Sales Tax Committee Agenda
November 15, 2012
4:00 p.m.

Leon County LeRoy Collins Main Library
First Floor Program Room
200 West Park Avenue

Item #	Agenda Topic
1.	Citizens to be Heard
2.	Approval of Summary Minutes for the October 11, 2012 Meeting of the Sales Tax Committee
3.	Presentation on the City of Tallahassee Infrastructure Projects for the Sales Tax Committee's Consideration
4.	Open House: Begins at 6:30 p.m.
5.	Additional Project Identification by Committee Members

Next Meeting Date:
When: *Thursday, November 29, 2012*
Where: First Floor Program Room, Leon County LeRoy Collins Main Library
Time: 4:00 p.m.
Main Discussion Topic: Water Quality

Leon County
Sales Tax Committee

Cover Sheet for Agenda #2

November 15, 2012

To: Members of the Leon County Sales Tax Committee

From: Alan Rosenzweig, Deputy County Administrator
Jay Townsend, Assistant City Manager
Wayne Tedder, Director, Department of P.L.A.C.E.
Cristina Paredes, Intergovernmental Affairs and Special Projects Coordinator

Title: Approval of Summary Minutes for the October 11, 2012 Meeting of the Leon County Sales Tax and Open House

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Executive Summary:
This agenda item approves the summary minutes for the October 11, 2012 meeting of the Leon County Sales Tax Committee (Attachment #1).

Analysis:
Attachment #1 is the summary minutes for the Leon County Sales Tax Committee meeting held on October 11, 2012, 4:00 p.m. in the First Floor Program Room of the Main Library.

The Leon County Clerk of Courts Office maintains a voice recording of all meeting. A transcription of the meeting minutes will be provided by the Clerk's office upon request.

Options:
1. Approve the summary minutes for the October 11, 2012 meeting of the Leon County Sales Tax Committee.
2. Do not approve the summary minutes for the October 11, 2012 meeting of the Leon County Sales Tax Committee.
3. Committee Direction.

Recommendation:
Option #1

Attachment:
1. October 11, 2012 Summary Minutes

Sales Tax Committee Meeting
Summary Minutes
October 11, 2012

Absent members: *Ms. Laurie Hartsfield, Mr. Bill Peebles, Mr. Mark Tarmey, and Mr. Bill Tucker.*

Meeting began at 4:07 pm

Mr. Wayne Tedder, Director of PLACE, introduced Charles Hargraves as the new Blueprint 2000 Manager.

The Chairman moved to amend the Committee's absence policy to apply to four total absences before dismissal, instead of two consecutive absences. Mr. Will Messer seconded. The motion passed unanimously. Attached are the revised bylaws.

Agenda Item #1: Citizens to be Heard

Mr. Bruce Screws addressed the Committee to recommend that the Committee consider spending money on roads and infrastructure.

Mr. Brad Trotman addressed the Committee regarding two lakes in Killearn Estates, which are polluted and need to be cleaned to improve water quality. The Committee asked if money was contributed to the lake cleanup whether the lakes would remain private; the answer requires further research and will be addressed in the November meeting.

Ms. Debbie Lightsey addressed the Committee on behalf of the Wakulla Springs Alliance. She requested that the Wakulla Springs Alliance be included in the discussion regarding sewage and water treatment during the November 29th meeting. Ms. Henree Martin made a motion to invite the Wakulla Springs Alliance to present to the Committee during the November 29th meeting. The motion was seconded by Mr. Will Messer. The motion passed unanimously.

Agenda Item #2: Approval of Summary Minutes for the September 27, 2012 Meeting of the Leon County Sales Tax Committee

Ms. Glenda Thorton wanted the minutes to reflect that she was not included in the voting since she had not yet been confirmed by the City Commission.

Mr. Ed Murry made a motion to approve the summary minutes for the September 27, 2012 meeting of the Sales Tax Committee. The motion was seconded by Mr. Terrance Hinson. The motion passed unanimously.

Agenda Item #3: *Requested Information from the Committee:* Tentative Timeline for "Community Meetings"

Mrs. Cristina Paredes discussed grouping presentations together around themes as she walked the Committee through its schedule for the rest of the year. Mrs. Paredes noted that Gateways would be covered in this meeting through County project descriptions, and the October 25th meeting with City project descriptions.

The November 15th meeting would be 'Transportation' themed with presentations on regional transportation issues. County projects #12-16 will be now be presented at this time. The Home Owners Associations will be invited to an open house meeting, also on November 15, at 6:00pm.

The November 29th meeting will focus on water resources and water quality. There will be presentations from the Water Resources Committee, Killearn Estates Homeowners Association, and Wakulla Springs Alliance. The later part of that evening will feature presentations from the Capital City Chamber, Florida Hispanic Professionals Association, and schools/universities in the area.

The December 13th meeting will feature presentations on the Convention Center, Sports Complex, and Performing Arts Center.

January 10th's meeting will include a presentation on economic development.

The Committee requested that KCCI be invited to the next meeting in regards to Gateways.

Agenda Item #4: Additional Project Identification by Committee Members

None.

Agenda Item #5: Presentation on the Leon County Infrastructure Projects for the Sales Tax Committee's Consideration

Mr. Vince Long, County Administrator, introduced each of the County projects to the Committee before turning to staff to present each individual component of the projects. Mr. Long noted that the County's approach was holistic and kept with the original Blueprint 2000 philosophy. There will be an opportunity to merge County, City, and citizen projects once they've been presented. The County evaluated each project based on whether it contributed to: 1) the Comprehensive Plan; 2) the Regional Mobility Plan; 3) the Greenway Master Plan; 4) Connectivity; 5) Compliments Blueprint 2000 Projects; 6) Water Quality Enhancements and Green Infrastructure; 7) Stormwater/Sewer Capacity Improvements; 8) Transportation Capacity Improvements. Each of these criteria was addressed for each project description.

Proposed County Projects:

- Northeast Connector Corridor
- Lake Jackson Preservation and Mobility Enhancements
- Northwest Connector Corridor
- Westside Student Corridor Enhancements and Flood Relief
- Pine Flats Trail
- Southside Gateway Enrichment
- Lake Lafayette and St. Marks Regional Linear Park
- Market District Activity Center Connectivity
- Northeast Park

Due to time constraints, staff suggested presenting the projects regarding water resources at the same night of the Water Resources Committee on November 29th. Projects 12-16 'county infrastructure' projects will presented on November 15th with the transportation presentations.

Before adjourning, the Committee discussed the projects overall. The Committee asked if any of these projects had been on a capital improvement plan in the last five years. The Committee also asked what other resources are available for funding these projects besides the sales tax? Mr. Rosenzweig replied that none of the projects were on a capital improvements plan. Some projects, like Tharpe Street, were defunded due to budget constraints, but all projects in the capital improvements plan are budgeted for and are not being presented to the Committee.

The Committee also asked the following information be provided to the committee on the county projects. This information includes the following:

- On-going maintenance cost included for each project.
- Additional information on the flood mitigation for the Westside Student Corridor Project.
- Break out costs for each component of the projects.
- Population impacts of the projects.

Other Committee Business:

The Committee's next meeting will be held on Thursday, October 25, 2012 in the First Floor Program Room of the Main Library at 4pm.

The next Sales Tax Committee Open House will be held on Thursday, November 15, 2012 in the First Floor Program Room of the Main Library at 6pm.

Ms. Glenda Thorton made a motion to conclude meeting. The motion was seconded by Mr. Tom O'Steen. The motion passed unanimously.

Meeting adjourned at 7:00 pm.

SECOND AMENDED BYLAWS OF THE
Leon County Sales Tax Committee

In order to govern its function and operation in a manner consistent with the Enabling Resolution No. 11-58 adopted by the Leon County Board of County Commissioners (hereinafter the "BCC") on 13th day of September 2011, the Leon County Sales Tax Committee (hereinafter the "Committee") hereby further amends its Bylaws, originally adopted on January 26, 2012 and amended on August 23, 2012 to reflect the revisions as shown in legislative format hereinbelow, and adopts as its Second Amended Bylaws the following:

ARTICLE I.
APPLICABLE FLORIDA LAWS AND BCC POLICIES

Section 1.1 **Public Records Law and E-Mails:** Each member of the Committee shall comply with the Florida's Public Records Law, Chapter 119, Florida Statutes, and BCC Policy 96-4, "Policy on Public Records Law and E-Mail", as may be amended from time to time, and each member of the Committee shall be provided a copy of BCC Policy 96-4.

Section 1.2 **Government In the Sunshine Law:** Each member of the Committee shall comply with the Florida Government in the Sunshine Law, Chapter 286, Florida Statutes, as may be amended from time to time.

Section 1.3 **Code of Ethics:** The Committee shall comply with the following state laws and BCC Policies with regard to the Florida Code of Ethics for Public Officers and Employees:

Clause 1.3.1 Each member of the Committee shall comply with Section 112.3143, Florida Statutes, "Voting Conflicts", as may be amended from time to time, and shall be provided a copy of Section 112.3143.

Clause 1.3.2 Each member of the Committee shall abide by the Standards of Conduct set forth in Section 112.313, Florida Statutes, as may be amended from time to time, and shall be provided a copy of Section 112.313, Florida Statutes.

ARTICLE II.
OFFICERS AND DUTIES

Section 2.1 Immediately upon adoption of these Bylaws, the Committee shall elect from among its members a Chairperson and a Vice-Chairperson, each of whom shall serve until the dissolution of the Committee.

Section 2.2 The Chairperson shall preside at all meetings. In the event of the Chairperson's absence, or at the direction of the Chairperson, the Vice-Chairperson shall assume the powers and duties of the Chairperson.

Section 2.3 In the event that either the Chairperson or the Vice-Chairperson is unable to complete their terms, the Committee shall, as soon as reasonably possible, elect a replacement from among its members.

ARTICLE III.
TERM OF MEMBERS

Section 3.1 Each member shall serve on the Committee until the dissolution of the Committee.

ARTICLE IV.
MEETINGS

Section 4.1 **Regular Meetings:** The Committee shall hold regular meetings at a place and time agreeable to the members. Such regular meetings shall be held at least once a month. The meeting will begin at 4:00 p.m. at a location to be determined unless an alternate time and location is selected by the Committee. The duration of meetings shall not exceed four hours unless extended by a majority vote of the Committee. In order to expedite meetings, the Chairperson may place time limits on discussion of agenda items.

Section 4.2 **Special Meetings:** The Chairperson may call a special meeting of the Committee to discuss any issue properly before the Committee. Such special meeting may be convened only after notification is given to each member of the Committee and after public notice is given no later than forty-eight (48) hours before the special meeting is scheduled to begin.

Section 4.3 **Public Participation:** Although all meetings of the Committee will be open to the public, the Committee is not obligated to honor requests from the public to participate in the meetings. The Committee may, by majority vote, allow limited participation by the public if it deems it appropriate.

Section 4.4 **Meeting Agendas:** The County Staff Support Person shall assist the Chairperson of the Committee in developing an agenda for each meeting of the Committee. Any member of the Committee may request that appropriate items be placed on the agenda.

Section 4.5 **Official Acts and Quorum:** Any and all official acts by the Committee shall require a majority vote of the members present. However, the Committee shall take no such action unless a quorum is present at the meeting. In order to constitute a quorum, there must be a majority of the Committee's current membership present at the meeting. The minutes of the meeting shall reflect the number of affirmative votes on a motion and shall specify the names of any members voting against the motion.

Section 4.6 **Meeting Minutes:** Minutes shall be taken at all regular and special meetings of the Committee. The County Staff Support Person shall assist the Chairperson in determining the manner in which the minutes of the meeting shall be prepared and filed with the County in accordance with BCC Policy No. 03-15, "Board-Appointed Advisory Committees".

Section 4.7 **Procedure:** Roberts' Rules of Order Revised shall govern the procedure of all meetings.

ARTICLE V.
AMENDMENTS TO BYLAWS

Section 5.1 **Amendments:** At any regular or special meeting of the Committee, these Bylaws may be amended by an affirmative vote of a supermajority (two-thirds) of the members present at the meeting.

Section 5.2 **Approval:** The Amended Bylaws shall become effective upon the approval of the County Attorney as to the legality of the form and content of such amendment.

ARTICLE VI.
ATTENDANCE AND REPLACEMENT OF MEMBERS

Section 6.1 **Attendance at Meetings:** In the event a member is absent from ~~two of three successive~~ four regular meetings of the Committee, the Chairperson shall notify the entity which appointed the member and request that a replacement be made. For the purposes of this Section, a member must be present to be considered 'in attendance' and will be considered absent if he/she is absent from more than half the duration of the meeting. Telephonic participation is not allowed.

Section 6.2 **Replacement of Members:** In the event a vacancy occurs in the membership of the Committee, either through dismissal, voluntary termination, or other means, the entity which appointed the member shall determine whether the vacancy should be filled. If it is determined that the vacancy will be filled, a new member shall be appointed as soon as reasonably possible in accordance with the procedure for appointment of members to advisory committees contained in BCC Policy No. 03-15 "Board-Appointed Advisory Committees".

Approved As To Legality of Form and Content:

County Attorney's Office

BY: Daniel J. Rigs, for
Herbert W. A. Thiele 10/22/12
County Attorney

City Commission Sales Tax Extension Project Priorities

Leon County Sales Tax Committee
November 15, 2012

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CITY OF TALLAHASSEE

Most Livable City in America

November 6, 2012

Dear Sales Tax Committee Members,

It is with great excitement that I forward to you the Tallahassee City Commission priorities for consideration as Sales Tax Extension projects. The City's proposed initiatives take the holistic Blueprint philosophy to the next level by emphasizing projects that inspire lasting positive impressions of Tallahassee. Furthermore, the public's return on investment and the economic multiplier effect in the community are essential characteristics of each project.

Over the past four months, the Commission has met to discuss the potential projects several times, and has narrowed the list to the five catalytic programs explained below. These programs each have the potential to significantly affect the overall economic development of the surrounding areas, and together have the power to make Tallahassee a destination city.

The structure of the programs is such that the program as a whole could be considered for the Sales Tax Extension, or individual projects could be selected to stand on their own. The programs are listed in order of priority here, and are then described in more detail in a series of project sheets which comprise the bulk of this document.

