existing trail network within these units, and to pursue connections to the Apalachicola National Forest. Local government should continue to coordinate where appropriate with the Service and these trail advocacy organizations to expand these trail systems and their connections to the Greenway system where possible.

#### **Leon County Cooperative Extension Office**

The Leon County Cooperative Extension Office (LCCEO) provides several important services that complement the Greenways program. The LCCEO employs the County Forester who has conducts resource inventories and prepares forest stewardship reports for property owners and managers, including local government. The County Forester participates in the active management of forest resources on local greenways, including the use of prescribed

burning, replanting, and thinning of trees. The LCCEO also administers the Master Wildlife Conservationist program, which provides individuals from the community with significant training and expertise in local natural resources. This training and expertise includes site inventories, habitat planning, and greenways design. The Extension Office should continue to be involved in the development of greenway management plans, management of greenways, and monitoring.

### **Non-Profit Organizations**

Non-profit conservation organizations such as the Tall Timbers Land Conservancy (TTLC), the Apalachee Land Conservancy, the Trust for Public Land, and The Nature Conservancy continue to have a critical role in implementing key aspects of the Greenway Plan, as well as non-profit user organizations such as the Florida Trail Association, the Capital City Cyclists, and the Southern Trail Riders Association, among other groups. These organization and associations have and continue to provide support and guidance for the greenways program, as well as more tangible contributions. For instance, the Tall Timbers Land Conservancy (previously known as the Red Hills Conservation Program) has acquired approximately 25,000 acres of conservation easements on private lands in Leon County. These easement properties limit development, and are managed primarily to protect listed wildlife species and habitat. They provide no public access. The TTLC also helped negotiate the designation of Sunny Hill Road as a Canopy Road.

The Apalachee Land Conservancy (ALC) was instrumental in the implementation of the San Luis Mission – Tallahassee Community College greenway connector, including habitat design and funding tree plantings. Although not as active recently as it has been in the past, the ALC is active and can potential serve a role as a private non-profit where land or easement acquisition negotiations with local government would be difficult.

The Trust for Public Land (TPL) previously coordinated the Office of Greenways and Trails' acquisition of the Miccosukee Canopy Road Greenway. The potential for similar services remains along other canopy roads where resource buffers and space for (off-road) trails are needed. The organization's ability to respond quickly to development threats and changes in ownership may prove useful for land or trail acquisitions that require an intermediary.

The Forever Florida Act and program allows non-profit conservation organizations to submit grant applications, receive grant funds, and hold title for projects administered through the Florida Communities Trust. Consequently, there is opportunity for local non-profits to submit applications to meet their own interests as well as in cases where local government would otherwise exceed a funding limit. Local government should continue to coordinate where appropriate with these and other non-profit organizations where appropriate for continuing to implement and build the Greenway system where possible.

### **Bicycle and Pedestrian Planning**

Over the past decade, significant achievements have been made towards the goal of improving mobility and safety for cyclists and pedestrians in Tallahassee and Leon County. Our community displayed the depth of its commitment to creating and maintaining a balanced, sustainable and economically responsible transportation network through adoption of the Multimodal Transportation District Plan and complimentary Comprehensive

Plan policies to establish and implement the Mobility District in Spring 2009. Establishment of the Mobility District laid the foundation for improving local planning efforts to improve the bicycle and pedestrian facilities and networks within our community.

### **The Mobility District**

The Mobility District is an area where primary emphasis is placed on pedestrian, bicycle and transit mobility and secondary emphasis is placed on automobile mobility. To that end, our Mobility District has special standards for development to mitigate its impacts on the transportation system - when new development occurs within the District, it must enhance the pedestrian, bicycle, and transit facilities rather than widening roadways. Local government spending must also support this goal. The Florida legislature adopted multimodal district legislation with the goal of encouraging compact, sustainable urban areas that facilitate use of alternative modes of transportation and ultimately reduce automobile travel.

The Mobility District designation is premised on the goal that a comprehensive transportation system should have three layers:

- Residents and employees should have access via sidewalks, shared use paths, and bike lanes to corridors and neighborhood centers where they can commute, shop, be entertained, eat, play, and visit.
- At the neighborhood centers, convenient access to transit should provide connections to other centers that may be out of walking distance, and to other parts of the City, County, and region.
- An interconnected system of bike routes should also connect these centers and regional destinations.

### **Providing Funding for Improvements - Significant Benefit Program**

In February of 2009, the Florida Department of Transportation, Leon County, and the City of Tallahassee entered into a Memorandum of Agreement (MOA) to pipeline developer proportionate fair-share mitigation for transportation impacts. This means that rather than expending small amounts on small projects spread around the community, the mitigation money will accrue in a bank account until enough money is collected to complete one major transportation project.

The MOA divides the County in five districts and identifies the project priorities for each district. In the outer four districts, 80% of the money will be spent on a roadway project and 20% will be spent on bicycle, pedestrian, or transit projects. Within the fifth district, which is the Mobility District, 100% of the money will be spent on bicycle, pedestrian, or transit projects.