Proposed City Programs

#1 - Building the Core: Complete the Downtown – Public investments in Gaines Street and Cascades Park are now leading to investments by the private sector. This is just the beginning of finally creating the 18-hour Downtown envisioned in the Comprehensive Plan. However, further infrastructure is needed to more fully capitalize these recent significant investments. This project program includes an outdoor pedestrian mall, conveyance improvements to support redevelopment, and the Lake Bradford Gateway.

#2 - Moving People: Take StarMetro to the Next Level – Widening or adding new roads to accommodate future traffic demands has become prohibitively expensive. However, a functional and effective transportation system is critical for economic growth and continued quality of life. Making StarMetro a viable alternative to the automobile for a greater portion of the population is instrumental in maintaining mobility and access in light of diminishing financial resources. Key program components are the redevelopment of C.K. Steele Plaza, expanding the fleet, building SuperStops, and building the Regional Transfer Station.

CITY HALL
300 South Adams Street
Tallahassee, FL 32301-1731
850-891-0000
TDD: 711 • Talgov.com

JOHN R. MARKS, III
Mayor

ANITA F. THOMPSON
City Manager

ANDREW GILLUM
Commissioner

JAMES R. ENGLISH
City Attorney

NANCY MILLER
Commissioner

JAMES O. COOKE, IV
City Treasurer-Clerk

MARK MUSTIAN
Commissioner

SAM M. McCALL
City Auditor

GIL D. ZIFFER
Commissioner

#3 - *Connecting the Community: Build a Network of Sidewalks, Bikeways and Greenways* – Investment in the City's multimodal infrastructure is key to providing universal access to the amenities, businesses, and services within Tallahassee, regardless of the age or ability of the citizen. It is also integral to building an effective transit system with safe and convenient access to stops. Specifically, this would mean implementing the Greenways Master Plan, building the bike route system and completing the sidewalk network.

#4 - *Inspiring the Creative Class: Create Special Urban Places* - The concept of place is a bit abstract and difficult to describe, yet you know it when you are there. Special urban places usually include retail shops and places of employment, plenty of people on the move or stopping to chat, a public park or square, and possibly some planned events or activities. But, a place is more than a sum of its parts, and typically has a shared character, personality, or identity. Tallahassee has several of these burgeoning districts, and the City Commission identified "placemaking" as a top priority for Midtown, the Market District, and the Monroe-Adams Corridor. Since 2010, community groups, neighborhood associations, and other governmental agencies have worked together to craft Action Plans that support both the quality of life and economic viability of these areas. Some short term projects are already underway, but each district has more extensive, longer term infrastructure investments that will be integral to bring the visions of the Action Plans into fruition. More recently, a placemaking effort centering on College Avenue in Downtown has begun in cooperation with the Florida State University. The Action Plan is currently under development by the Department of Urban and Regional Planning at FSU. Also, the Goodwood Playground and Community Garden has been proposed in order to provide recreational opportunities in proximity to the Tallahassee Memorial Hospital and for the neighborhoods and businesses in this area. And finally, investments in the infrastructure around the site of the DeSoto Winter Encampment, and the site of the "First Christmas in the New World" would bring much attention to this priceless historical resource.

#5 - Catalyzing Airport Development: Complete Capital Circle Southwest - The widening of Capital Circle from Crawfordville Highway to SR 20 was a Tier 1 Project under the current Blueprint 2000 funding list and is necessary to complete the overall transportation objectives originally envisioned with the Capital Circle enhancements. However, due to funding restrictions, this project will not be completed prior to 2019 when the current sales tax authorization expires. In addition, this project is critical to the full development of the airport and surrounding commercial areas.

Evaluation Criteria

In order to ensure that each initiative supports community values for a healthy and environmentally sound city, a set of key criteria was created to evaluate each project. You will see these criteria referenced on the front of each project description sheet, and explained further on the back side of each sheet.

Funds for Economic Development

Per the State Statute, if the sales tax is extended, the City and County could use up to 15% of the total sales tax collected towards the economic development initiatives. Like Leon County, the City Commission voted to support the use of 10% of sales tax revenues for this purpose. The Commission also recommended the proposed governing structure to oversee the prioritization and expenditure of these funds. The proposed structure immediately follows this letter.

In closing, the City understands there will be significantly more requests than the sales tax revenues can fund. However, I look forward to the deliberations of the Committee and to the inevitably exciting results of your work.

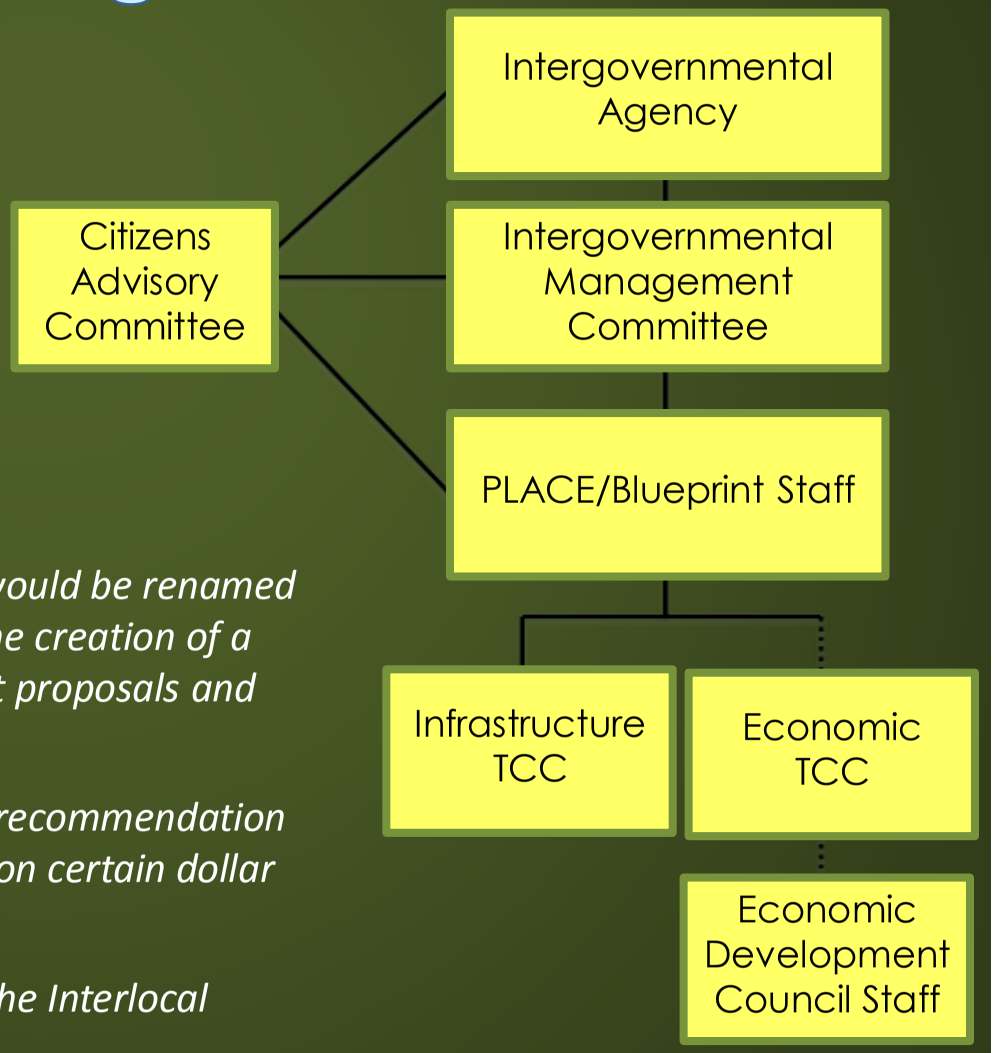
Sincerely,

Anita Favors Thompson

Anita Favors Thompson
City Manager

Proposed Governing Structure

- *Selected structure to mirror the success of Blueprint 2000*
- *Reporting relationships would remain the same*
- *No need for a separate CAC but the membership should be modified to reflect the expanded role and responsibilities associated with the sales tax extension*
- *The current Technical Coordinating Committee would be renamed to the Infrastructure TCC to distinguish it from the creation of a separate TCC to evaluate economic development proposals and incentives*
- *Discretion should be given to the IMC, upon the recommendation of the E-TCC, to allocate funds/incentives based on certain dollar thresholds*
- *These changes would require a modification of the Interlocal Agreement between the City and County*



CITY OF TALLAHASSEE

ECONOMIC DEVELOPMENT COUNCIL OF TALLAHASSEE/LEON COUNTY, INC.

E-TCC Responsibilities

- *Evaluate, benchmark, and score proposals for economic incentives*
  - *Targeted Industry*
  - *Anticipated Job Creation & Wage Levels*
  - *Leveraging Private Sector or State Support*
  - *Capital Investment*
  - *Risk Level*
  - *Local Business Promotion*
- *Make recommendations to the IA or IMC*
- *Monitor the utilization and effectiveness of shelf-ready incentives so that we remain competitive with other markets*

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City Commission Priorities for Sales Tax Extension Projects

#1 - Completing the Core:
Invest in Downtown - $68 million

Pedestrian Mall - $6 million
Stormwater Conveyance - $25 million
Lake Bradford Gateway - $37 million

2 - Moving People:
Take StarMetro to the Next Level- $52.3 million

Redevelop C.K. Steele Plaza - $25 million
Expand the Facility & Fleet - $13.3 million
Build Super Stops - $9 million
Construct a Regional Transfer Center - $5 million

3 - Connecting the Community:
Build a Network of Sidewalks, Bikeways, & Greenways - $68 million

Implement the Greenways Master Plan - $16.5 million
Build the Bicycle Route System - $15 million
Complete the Sidewalk Network - $36.5 million

4 - Inspiring the Creative Class:
Create Special Urban Places - $48.15 million

Midtown Placemaking- $22 million
Monroe-Adams Placemaking - $7 million
Market District Placemaking - $6.7 million
College Avenue Placemaking - $7 million
Revitalize the North Monroe Gateway - $5 million
Goodwood Playground and Community Garden - $200,000
DeSoto Encampment “First Christmas” Supportive Infrastructure - $250,000

5 - Catalyzing Airport Development:
Complete Capital Circle Southwest - $125.8 million

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Program 1

Building the Core: Complete the Downtown

Estimated Cost: ***$68 million***

Public investments in Gaines Street and Cascades Park are now leading to investments by the private sector. This is just the beginning of finally creating the of 18-hour Downtown envisioned in the Comprehensive Plan. However, further infrastructure is needed to more fully capitalize these recent significant investments.

Elements:

- Outdoor Pedestrian Mall (1a)
- Stormwater Improvements (1b)
- Lake Bradford Gateway (1c)

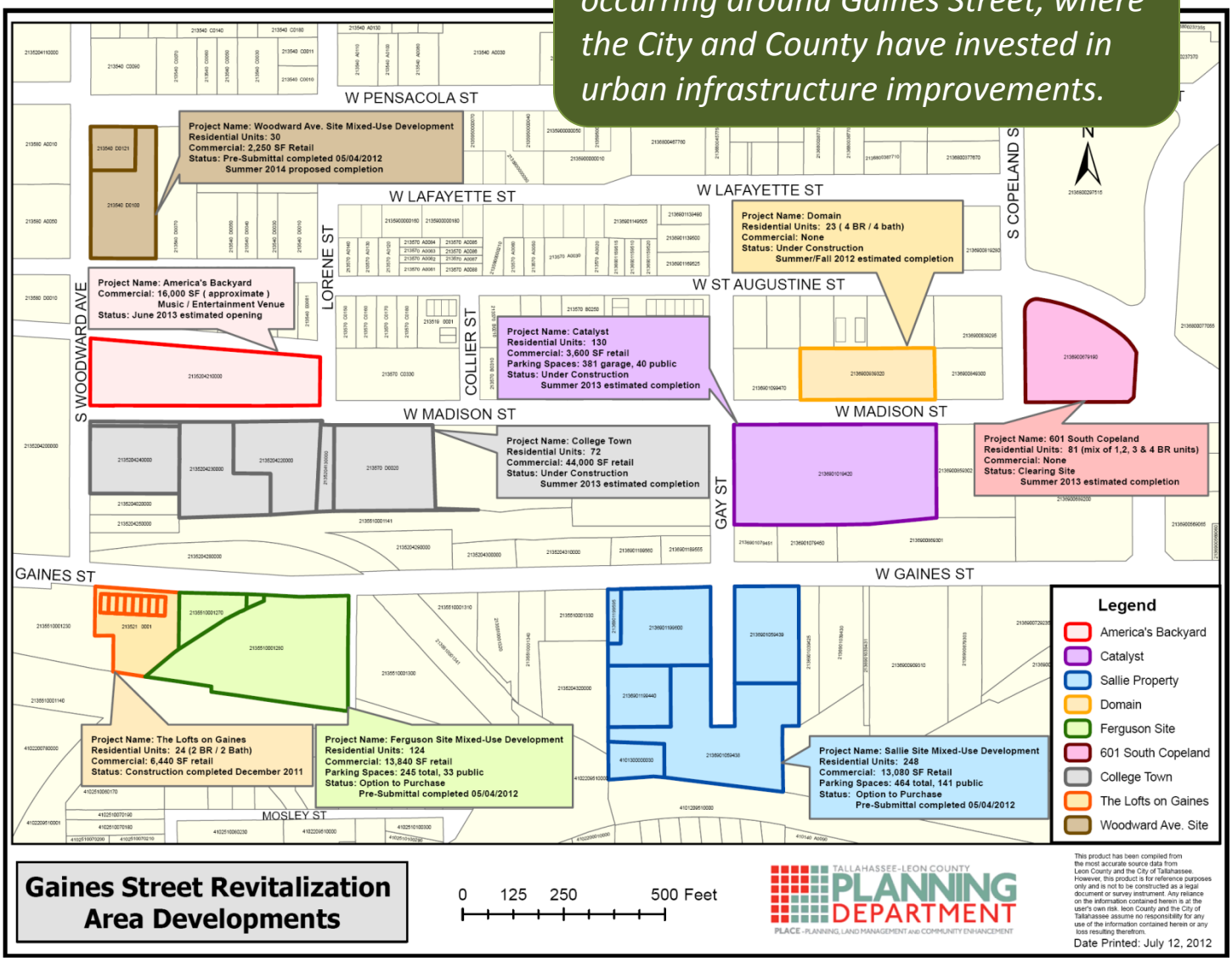
Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

The Core of the City

The downtown typically contains many of the most important elements of a city, and Tallahassee is no different. Our Downtown is home to State, County and Local government, as well as the cultural heart of the Tallahassee. Shaped by parks, live oak trees and beautiful old buildings, it is a place that demonstrates the unique character of our area. It is an established place where people go for business as well as entertainment, and home to various events key to the social life of both the City and County, such as the Festival of Lights and the Saturday morning market. Investments that improve our Downtown help to support these existing uses and attract new ones, while giving visitors the best possible impression of our City.

Tallahassee's downtown is also the location of some of the region's most valuable property. Infrastructure improvements that help maintain and enhance that value help off-set the tax burdens on other parts of the larger community.

Significant private investment is occurring around Gaines Street, where the City and County have invested in urban infrastructure improvements.



Gaines Street Revitalization Area Developments

Program 1a

Building the Core: Outdoor Pedestrian Mall

Estimated Cost: ***$6 million***

WHAT IS IT?

As part of the redevelopment of the Gaines Street Corridor and related to the construction of a convention center on the former O'Connell site, is the construction of an outdoor pedestrian mall on the former Chevron site (city-owned) located on Gaines Street between South Bronough Street and Martin Luther King Boulevard. The pedestrian mall would link the former John's Building site with the O'Connell property, potentially connecting the proposed performing arts and convention centers on those sites, and at the same time, promote the redevelopment of the remaining portion of the former Chevron site.

Evaluation Criteria:		Benefits the Environment	
Provides Regional Impact / Geographic Equity		Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

Artist's rendering looking East towards a potential Performing Arts Center (Bronough St.)

Artist's rendering looking West towards a potential Hotel Conference Center (Martin Luther King, Jr. Blvd)

Example of a pedestrian mall along Pearl Street in Boulder, CO

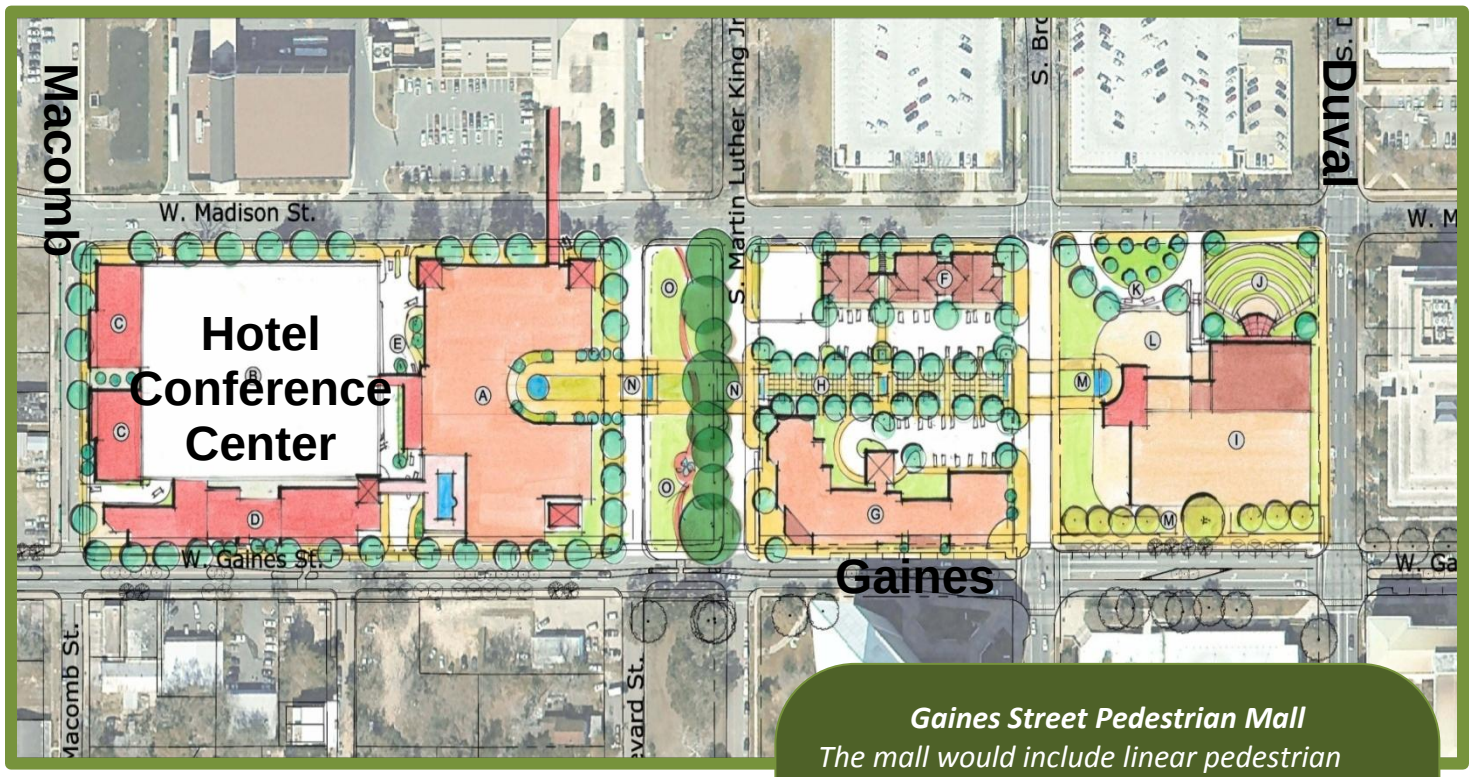
WHY IS IT IMPORTANT?

Enhances Mobility – The development of a pedestrian mall connecting the Johns Building site at the intersection of Bronough and Gaines Street with the former O'Connell property (site of the proposed convention center and hotel) two blocks to the west will help connect the traditional downtown with the revitalized Gaines Street District both physically and visually.

Supports Recreation and Quality of Life – It is expected the mall will also support recreation and quality of life by providing an intimate outdoor venue for public gatherings, as well as a connection to the downtown Chain of Parks.

Supports Economic Development / Revitalization – The mall will incorporate natural and man-made features designed to attract community residents and visitors to the area and provide opportunities for mixed-use developments on the mall edges, creating a regional impact that will also promote economic development and revitalization.

Leverages Other Funds – This project would leverage the investments in the surrounding Gaines Street area, as well as any potential funds spent on the Convention Center, the associated hotel, and the Performing Arts Center.



Gaines Street Pedestrian Mall

The mall would include linear pedestrian plaza with water features and public gathering space that compliments Gaines Street investments.

It would become a catalyst for the redevelopment of the City/County/CRA owned properties that consist of three city blocks between Macomb Street and Bronough Street.

16th Street Plaza in Denver CO

Program 1b

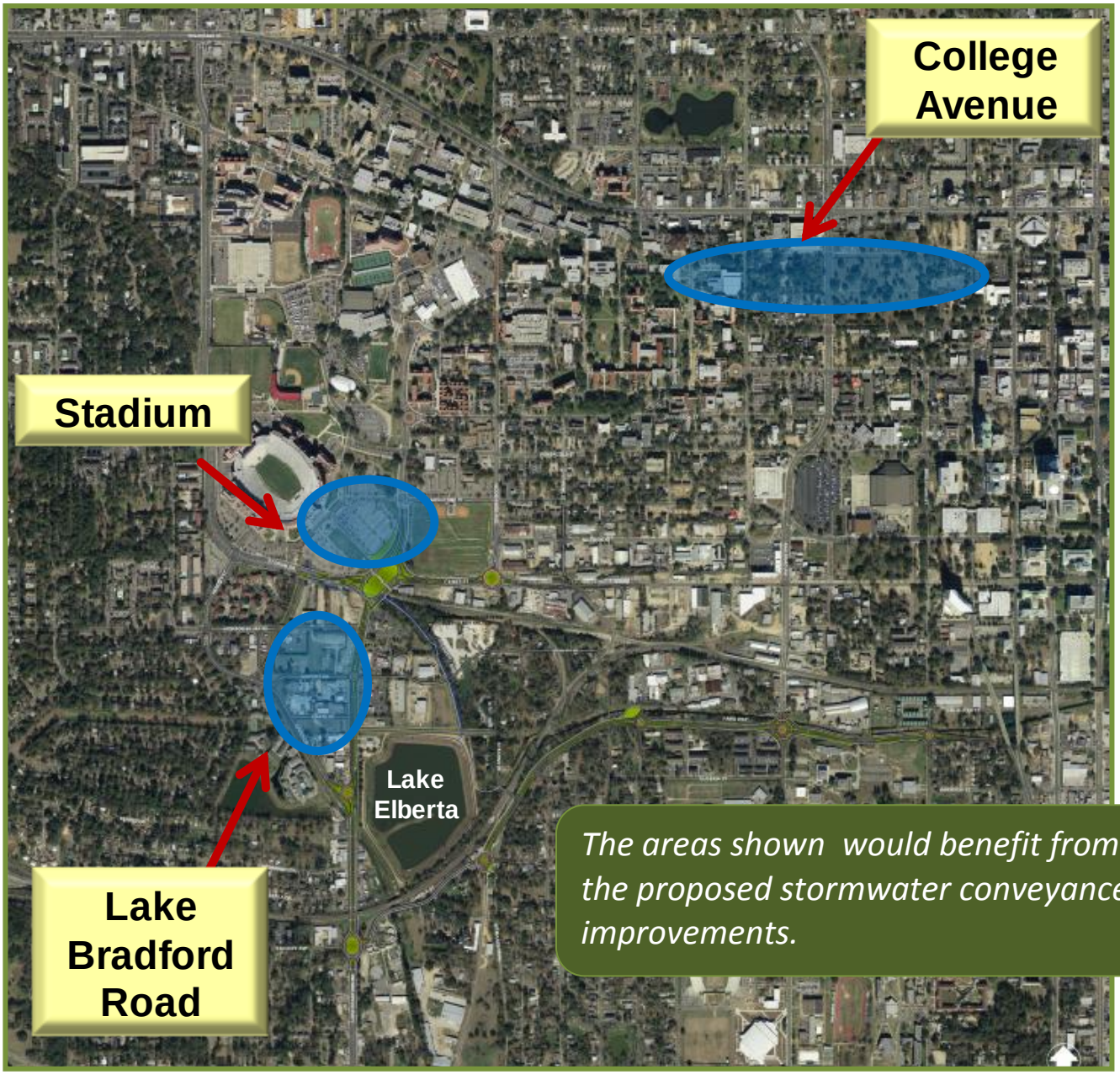
Building the Core: Stormwater Improvements

Estimated Cost: ***$25 million***

WHAT IS IT?

Although the Lake Elberta Regional Stormwater Facility has ample reserve capacity, there is an inadequate upstream conveyance system preventing potential development from tapping into that capacity. The proposed improvements to the stormwater conveyance system would College Avenue, Stadium, and Lake Bradford Road areas and allow future development to take advantage of the full capacity of the Lake Elberta Facility. This would further encourage redevelopment of the urban core.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility		On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life		Leverages Other Funds	✓



The areas shown would benefit from the proposed stormwater conveyance improvements.

WHY IS IT IMPORTANT?

Benefits the Environment – The project would benefit the environment by helping to ensure the adequate treatment of stormwater and urban runoff.

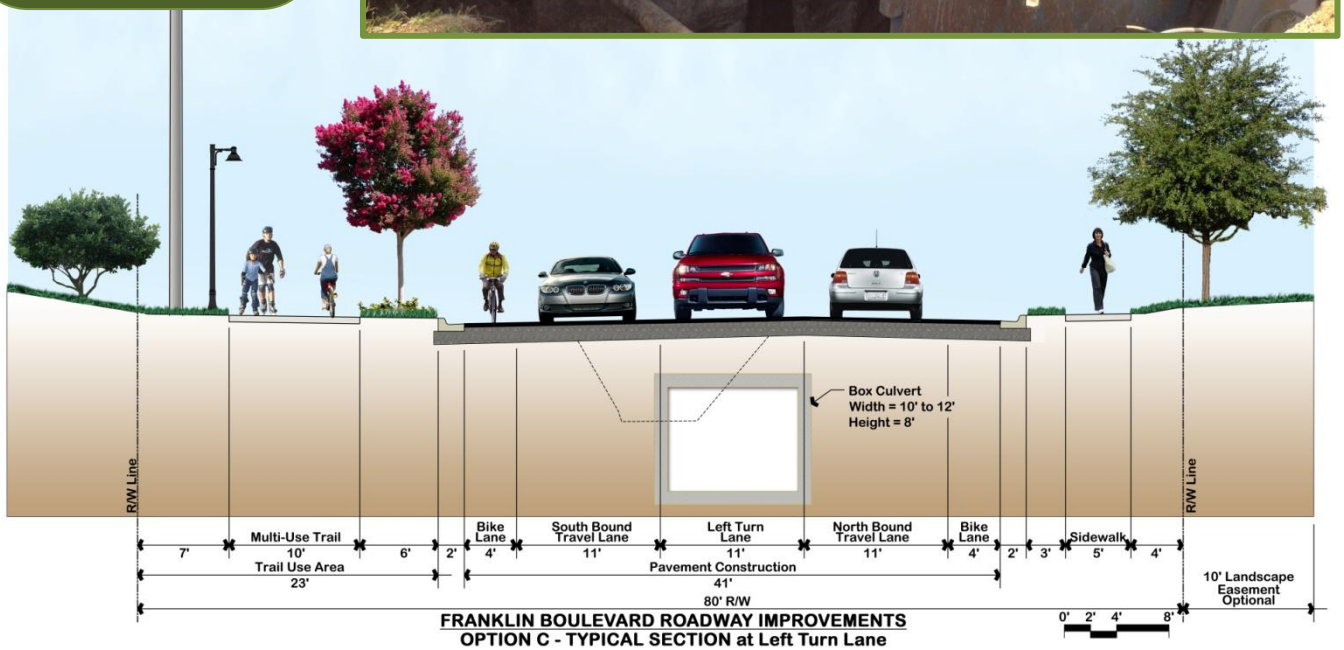
Provides Regional Impact / Geographic Equity – The project would allow the whole area to benefit from previous investments in stormwater capacity and reductions in flooding.

Supports Economic Development / Revitalization – The installation of underground conveyance facilities will allow development/redevelopment of infill sites currently limited by stormwater runoff.

On an Existing Master Plan or Blueprint List – The need for this project has been identified in the City's stormwater plan for several years.