## Current Projects

### Leon County Bicycle Route Network

Since 2011, the City of Tallahassee and Leon County have been working with local citizen groups and bicycle enthusiasts to create an interconnected bicycle route network throughout Leon County. Currently, proposed bicycle routes are available for public review and comment online. Over time, bicycle routes will be designated with signs and pavement markings. An interconnected bicycle route network with formally designated east-west and north-south connectors is an integral component of our community's alternative transportation network.

### Bike Boxes

Bike boxes, or advance stop bars, provide a highly visible, designated space for cyclists to wait at signalized intersections. At red lights, cyclists stop in the bicycle box ahead of motor vehicle traffic, which must queue behind the bicycle box. Bicycle boxes reduce right-turn conflicts between cyclists and motor vehicles. This is accomplished through increased cyclist visibility at intersections.

### Joint City-County Bicycle Workgroup

Established by the City and County Commissions in 2012, the Joint City-County Bicycle Workgroup was established to incorporate greater citizen involvement in bicycle-related facility planning.

### Bicycle Boulevards

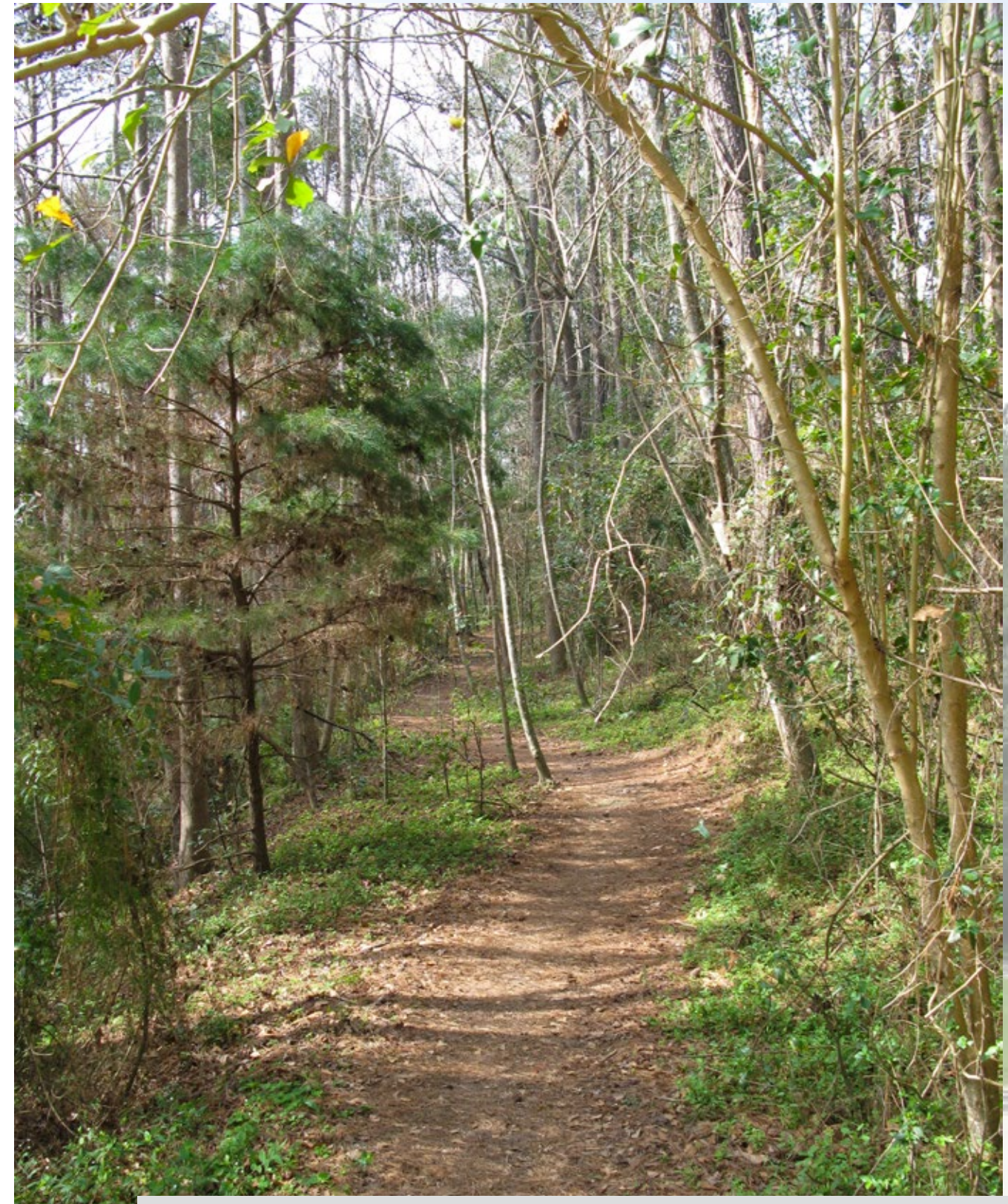
Bicycle boulevards are shared-roadway facilities that give priority to bicycle traffic. Essentially, bicycle boulevards are low-volume and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reduction, signage and pavement markings, and intersection crossing treatments. These treatments allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic. To make bicycling practical for a broader range of residents, a network of comfortable, enhanced bikeways are needed. Coupled with the implementation of a bicycle route network, bicycle boulevards are a key tool to achieve this goal.