Leverages Other Funds – This project leverages the investments made in the Lake Elberta Stormwater Facility by allowing the capacity in that facility to be used by upstream properties.

These projects would involve placing culverts underground to convey stormwater to Lake Elberta. This would allow redevelopment of the benefiting properties because land would no longer be needed onsite for stormwater ponds. For example, at right is construction of the Franklin Avenue conveyance system.



FRANKLIN BOULEVARD ROADWAY IMPROVEMENTS
OPTION C - TYPICAL SECTION at Left Turn Lane

- 5' Sidewalk (East Side Only)
- Street Lighting TBD
- 10' Multi-Use Trail
- Electric Lines Remain Overhead
- 4' North and South Bike Lanes
- Left Turn Lane at Park Avenue
- Southbound Left Turn Lane at Jefferson Street

GENESIS GROUP
DATE: 11.10.2011

BLUEPRINT 2000 & BEYOND

Program 1c

Building the Core: Lake Bradford Gateway

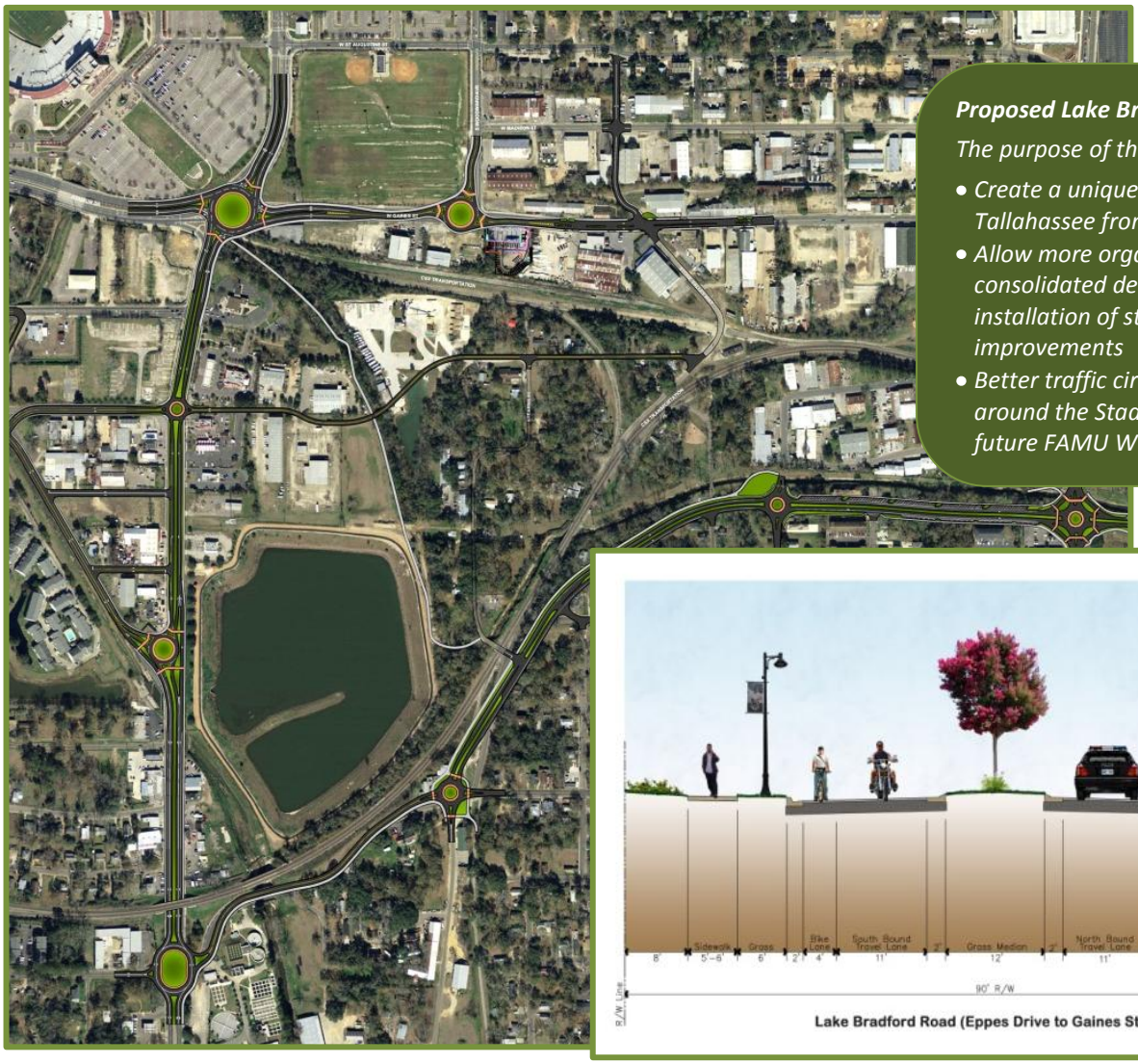
Estimated Cost: ***$37 million***

WHAT IS IT?

Combining it with other projects within this special district area of the overall Mobility District could create the opportunity for additional redevelopment of the southwestern quadrant of the urban core. This would be a continuation of the redevelopment spurred by the first two phases of the Gaines Street improvements. At present, three major projects, Gaines Street, Lake Bradford Gateway and FAMU Way, are converging in this area. With few additional improvements to the existing concepts, we can set the stage for redevelopment of the area. The project elements include:

- Roundabout at Gaines Street / Stadium
- Roundabout at Gamble
- Landscaping
- Eppes Drive and Hendry Street Connections
- Major stormwater conveyance system from the Stadium to the north end of Lake Elberta

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓



Proposed Lake Bradford Investments

The purpose of the Gateway is to:

- *Create a unique urban gateway to Tallahassee from the Airport*
- *Allow more organized and consolidated development with installation of stormwater improvements*
- *Better traffic circulation in and around the Stadium, FSU and the future FAMU Way*

WHY IS IT IMPORTANT?

Benefits the Environment – By increasing access to the St. Marks Trail, a major recreational and commuter bike facility, and by providing safer, more convenient bicycle and pedestrian access to FSU, FAMU, Downtown and Gaines Street, this project would encourage increased use of alternative transportation modes, which results in reduction in fossil fuel use and increased air quality.

Provides Regional Impact / Geographic Equity – Since this corridor is the main entrance to town from the airport, the entire region stands to benefit from creating a positive first impression on visitors. The mobility and aesthetic enhancements also would benefit the neighborhoods and blighted properties in the area.

Enhances Mobility – The project would include bike lanes, rebuilt sidewalks, landscaping, roundabouts and signage, which would increase the safety and access for all modes. It would also allow easier movement of north/south traffic at the intersection of Gaines.

Supports Recreation and Quality of Life – Enhancements along this area would support access to the Lake Elberta Park as well as connections to the St. Marks Trail. Landscaping, lighting and transportation investments would increase the mobility and safety for residents, students, and business patrons in the area.

Supports Economic Development / Revitalization – This project would enhance private investments near the area, such as Collegetown just north, and support further high quality urban redevelopment by creating an aesthetically pleasing and safe pedestrian, bicycle and vehicular infrastructure in walking distance to FSU, FAMU, and Gaines Street.

On an Existing Master Plan or Blueprint List – This has been an identified Gateway project for the City for nearly ten years.

Leverages Other Funds – The City has earmarked approximately 3 million dollars for gateway enhancements in this area.

A roundabout at Stadium, Lake Bradford and Gaines would provide greater traffic efficiency, shorter crossing distances for pedestrians and cyclists, and create a monumental gateway entrance to the Stadium and Gaines St into Downtown.

A ground level view of how Lake Bradford Road south of Stadium would appear. The more attractive corridor could facilitate redevelopment.

Program 2

Moving People: Take StarMetro to the Next Level

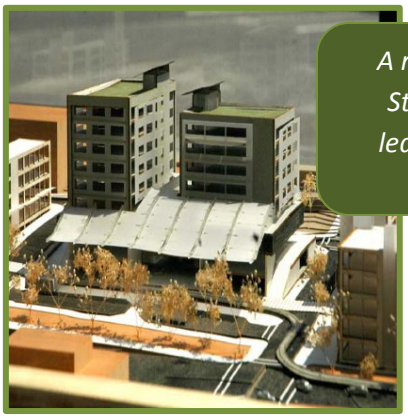
Estimated Cost: ***$52.3 million***

Widening or adding new roads to accommodate future traffic demands has become prohibitively expensive. However, a functional and effective transportation system is critical for economic growth and continued quality of life. Making StarMetro a viable alternative to the automobile for a greater portion of the population is instrumental in maintaining mobility and access in light of diminishing financial resources, and to provide transportation options that support quality of life.

Elements:

- Redevelop C.K. Steele Plaza (3a)
- Expand the Fleet (3b)
- Build Super Stops (3c)
- Build the Regional Transfer Station (3d)

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓



A redeveloped C.K. Steele Plaza with leasable retail and office space

A Regional Transfer Station

SuperStops arpund the Community

An expanded Fleet to support longer hours of operation

StarMetro in the Community.

With the decentralization of the route network in 2011, StarMetro has laid the groundwork for a world-class transit system that meets the needs of a growing community that is invested in multimodalism and sustainability. Where the radial system had maxed out C. K. Steele's gate capacity, the new system can easily accommodate more buses on every route allowing StarMetro to meet a future goal of having a system consisting entirely of 20- and 30-minute routes. An expanded fleet is essential for service expansion and new facilities like super stops and a reconfigured Steele Plaza, which now has far fewer buses in it at one time, will make for efficient movement of people and comfortable environments during short waits for transfers. A Steele Plaza with child care and shopping in it will improve not just mobility but quality-of-life for transit users as well as non-users in the downtown area. And a premium transit mode will rapidly move citizens and announce Tallahassee as a premier American city ready to compete for talent in the 21st century.

Why Transit?

Transit makes our city stronger and healthier in a number of ways, but bottom line, transit can save a family a fortune. Forget about a few dollars when the price of gas goes up: according to American Public Transportation Association the annual cost of owning a car—gas, car payments, insurance, and all—is very close to $10,000 vs. $450 annually for a monthly unlimited ride transit pass. The work trip is the most predictable trip we make with the same origin, same destination, same path, and same time of travel 480 times per year if you count the return trip home. One trip on transit and you have it down pat and a family with two cars can easily eliminate one. It is like getting a $10,000 per year raise, plus the extra time to read, surf the web on a smart phone, or just relax while someone else does the driving.

Your Transit Agency

StarMetro enjoys strong community support and has responded with an increase in the number of shelters and other amenities for our citizens to use. Our ridership numbers reflect the community's support and StarMetro's efforts, growing 10% since the Transit Renaissance began in 2006 to a total of 4.8 million trips in 2010. There are 90 clean and attractive StarMetro vehicles serving all areas of Tallahassee as often as every 15 minutes but no longer than every 45 minutes. StarMetro has received many awards in recent years but this year had the honor of having our mobility manager named national Mobility Manager of the Year and Best Community Transportation Coordinator in the state. In 2010, StarMetro was named Most Outstanding Transit Agency by the Florida Public Transportation Association.

Program 2a

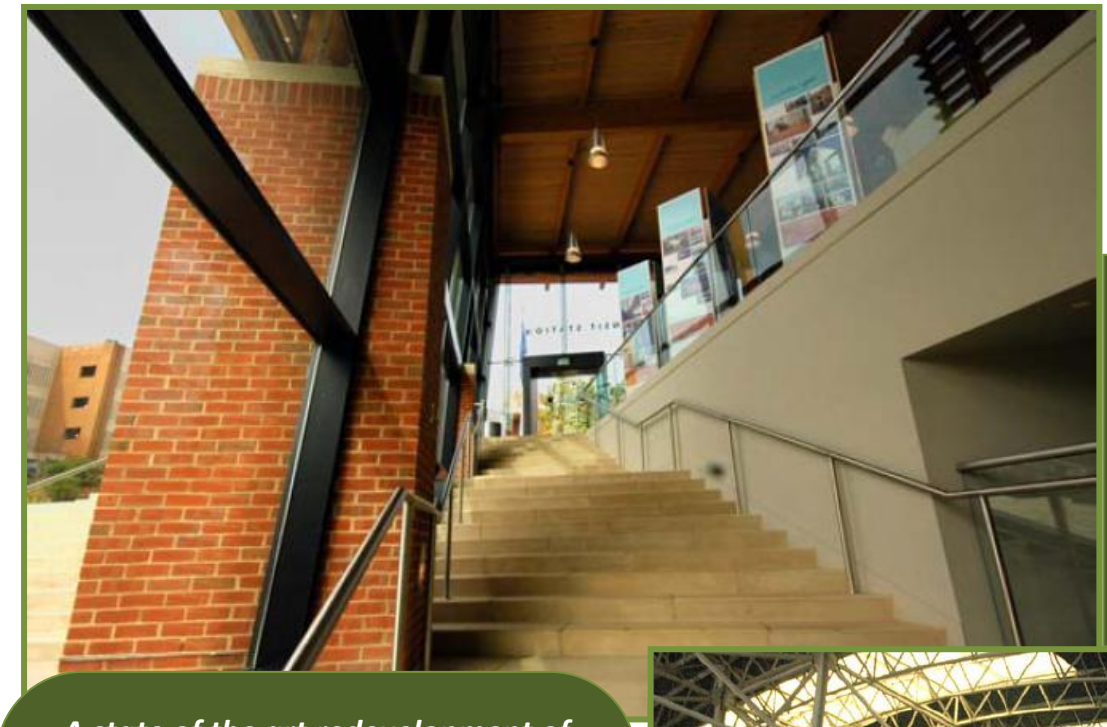
Moving People: Redevelop C.K. Steele Plaza

Estimated Cost: ***$25 million***

WHAT IS IT?

C.K. Steele Plaza was completed in 1985, and while it was recently renovated, the facility is beginning to show its age. In addition, the plaza is also single-story single-use property which could be put to a much higher use in an area where multiuse projects are encouraged and foot traffic is high. Therefore, StarMetro has proposed redevelopment of the property into a multi-story/multi-use facility incorporating bus bays and other transit amenities indicative of a site important to transit operations. The site could include both commercial and office leasable space, and would be the hub of premium transit Downtown, as well as an intersecting stop for the Gaines to Midtown Trolley.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓



At left *is the entrance to the Downtown Transit Center in Charlottesville, Virginia*

Below *is the Charlotte Transit Center in Charlotte, North Carolina.*

A state of the art redevelopment of C.K. Steel Plaza would be a hub for premium transit Dowtown, but would also include StarMetro offices (currently located on Appleyard Drive) as well as leasable office and retail space. Relocating StarMetro offices would provide sorely needed opportunities to expand the Appleyard Maintenance Facilities.

WHY IS IT IMPORTANT?

Benefits the Environment – As a single-use facility, Steele Plaza does not encourage a variety of uses, but a redeveloped Steele Plaza would provide several walkable destinations that can reduce the number of trips people make by car.

Provides Regional Impact / Geographic Equity – People from all over the city currently transfer at the plaza and any improvements to the site would be enjoyed by a broad group of citizens.

Enhances Mobility – The inclusion of a day care and/or a grocery would vastly increase the mobility of StarMetro users because these uses would consolidate a trip that would otherwise take extra time.

Supports Recreation and Quality of Life **–** C.K. Steele Plaza is currently something of a blank space in the urban environment. Redeveloping it into an attractive, mixed-use facility would improve the vibrancy and quality of life for all residents and users of Downtown.

Supports Economic Development / Revitalization – Rebuilding the dated, single-use, and unattractive Steele Plaza would bring more energy and investment by directly employing more people in the leasable space, as well as by making the area more aesthetically appealing.

On an Existing Master Plan or Blueprint List – Redeveloping Steele Plaza has been on StarMetro's Transit Development Plan for nearly 20 years.

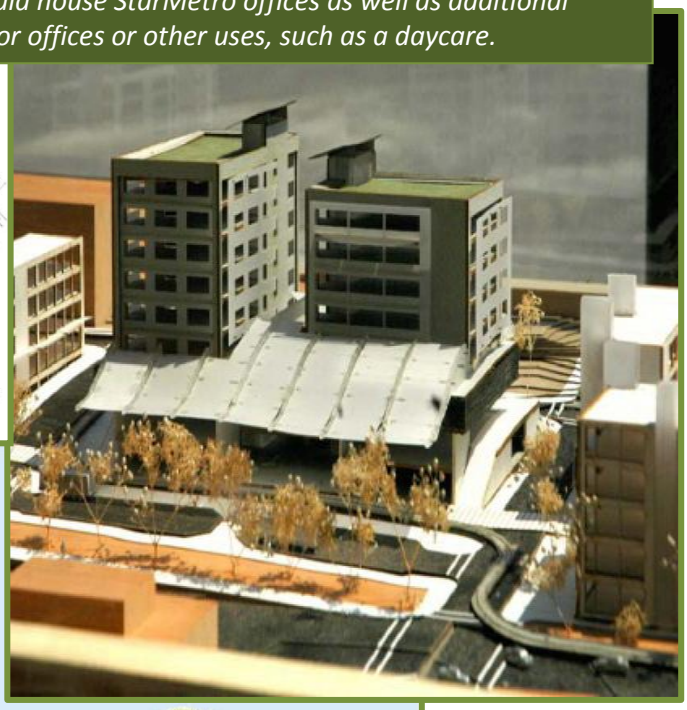
Leverages Other Funds – Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project, provided a local match is identified.

Below, *a three dimensional model of a potential C.K. Steele Redevelopment as it would appear from Tennessee Street.*

Bottom *is an elevation as the structure would appear from Adams St.*

At left*, an aerial rendering of the proposed redeveloped plaza.*

On the ground floor would be the transit hub and retail space. The upper floors would house StarMetro offices as well as additional leasable space for offices or other uses, such as a daycare.



Program 2b

Moving People: Expand the Facility and Fleet

Estimated Cost: ***$13.3 million***

WHAT IS IT?

To make transit a viable option for people on tight schedules, service must be provided frequently and have hours of operation that allow flexible schedules. This means constantly seeking to expand the number of transit vehicles serving each route as well as extending the hours each route operates. The current administrative facility on Appleyard Drive, however, is at capacity and there is insufficient bus storage, office, garage, and parking space to increase the fleet beyond the current 70 fixed-route buses. It would cost approximately $10,000,000 to expand the facility in order to add more vehicles. Additionally, six buses and four vans are requested to increase StarMetro's fleet. These additional vehicles and the additional operating funds would allow StarMetro to have a bus frequency of 30 minutes or better on most routes. Each bus costs approximately $450,000 and each van costs $150,000. The estimated capital cost for the new vehicles is $3,300,000.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

WHY IS IT IMPORTANT?

Benefits the Environment – Additional bus capacity would add flexibility to the system and therefore encourage more people to use transit, reducing need for as many car trips and resulting emissions. New buses also have improved fuel economy and cleaner emissions.

Provides Regional Impact / Geographic Equity – The investment would increase frequencies and provide more travel options for all city residents.

Enhances Mobility – Travel times would be reduced as more vehicles enter service.

Supports Recreation and Quality of Life **–** An expanded fleet could provide additional service hours during nights and weekends, allowing access to more recreational sites and events.

Supports Economic Development / Revitalization – Additional bus capacity and higher frequencies would encourage high-density, mixed-use development near StarStops. This can already be seen in the new student housing built along the Seminole Express routes.

Leverages Other Funds – Increasing transit service and ridership overtime increases StarMetro's funding from FDOT and FTA. Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project provided a local match is identified.

The existing maintenance facility at Appleyard Drive is at capacity. In order to expand the service to include more buses per hour and to offer more night and weekend routes, both facility expansion and more vehicles are needed. Provided service with shorter wait times and longer hours are key to making transit a flexible, desirable alternative to driving.

Program 2c

Moving People: Build SuperStops

Estimated Cost: ***$9 million***

WHAT IS IT?

Under the new decentralized system, transfers are no longer limited to a single point, but can occur anywhere routes intersect. Places where three or more routes intersect are ideal for SuperStops, which provide bus pull-ins, larger covered areas, restrooms and other amenities. StarMetro has planned three of these SuperStops at an estimated cost of $9,000,000 ($3,000,000 each). Each Super Stop fills a unique need. The Northwest stop provides a much-needed layover (restroom) point for coach operators as well as the customer amenities at a high-traffic location. The North Monroe stop safely facilitates transfers at a location where traffic patterns make transferring difficult, and the Orange Avenue stop will provide passenger comfort and a safety at a place with extraordinarily high ridership.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

Super Stops are designed to provide safe and pleasant facilities as customers wait to catch connecting routes. Each one includes such things as sheltered bus bays (top), covered walkways (bottom left) and restrooms (bottom right).

WHY IS IT IMPORTANT?

Benefits the Environment – SuperStops could promote walkable, high-density, mixed-use centers that encourage transit use over the automobile, which results in less fuel use, fewer emissions, and better air quality.

Provides Regional Impact / Geographic Equity – C.K. Steele Plaza in Downtown Tallahassee is currently the only place that has the amenities that would be included in a SuperStop. Satellite facilities with restrooms, covered waiting areas, and bus bays would support the new decentralized transit system.

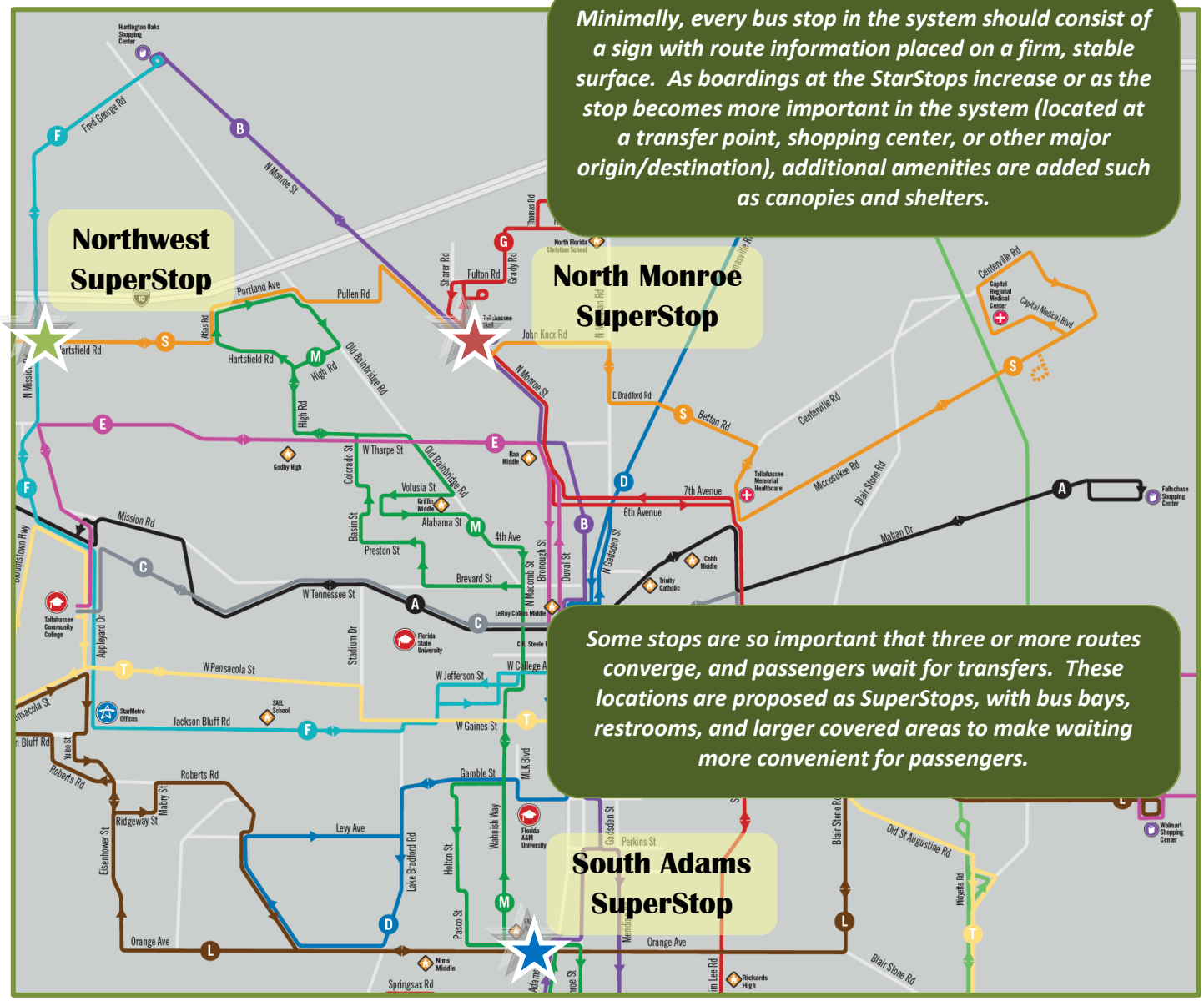
Enhances Mobility – Additional route and transfer options would be available at nodes along the periphery of the city.

Supports Recreation and Quality of Life – SuperStops would improve quality of life by providing a comfortable waiting area with restrooms, a cashier's window, bike racks, etc.

Supports Economic Development / Revitalization – SuperStops could attract development around each station.

On an Existing Master Plan or Blueprint List – SuperStops are included in StarMetro's current Transit Development Plan.

Leverages Other Funds – Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project if a local match is identified. StarMetro will use its existing resources, grants, and partnerships to make sure all other stops in the system meet at least minimum standards and will seek to place shelters or other covering for at least 25% of the stops in the system.



Minimally, every bus stop in the system should consist of a sign with route information placed on a firm, stable surface. As boardings at the StarStops increase or as the stop becomes more important in the system (located at a transfer point, shopping center, or other major origin/destination), additional amenities are added such as canopies and shelters.

Some stops are so important that three or more routes converge, and passengers wait for transfers. These locations are proposed as SuperStops, with bus bays, restrooms, and larger covered areas to make waiting more convenient for passengers.

Program 2d

Moving People: Build the Regional Transfer Station

Estimated Cost: ***$5 million***

WHAT IS IT?

The new decentralized system supports regional travel from the surrounding counties. Regional routes, such as from Wakulla County, would connect to the route structure at the edge of the service area and have access to the entire system. A regional transfer center is proposed for the SouthWood Town Center, and would include bus bays to support routes going throughout the system, restrooms, ticket purchase facilities, and leasable space. The estimated cost of this facility is $5,000,000.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

This rendering shows the proposed Regional Transfer Station at Southwood. Land for a transfer station was dedicated at the time Southwood was approved.

WHY IS IT IMPORTANT?

Benefits the Environment – The facility would expand transit options for surrounding counties providing an alternative to daily automobile commutes. Each center could support walkable mixed-use centers with retail, housing, and office space.

Provides Regional Impact / Geographic Equity – Limited options are currently available for transit outside the City of Tallahassee. The transfer station would encourage service expansion into the growing communities in surrounding counties.

Enhances Mobility – More options would be available for people with disabilities, the elderly, the economically disadvantaged, students, and those who desire to reduce automobile dependency.

Supports Recreation and Quality of Life – Tallahassee residents could use transit to access recreational facilities in surrounding counties, and County residents would have access to city destinations.

Supports Economic Development / Revitalization – A regional transfer station could attract development in and around each station.

On an Existing Master Plan or Blueprint List – The Regional Transfer Station is included in StarMetro's current Transit Development Plan as well as in the Regional Mobility Plan for the Capital Area.

Leverages Other Funds – Land is dedicated in the Southwood DRI for transit facility. Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project provided a local match is identified.

In addition to restrooms and covered walkways, the Regional Transfer Station would include a branch library and potentially small retail space.

Program 3

Connecting the Community: Build a Network of Sidewalks, Bikeways and Greenways

Estimated Cost: ***$68 million***

Investment in the City's multimodal infrastructure is key to providing universal access to the amenities, businesses, and services within Tallahassee, regardless of the age or ability of the citizen. It is also integral to building an effective transit system with safe and convenient access to stops. Specifically, this would mean accomplishing the following efforts.