Bicycle boulevards have been credited in Portland, Oregon for being one of the primary reasons for the recent increase in bicycle use there. The implementation of Bicycle Boulevards in Tallahassee should result in an increase in commuter bike use and cycling for local trips.

Roadways such as Georgia Street and Martin Luther King Jr. Boulevard will be transformed from being simple residential bike routes through the Mobility District into facilities that feature enhanced crossings of major roads for bicycles and pedestrians, traffic calming, and complimentary motor vehicle restrictions. These facilities will be further enhanced through special wayfinding signage along the corridor.

### Planning for the Future – A Master Transportation Plan for the Mobility District

Moving Tallahassee: Cars Optional is a forward thinking approach to increasing mobility via alternative transportation and accessibility to attractions and places within our community. Initiated by the City of Tallahassee to improve transportation options in our central city area, Moving Tallahassee is our plan to make cars optional within the Mobility District in the heart of Tallahassee.



Fern Trail

## Appendix 1. Existing Comprehensive Plan Objectives and Policies

As of 2003, the following policies governing the Greenway system are found in the Tallahassee – Leon County Comprehensive Plan. These policies, adopted by local government by ordinance, establish the framework for the city/county Greenway system, and the management of this system and its components.

### Objective 6.1: [C]

Local government shall implement a county-wide greenways network. It shall be the intent of the greenways network to provide for integrated natural resources management and protection, resource-based recreation, educational and historical interpretive opportunities, and increased opportunities for alternative modes of transportation with an emphasis on connectivity among these resources.

#### Policy 6.1.1: [C]

The greenways network shall attempt to interconnect existing dedicated open space areas and be comprised primarily of preservation and conservation features as described in Policy 1.3.1 [C] and 1.3.2 [C]. Floodplains and natural drainageways shall receive particular emphasis for inclusion in the network. Other lands that do not qualify as preservation or conservation features may be included in the network based on connectivity, historical value, or value as a natural resource buffer. To the maximum extent practicable, bicycle trails, pedestrian pathways, and where appropriate, utility corridors, shall be included in the greenways network. Once completely identified at the appropriate scale and approved by the local governments, the greenways network shall be amended into the Future Land Use Map Series, along with implementing policy directives.

#### Policy 6.1.2: [C]

Local government shall adopt a greenways land acquisition priority list. The Planning Department in consultation with other City and County departments and other local agencies as appropriate, shall be responsible for identifying and coordinating the acquisition or protection of the elements of a county-wide greenways system.

#### Policy 6.1.3: [C]

Local government shall approve a master management plan for the greenways network, and specific plans for lands acquired, preserved, or otherwise included in the greenways network. The management plans shall address natural resources protection, public access, recreation, education, and opportunities for economic development that is complementary to maintaining the network. The management plans shall identify anticipated costs and departments responsible for implementation of the plans.

#### Policy 6.1.4: [C] (Effective 7/2/99)

Properties acquired to implement the county-wide Greenways network shall be managed to ensure that the resources for which the sites are acquired are protected or restored to the greatest extent practicable while supportive of other objectives such as passive recreation, education, and interpretation. Such management shall include, but not be limited to, reforestation and replanting of appropriate terrestrial and aquatic or wetland vegetation, removal of noxious exotic terrestrial and aquatic vegetation, and physical modification and biological enhancement of streambeds, ditches and shorelines to improve water quality or minimize erosion.

## Glossary

### Blueway:

A blueway or water trail is a water path or trail with launch points, camping locations and points of interest for canoeists, paddle boarders and kayakers.

### Crushed Rock Trail Surface:

This is an aggregate natural stone surface developed for environmentally sensitive areas that is capable of being used by many different users, included disabled citizens, and is resistant to erosion.

### Shared-use path:

A paved, off-street travel way designed to serve non-motorized travelers. Across the United States, bicyclists are typically the most common users of shared-use paths. However, in many places, shared-use paths are frequently used by pedestrians, in-line skaters, roller skaters, skateboarders, wheelchair users, and users of many other modes (U.S. Federal Highway Administration Publication FHWA-HRT-05-137). The terms “shared use path,” “greenway trail,” and “trail” are interchangeable in this document.

### Stabilized Trail Surface:

This is a stabilized natural surface trail has a soil surface that is mechanically stabilized for recreational users. It is recommended for environmentally sensitive areas where an impervious surface would not be permitted, or where mitigation measures would be cost-prohibitive.





Tallahassee - Leon County

# Greenways

Program