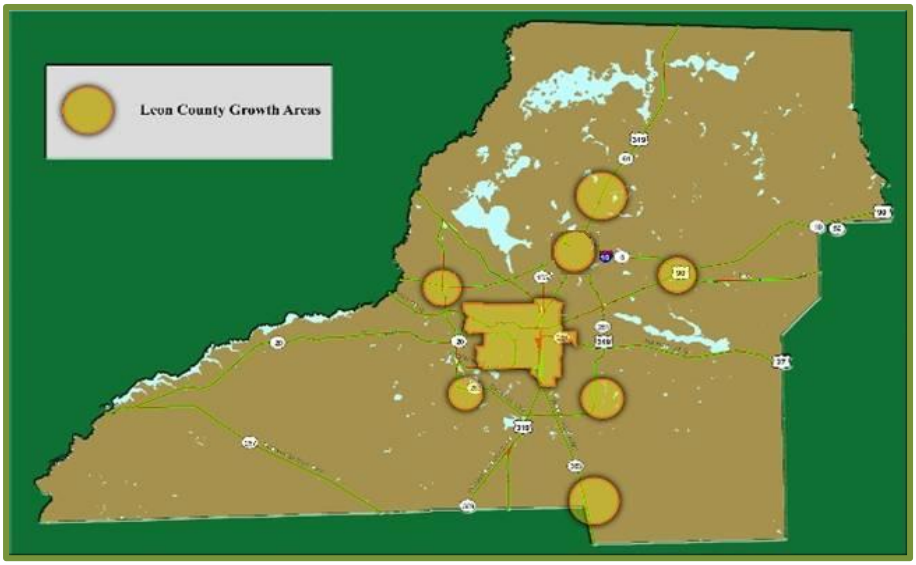
Elements:

- Implement the Greenways Master Plan (2a)
- Build the Bike Route System (2b)
- Complete the Sidewalk Network (2c)

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

Pisgah Church Road Trail

Regional Mobility



In 2010, the Regional Mobility Plan was adopted by the Capital Region Transportation Planning Agency, which is made up of City and County Commissioners from Leon, Jefferson, Wakulla and Gadsden Counties. Because funds for roads are scarcer than ever, and because of a desire to preserve resources and encourage walkable centers around the region, these elected officials adopted a growth scenario focused on preserving rural and agricultural areas and infill at growth nodes around the community. Limited financial resources can then be focused on enhancing the pedestrian, bicycle and transit facilities within the nodes and then connecting the nodes with complete streets and transit.

"Complete Streets" means creating corridors that provide for safe, attractive roads, sidewalks and bicycle facilities that allow individuals to easily choose their method of travel regardless of age or ability.

Local Strategy

Local mobility planning efforts consists of a two-fold strategy to make the most of the infrastructure that is already in place:

1) Focus on building "complete streets" and a system of greenways and trails that support all modes of travel whether by foot, vehicle or bicycle; and

2) Pursue premium forms of public transportation to reduce dependency on personally owned vehicles and provide access to activity centers in and around the region.

Making the Most of What We Already Have: *Every picture to the right has the same number of people in the same space. #1 and #2 show the space used by single occupant cars; #3 shows the same people in the space of a bus, and #4 shows them walking or cycling.*

Program 3a

Connecting the Community: Implement the Greenways Master Plan

Estimated Cost: ***$16.5 million***

WHAT IS IT?

The Greenways Master Plan goal is two-fold; first, to protect sensitive lands within Leon County, and second, to provide recreational access to these lands. The Master Plan already provides some of the most beautiful and treasured recreational opportunities in the area, and is already a tourism destination for some. In fact, the City is starting to have the nickname "Trailahassee." This project completes the remaining Greenways projects and interconnects them via the Bike Route system for a complete Countywide system.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

WHY IS IT IMPORTANT?

Benefits the Environment – Implementation of the Greenways Master Plan would benefit the environment by enhancing and protecting our community's natural resources.

Provides Regional Impact / Geographic Equity – The proposed greenways system extends throughout all areas of our community and all Leon County citizens benefit from having locally accessible recreational opportunities.

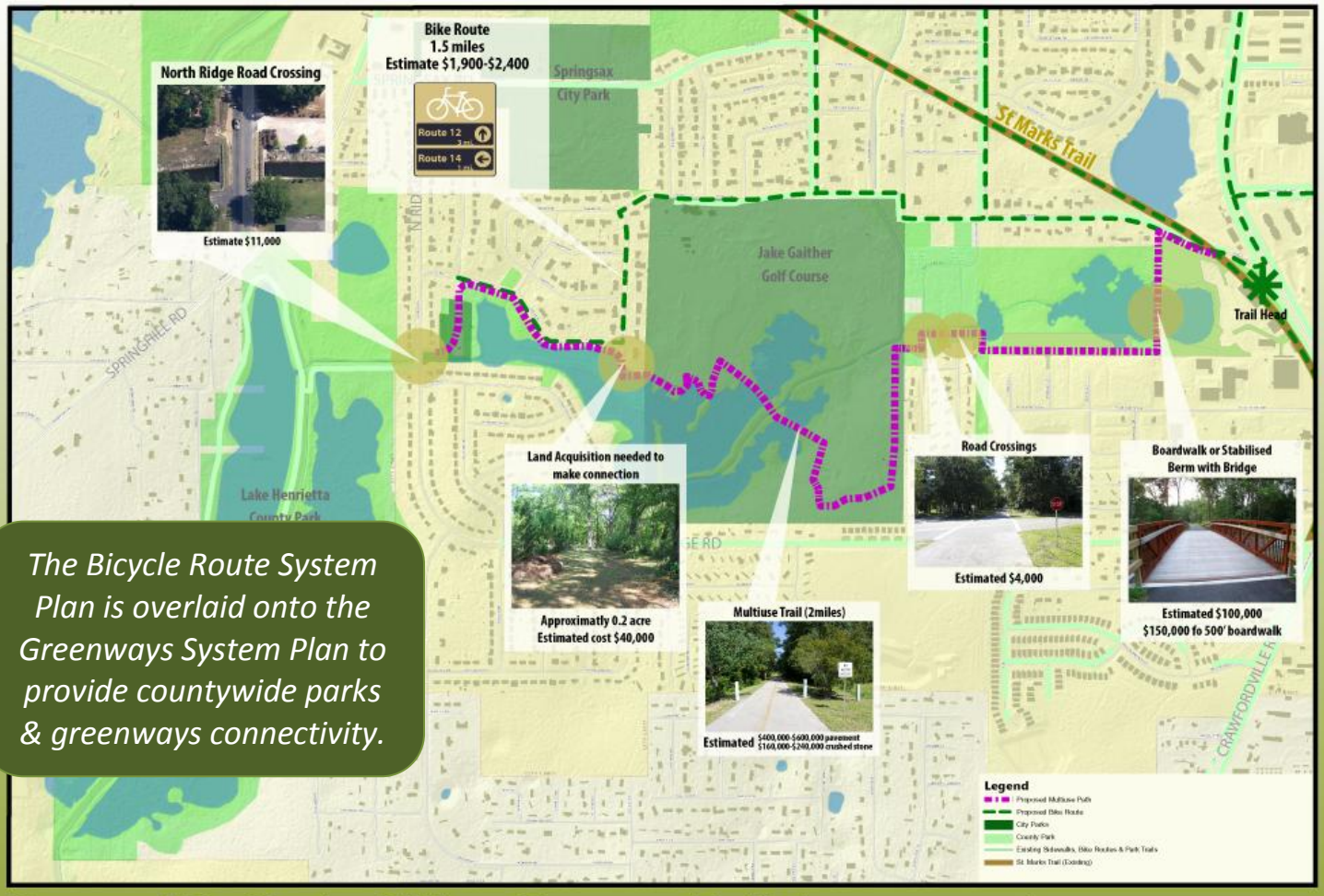
Enhances Mobility – A well-connected system of greenways and trails provides mobility options for meeting personal transportation needs and recreational interests. As part of the multimodal transportation network, greenways and trails serve an important function beyond recreation as the trails surrounding Florida State University and the Downtown area demonstrate. Off-road facilities provide choices for residents, visitors and their families as they travel throughout Leon County.

Supports Recreation and Quality of Life – Planned greenways projects enhance quality of life through conservation and enhancement of the local environment and provision of outdoor recreational opportunities.

Supports Economic Development / Revitalization – Expansion of the greenways network promotes economic development opportunities for the local economy as residents from the Big Bend region visit Leon County to experience "Trailahassee" and the natural attractions created by the Greenways system.

On an Existing Master Plan or Blueprint List – The first Tallahassee-Leon County Greenways Master Plan was adopted by the Commissions in 2004. Several projects are included in the Regional Mobility Plan as well as the Mobility District Plan.

Leverages Other Funds – The Greenways system provides access to properties purchased under the Florida Forever Program, which is a state funded program to buy environmentally sensitive lands. The Florida Forever Program has not been funded by the State in recent years due to budget constraints. However, numerous parcels have been purchased in the past and would benefit from access provided by new Greenways.



The Bicycle Route System Plan is overlaid onto the Greenways System Plan to provide countywide parks & greenways connectivity.

Proposed Dr. Charles Billings Greenway Trail - Improvements

Implement the Greenways Master Plan

The following projects are included in the 2012 Greenways Master Plan update. The Master Plan is a Countywide document, therefore both City and County Greenways are shown.

Greenway Project	Miles	Improvements	Estimate
Projects			
Dr. Charles Billings Greenway	2	Designation of bike routes, paved trail, signage, and three trail crossings	$525,000
Southwood Greenway	6	Paved trail, signage, and three trail crossings	$1,506,000
Buck Lake Greenway	4	Paved trail, signage, and three trail crossings	$1,006,000
Welaunee Arch Greenway	10	Crushed rock trail and signage	$1,000,000
Centerville Greenway	3.5	Crushed rock trail and signage	$350,000
I-10 Greenway	2	Paved trail, signage, and three trail crossings	$756,000
Killearn – Maclay Greenway (Killearney Way)	3	Paved trail and signage	$750,000
St. Marks Connector Greenway (Gamble to Lake Bradford/Gaines)	0.3	Paved trail, trailhead, and signage	$100,000
San Luis Greenway	0.3	Designation of several existing streets as bike routes, crushed rock trail, signage, and a pedestrian bridge	$75,000
Midtown – Lake Ella Connector Trail	0.2	Paved trail, trail crossing, and signage	$75,000
Tram Road Greenway	2.5	Paved trail, trail crossing, and signage	$630,000
Bradford Brook Chain of Lakes Greenway	13.5	Crushed rock trail, two trailheads, signage	$1,400,000
Lake Jackson North Greenway	6.3	Paved trail, signage	$1,575,000
Fern Trail	1.6	Existing trail (non-paved), signage, boardwalk under CapCirNE adjacent to CSX RR line, crossing at Weems Rd.	$100,000
Goose Pond Trail (Thomasville Road to Apalachee Parkway)	1.7	Paved trail, signage, and two trail crossings	$430,000
Karst Ponds Greenway	3	Crushed rock trail, signage, land acquisition	$1,500,000
Red Hills – Cody Scarp Scenic Byway	100	Designation of bike routes, signage	$100,000
Colin English Greenway	5	Paved trail, signage	$1,250,000
Meridian Greenway	13.6	Paved trail, signage	$3,400,000
	122		**$16,528,000**
Greenway included in Capital Circle SW Proposed Sales Tax Extension Project			
Capital Circle SW Greenway	8	Paved trail, signage, and two trail crossings	
Greenways included in Leon County Proposed Sales Tax Extension Projects			
NE Connector Corridor Greenway (Deer Lake to Bull Headley Park)	1	Paved trail and signage	
NE Connector Corridor Greenway (Summerbrooke to Bannerman)	1	Paved trail and signage. May also require some land acquisition.	
NE Connector Corridor Greenway (Bannerman)	4.8	Paved trail, trail crossing, and signage	
Lake Jackson Enhancement Greenway	0.3	Crushed rock trail, trailhead, and signage	
Northwest Connector Corridor Greenway (Ochlockonee Valley Greenway)	5.5	Paved trail, trail crossing, and signage	
Westside Student Corridor Greenway (Education Quadrant Greenways)	1	Designation of several existing streets as bike routes, paved trail, signage	
Pine Flats Trail/Lake Munson Greenway (tie-in to Capital Cascade Greenway)	11.6	Crushed rock trail, six trail crossings, signage	
Apalachee - Lafayette Greenway/Lake Lafayette - St. Marks Linear Regional Park	3.5	3.5 mi. crushed rock trail, 1.4 mi. boardwalk, signage	
Market District Activity Center Connector Greenway (Timberlane Greenway)	2	Paved trail and signage – also requires trail easements	

Significant public investment has already been made in the Greenways System through land acquisitions from both local funds, and the Florida Forever Program.

Proposed Dr. Charles Billings Greenway
Land Acquisition for Flood Control, Greenways and Parks

Program 3b

Connecting the Community: Build the Bike Route System

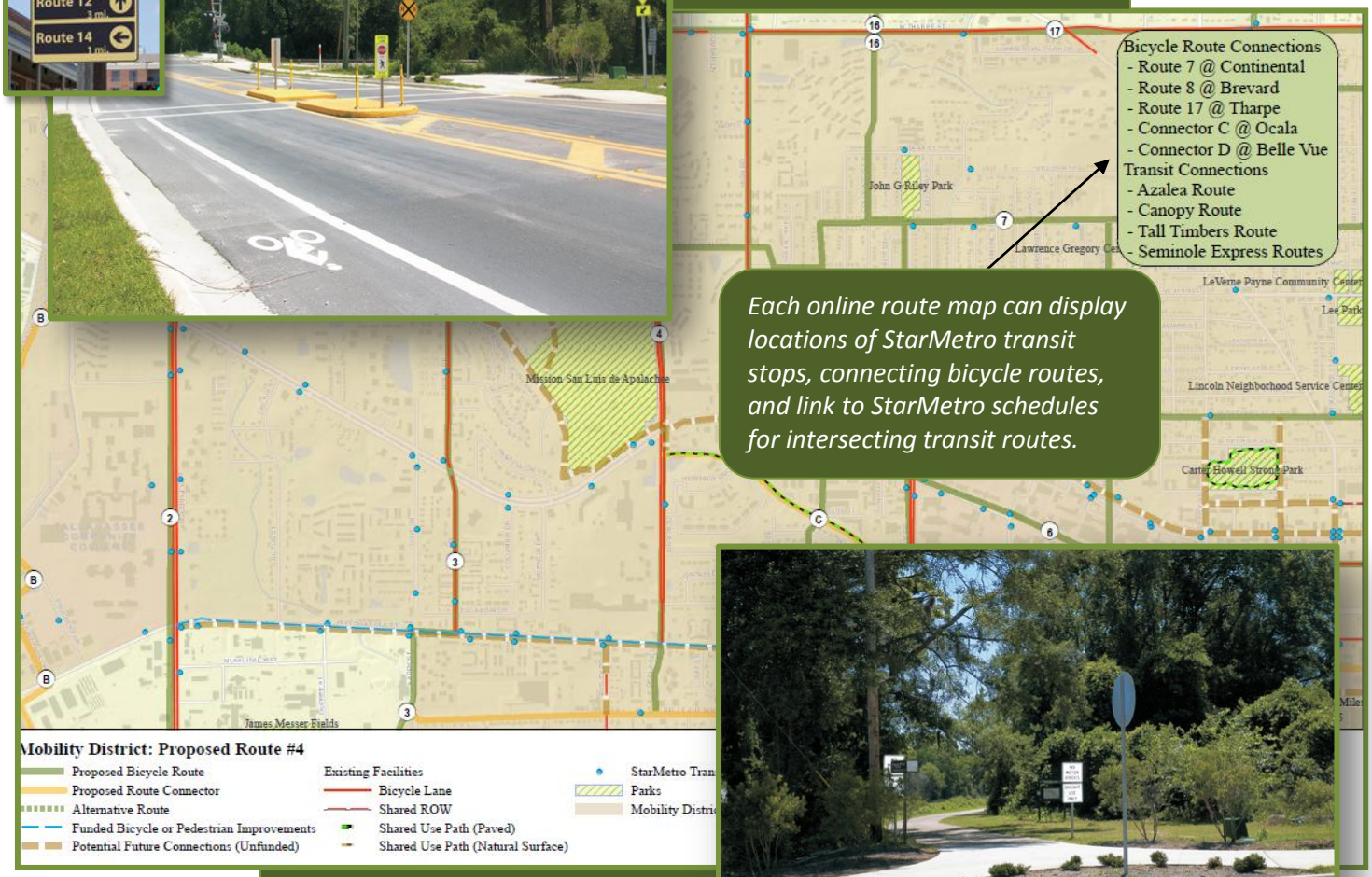
Estimated Cost: ***$15 million***

WHAT IS IT?

In coordination with local cyclists, a bicycle route system using existing roads has been identified. The first step was to design a system for the Mobility District, and then move into the whole City and County to provide a true commuting alternative. The first phase uses signage on existing roadways and trails and could be implemented for an estimated cost of $5 million. A second phase includes identification of infrastructure improvements that could further enhance bicycle connectivity over the longer term - such as bridges, midblock crossings and off-road trails - with an estimated cost of $10 million.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

Signage, markings, and crossings are needed to designate bicycle facilities.



Each online route map can display locations of StarMetro transit stops, connecting bicycle routes, and link to StarMetro schedules for intersecting transit routes.

On and off road routes would tie into the Greenways System.

WHY IS IT IMPORTANT?

Benefits the Environment – A safe, attractive system of bicycle facilities makes cycling more desirable as an alternative to driving. Reduced use of automobiles results in less fuel usage, lower emissions, and better air quality.

Provides Regional Impact / Geographic Equity – The bicycle route network will serve to connect various areas of the community via signed bicycle routes. Routes are planned throughout Leon County promoting both short trips within an area and longer trips traversing the County.

Enhances Mobility – One of the key components of a complete multimodal transportation network is a system of designated bicycle routes. Implementation of the route network will improve mobility options for people of all ages by connecting dedicated bicycle facilities and trails to local destinations.

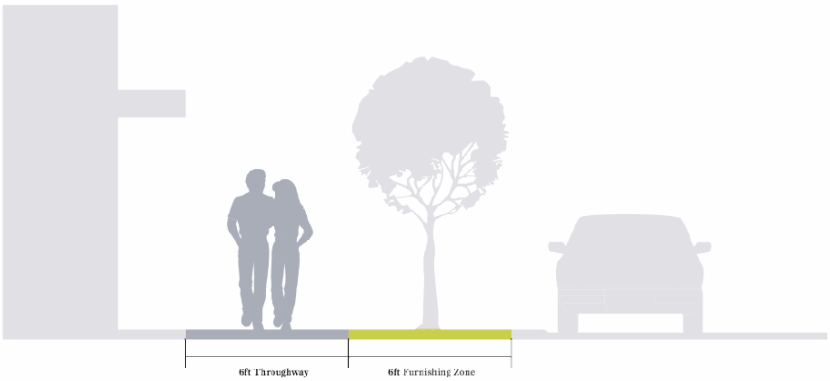
Supports Recreation and Quality of Life – The network will enhance recreational opportunities for residents and visitors by connecting trails, greenways, and transit service. Signage designating roadways as bicycle routes may also include directional information to surrounding attractions.

Supports Economic Development / Revitalization – A well developed bicycle route system provides increased access to business and services, and also is an amenity which can be attractive to many people looking to locate in Tallahassee.

On an Existing Master Plan or Blueprint List – The Bicycle Route System would implement numerous projects listed on the 2004 Bicycle and Pedestrian Master Plan, which were then carried into the Regional Mobility Plan and Mobility District Plan.

Leverages Other Funds – The City of Tallahassee is adding route signage and pavement markings whenever roads are repave for normal maintenance.

STREET/BIKE BOULEVARD



Bicycle Boulevards	
Roadway	Segment
Adams Street	Governor's Mansion to Pensacola Street
Georgia Street	Copeland Street to Calhoun Street
Glenview	North Monroe Street to Thomasville Road
Woodward Avenue	Alabama Street to Brevard Street

Treatments to create Bicycle Boulevards include raised intersections, bicycle boxes, signage, and bulb-outs.

While most of the bike route system would consist of signage and pavement markings, some corridors are better suited to be Bicycle Boulevards.

Designated Bicycle Boulevards allow cars to travel on the road, but are designed to keep speeds slow and to favor movement on bicycles.

Program 3c

Connecting the Community: Complete the Sidewalk Network

Estimated Cost: ***$36.5 million***

WHAT IS IT?

The sidewalk network is the first tier in our multimodal system. Its role is to safely and conveniently connect individual residences to schools, shopping and recreation, as well as to the collector and arterial system where transit is provided. The estimated cost to complete the most critical pieces of the system is $36.5 million.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

A recently installed sidewalk on Maclay Boulevard connects commercial areas and neighborhoods as well as provides safe access to a major StarMetro stop in front of Premier Fitness.

A new sidewalk being built in Midtown on 5th Avenue to connect the commercial areas to Lafayette Park and neighborhoods.

WHY IS IT IMPORTANT?

Benefits the Environment – A safe, attractive sidewalk system makes walking more desirable as an alternative to driving. Reduced use of automobiles results in less fuel usage, lower emissions, and better air quality.

Provides Regional Impact / Geographic Equity – Sidewalk projects are planned throughout the community, connecting neighborhoods to schools, local attractions, employment centers and transit service.

Enhances Mobility – A complete and interconnected sidewalk network is an integral component of the local transportation network. Sidewalks allow residents and visitors to safely access businesses, neighborhoods, schools and transit service. Sidewalks are especially important for the large number of residents who do not or cannot drive, and visitors rely on sidewalks to assist in navigating our local attractions.

Supports Recreation and Quality of Life – A complete sidewalk system improves quality of life by creating a safer means of transportation, access to schools, shopping, recreation and transit stops.

Supports Economic Development / Revitalization – Certain segments will provide safe pedestrian access to businesses in commercial activity centers, such as the Market District or South Monroe Street.

On an Existing Master Plan or Blueprint List – The proposed sidewalk projects are included in Prioritized List of Multimodal Projects, which was adopted by the City Commission in 2010.

Leverages Other Funds – Currently, the City of Tallahassee Commission Policy 600 requires developers to construct sidewalks as part of site development. This investment in our community infrastructure will be enhanced by our local contribution to connect these facilities.

Here you can see how the added sidewalk provides a safer walk from the Providence Neighborhood to the bus stop at McCaskill and Lake Bradford.

Numerous sections of sidewalk are still needed to safely connect potential StarMetro passengers to stops, and to connect neighborhoods to schools, shopping, and parks.

Complete the Sidewalk Network

The following projects (next page) are based on the City's Multimodal Project Prioritization List that was adopted in early 2010. The list was developed to combine various sidewalk lists into one with a unified system for ranking projects against one another.

Those projects that would resolve documented safety issues, provide access to schools, or provide access to StarMetro stops were identified as Top Tier projects and are the basis for the following proposed list. Projects shown in gray will be part of the overall network but alternative funding has been identified for them and they are therefore not included in the total cost.

Several large projects on the list are identified as part of the Pedestrian Access and Safety (PASS) Program. In some cases, adding a sidewalk is more complicated than simply building them at the edge of an existing road. Ditches, utilities, or other impediments may require addition measures.

PASS projects typically involve the reconstruction of the road to add curb and gutter, sidewalks, and bike lanes. They may include piping ditches and relocating utility poles so that the public right-of-way can then be used for sidewalks and bicycle facilities. PASS projects may also include intersection improvements.

Pedestrian Access & Safety (PASS)Program projects often include rebuilding the road to enclose ditches, relocate utilities, add curb, gutter, sidewalks and bicycle facilities.

Proposed Pedestrian Enhancements

Project Location	Project Limits	Project Description	On Safe Routes to Schools List	Supports StarMetro Decentralization	Documented History of Accidents	1. Creates new access	2a. Access to StarMetro transit stop(s)	2b. Access to StarMetro transfer stations	3. Direct access to schools within quarter-mile radius	4a. Direct connection to existing parks	4b. Expansion/direct connection to Greenways or trail system	5. Within 1/4 mile of transp. disadvantaged housing	6. Within 1/4 mile of employment centers*	7. Access to University and College Campuses	8. Within 1/4 mile of shopping centers	9. Access to Identified Placemaking Area	Estimated Cost	Other Funding	Funding Source
Armistead Rd	Thomasville Rd to Woodgate Way	Sidewalks/ Bicycle Lanes*			X	x	x		x	x	x						**$7,417,800**		
Richview Rd	Apalachee Pkwy to Park Ave	Sidewalks/ Bicycle Lanes*			X	x	x	x	x				x				$6,698,250		
Jim Lee Road	Magnolia Dr to Orange Ave	Sidewalk		X		x	x		x			x					$538,000		
Springsax Rd	Springhill Rd to Pasco St	Sidewalks/ Bicycle Lanes*			X	x	x		x	x	x						**$4,625,400**		
Bragg Dr	Parkridge Dr to South Adams St	Sidewalk		X		x	x	x		x	x						**$587,800**		
Tanner Dr	Galimore Dr to Parkridge Dr	Sidewalk		X		x	x		x	x							**$318,000**		
Ridge Rd	Springsax Rd to Crawfordville Hwy	Sidewalk		X		x	x			x								**$2,006,600**	City of Tallahassee
Woodward Ave	St. Augustine St to West Gaines St	Sidewalk		X	X	x	x	x					x	x		x	$125,800		
Sixth Ave East	Thomasville Rd to North Magnolia Dr	Sidewalk		X	X	x	x	x	x				x			x	$850,600		
Sixth Ave West	North Monroe St to Old Bainbridge Rd	Sidewalk	X		X	x	x	x				x	x			x	$193,600		
Jackson Bluff Road	Mabry to Lake Bradford	Sidewalk			X	x	x	x	x	x		x	x	x		x	$1,660,000		
Central 10th Avenue	@Duval Street to North Monroe Street at Legion Street	Shared-Use Path			X	x	x		x	x		x	x		x	x		$ 125,000	Regional Mobility Plan Tier 1 (2016 - 2020) Project #10
FAMU area	FAMU Way/Oakland Avenue to S. Adams Pedestrian Supp. Int.: Meridian @ Van Buren Oakland @ Monroe Jennings @ Bronough Palmer @ Meridian	Sidewalks; Ped Supportive Intersections			X	x	x	x	x				x	x		x	$734,000		
Seventh Ave East	Thomasville Rd to Magnolia Drive	Sidewalk		X		x	x	x	x			x	x			x		$1,200,000	Regional Mobility Plan Tier 1 (2016 - 2020) Project #11
Palmetto Street	MLK Jr. Boulevard to South Adams Street	Sidewalks			X	x	x						x	x	x	x		$1,067,000	Regional Mobility Plan Tier 1 (2016 - 2020) Project #24
Stone Valley Way	Gaines St to Railroad Ave	Sidewalk/ Bicycle Blvd			X	x	x	x	x	x	x	x	x	x	x	x	$300,000		
Meridian St	Magnolia St to Paul Russell Rd	Sidewalks/ Bicycle Lanes*			X	x	x	x				x	x		x	x	$2,294,788		
Pasco St	Wies St to Orange Ave	Sidewalk		X		x	x	x	x	x		x		x				$294,800	Regional Mobility Plan Tier 1 (2016 - 2020) Project #25
Putnam Dr	South Adams St to South Meridian St	Sidewalk			X	x	x					x	x	x	x	x	$607,600		
East Park Ave	South Calhoun St to South Meridian St	Sidewalk		X		x	x	x	x	x			x			x	$141,200		
MLK Jr. Blvd	FAMU Way to Palmetto St	Sidewalks			X	x	x		x				x	x		x		$5,336,500	Regional Mobility Plan Tier 3 (2026 - 2030) Project #106
North Duval St	Fifth Ave West to West Brevard St	Sidewalk		X		x	x	x	x				x			x	$383,200		
Dewey St	Rollins St to Brevard St	Sidewalk			X	x	x		x			x	x	x		x	$331,600		
Wies St	Holton St to Pasco St	Sidewalk		X		x	x		x	x		x		x				$119,400	Regional Mobility Plan Tier 1 (2016 - 2020) Project #30
Osceola St	MLK JR Blvd to South Adams St	Sidewalk			X	x	x						x	x		x	$203,000		
South Belle Vue Way	Mabry Street to Hayden Road	Sidewalks/ Bicycle Lanes*			X	x	x		x			x	x	x	x		$8,424,000		
TOTALS		** Pedestrian Access and Safety Program (PASS)*															**$36,434,638**	$10,149,300	

Program 4

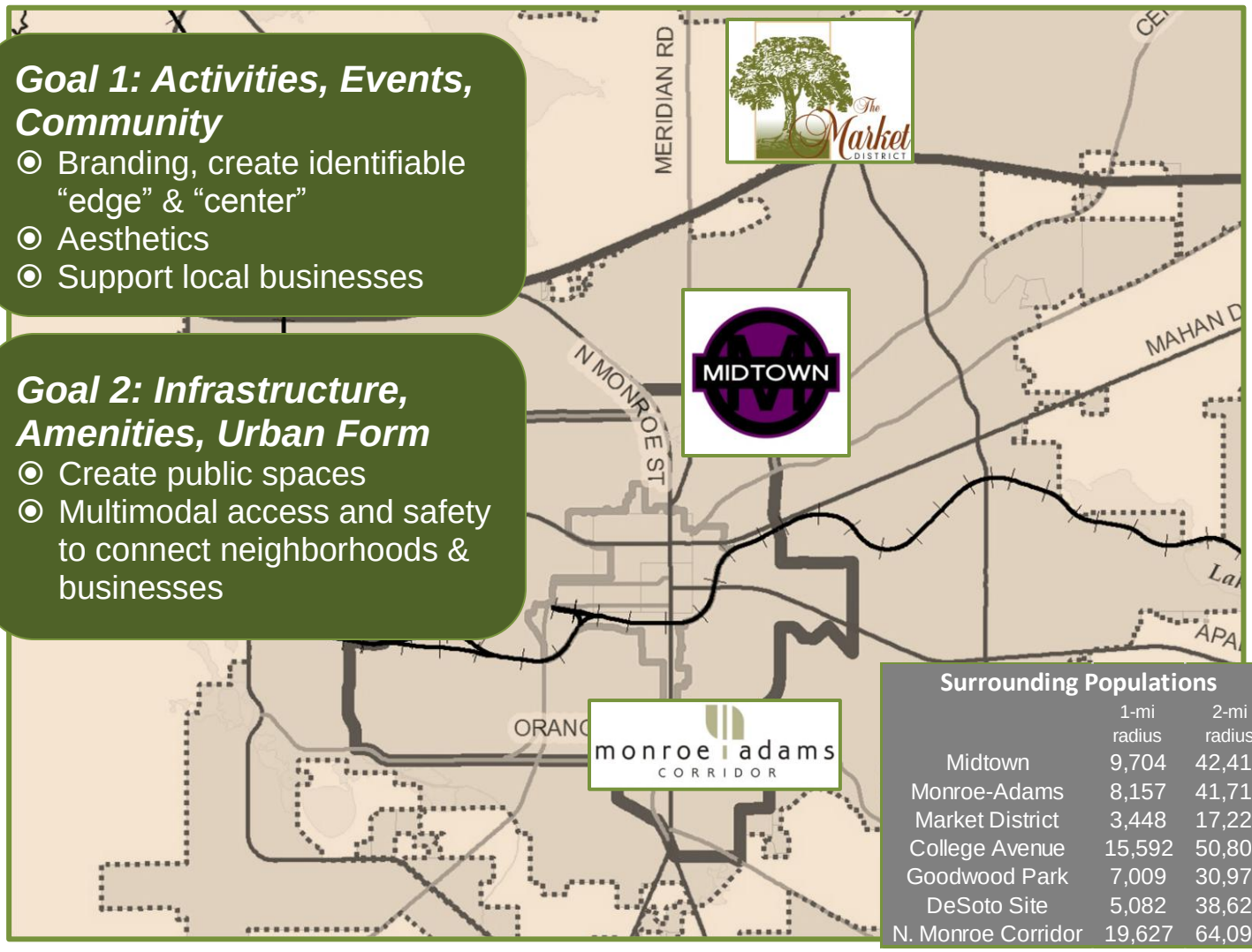
Inspiring the Creative Class: Create Special Urban Places

Estimated Cost: ***$48.15 million***

The concept of place is a bit abstract and difficult to describe, yet you know it when you are there. Special urban places usually include retail shops and places of employment, plenty of people on the move or stopping to chat, a public park or square, and possibly some planned events or activities. But a place is more than a sum of its parts, and typically has a shared character, personality, or identity.

Tallahassee has several of these burgeoning districts, and with that in mind, the City Commission identified "placemaking" as a top priority for Midtown, The Market District, and the Monroe-Adams Corridor. Since 2010, community groups, neighborhood associations, and other governmental agencies have worked together to craft Action Plans that support both the quality of life and economic viability of these areas. Some short term projects are already underway, but each district has more expensive, longer term infrastructure investments that will be integral to bring the visions of the Action Plans to fruition. In the meantime, grassroots efforts have also raised the importance of College Avenue, the North Monroe Gateway, the Goodwood Playground and Community Garden, and the Desoto Winter Encampment "First Christmas" Site.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓



Goal 1: Activities, Events, Community

- Branding, create identifiable "edge" & "center"
- Aesthetics
- Support local businesses

Goal 2: Infrastructure, Amenities, Urban Form

- Create public spaces
- Multimodal access and safety to connect neighborhoods & businesses

Surrounding Populations

	1-mi radius	2-mi radius
Midtown	9,704	42,415
Monroe-Adams	8,157	41,718
Market District	3,448	17,227
College Avenue	15,592	50,803
Goodwood Park	7,009	30,970
DeSoto Site	5,082	38,621
N. Monroe Corridor	19,627	64,094

Collaboration Produces A Vision

Over the course of two years, from 2010 to 2012, three Working Groups were developed in each of the Placemaking areas. Each Working Group had eight to twelve citizen members representing neighborhoods and businesses. Each group was charged with guiding the creation of a Placemaking Action Plan.

In each district, the Action Plan process was kicked off by open houses where the public drew, wrote, and discussed their ideas in several hands on processes. The open houses were guided by the "SWOT" strategic planning tool, which involved small break out groups identifying what they thought were the "Strengths, Weaknesses, Opportunities and Threats" for the area. This led to hundreds of ideas, which were then distilled into major trends and focus areas by the Working Group.

Finally, priorities and potential solutions to problems were organized into a graphically oriented Action Plan which guides investments in each area. The overarching goal of the Action Plan process was to provide a blueprint for investment in a tight economy, so that small investments by both public and private stakeholders over time will implement a shared vision for the future.

*WHAT MAKES A SUCCESSFUL PLACE?**

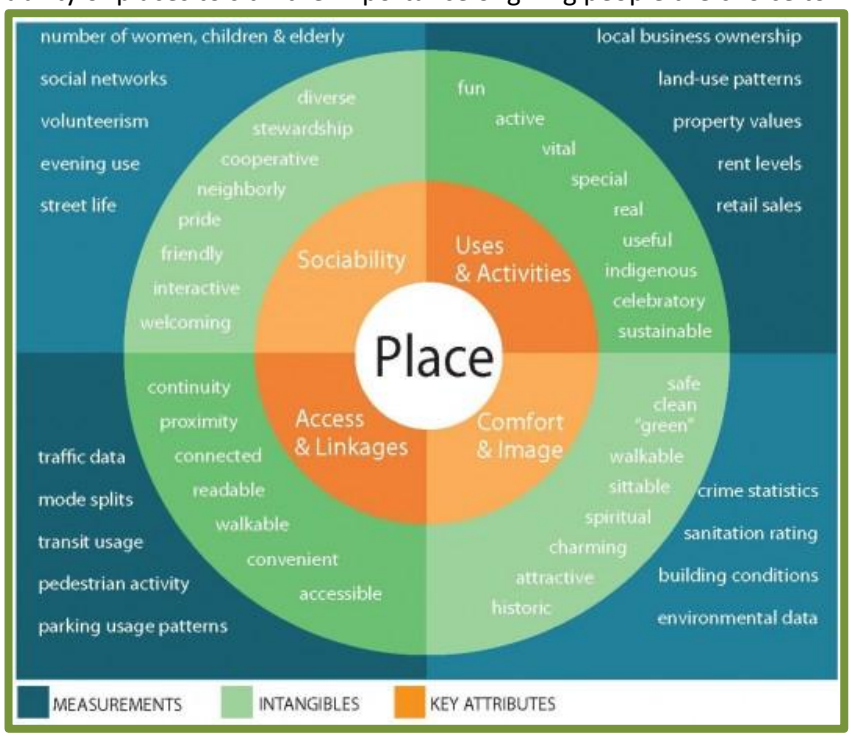
Great public spaces are where celebrations are held, social and economic exchanges take place, friends run into each other, and cultures mix. They are the "front porches" of our public institutions – libraries, field houses, neighborhood schools – where we interact with each other and government. When the spaces work well, they serve as a stage for our public lives. What makes some places succeed while others fail?

Access & Linkages: You can judge the accessibility of a place by its connections to its surroundings, both visual and physical. A successful public space is easy to get to and through; it is visible both from a distance and up close. The edges are important as well. For instance, a row of shops along a street is more interesting and generally safer to walk by than a blank wall or empty lot. Accessible spaces have a high parking turnover and, ideally, are convenient to public transit.

Comfort & Image: Whether a space is comfortable and has a good image is key to its success. Comfort includes perceptions about safety, cleanliness, and the availability of places to sit – the importance of giving people the choice to sit where they want is generally underestimated. Women in particular are good judges on comfort and image, because they tend to be more discriminating about the public spaces they use.

Uses & Activities: Activities are the basic building blocks of a place. Having something to do gives people a reason to come to a place – and return. With nothing to do, a space may be empty and that generally means something is wrong.

Sociability: This is a difficult quality for a place to achieve, but once attained it becomes an unmistakable feature. When people see friends, greet their neighbors, and feel comfortable interacting with strangers, they tend to feel a stronger attachment to their community – and to the place that fosters these types of social activities.



Imagine that the center circle on the diagram is a specific place that you know: a street corner, a playground, a plaza outside a building. You can evaluate that place according to four criteria in the red ring. In the ring outside these main criteria are a number of intuitive or qualitative aspects by which to judge a place; the next outer ring shows the quantitative aspects that can be measured by statistics or research

**** The text and diagram above are from the Project for Public Spaces,\\www.pps.org.***

Program 4a

Inspiring the Creative Class: Midtown Placemaking

Estimated Cost: ***$22 million***

WHAT IS IT?

The Midtown Placemaking Plan includes the following objectives:

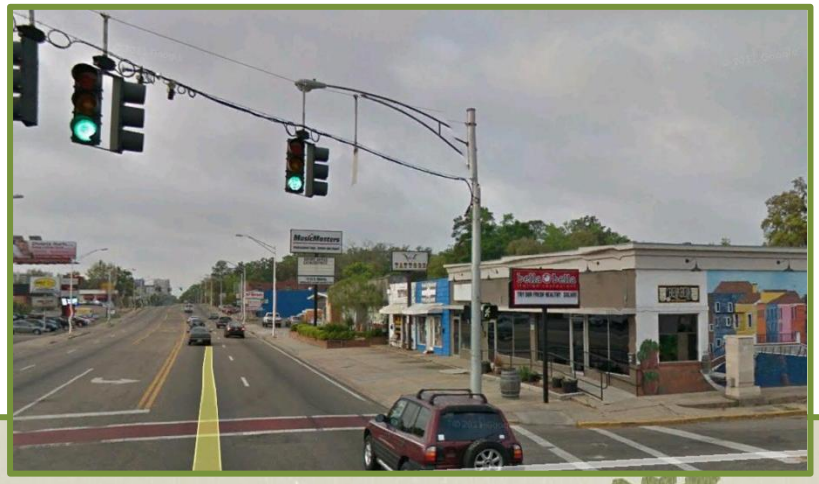
Activities, Events, Community

- Create a Midtown brand that will help form a visual district edge.
- Promote the arts through Murals, Mu sic, Fashion, and Cuisine.
- Relieve parking complications and nuisances.
- Identify ways to support local business!

Infrastructure, Amenities, Urban Form

- Support urban infill and mixed use buildings for live, work and play.
- Create a walkable and bikable community.
- Reclaim or create new public spaces.
- Improve traffic safety for all users.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓



Medians, landscaping, and wider sidewalks on both Monroe and Thomasville Roads to soften the edges and make them more inviting for people walking and biking is a top priority for Midtown.

WHY IS IT IMPORTANT?

Benefits the Environment *– The proposals will effectively reduce vehicle miles traveled. An improved pedestrian environment supports urban infill on underutilized properties in the area. Urban infill can preserve greenfields from development on the urban outskirts. The streetscape enhancements include extensive tree plantings, the canopies of which provide stormwater retention benefits.*

Provides Regional Impact/Geographical Equity *– The Placemaking package of projects distributes investment throughout the community. In Midtown, the projects primarily provide local, district-specific benefits through streetscape beautification and improved pedestrian facilities, although the intersection improvements at 5 Points will also have community-wide benefits for commuters. The aesthetic improvements to each corridor define a gateway to downtown that all residents and visitors experience.*

Enhances Mobility *– The three proposed Midtown projects advance the multi-modal policy direction of the local Comprehensive Plan. The streetscape enhancements will improve pedestrian mobility by limiting conflicts between pedestrians and automobiles while improving pedestrian comfort in our subtropical environment with shade trees. As with all new construction, these improvements will accommodate pedestrians of all ages.*

Supports Recreation and Quality of Life *– The streetscape enhancements on both segments will have economic benefits for area retailers by making it safe for clients to walk by. Enhancements will expand areas for safe pedestrian activity and improving area aesthetics on two major thoroughfares.*

Supports Economic Development/Revitalization *– The existing vacant buildings surrounding 5 Points speak volumes, and the landscape along the Monroe Street and Thomasville Road corridor is barren. The proposed projects will correct both conditions. Reconfiguring the intersection should improve automobile and pedestrian accessibility to the surrounding properties. And, as is the case on Gaines Street, streetscape projects promote reinvestment and increased pedestrian traffic for area retailers.*

On an Existing Master Plan or Blueprint List *–Yes, the three proposed Midtown infrastructure projects are included in the Midtown Placemaking Action Plan. These projects have also been incorporated into the Mobility District Master Transportation Plan.*

Leverages Other Funds *– These projects are not budgeted at this time. CRA funds are available for use on the west side of Monroe Street. Furthermore, as State maintained roadways and part of the Master Transportation Plan, the CRTPA should be a funding partner.*

The Fifth Avenue Plaza, recently completed, was the Working Group's top priority and will host street parties and vendors on a regular basis. Another top priority is to redesign the 5 Points intersection.

Top Priority Future Projects	Estimated Cost
Intersection improvements @ 5 Points	$3 million
Monroe Street streetscape	$8 million
Thomasville Road streetscape 1. Post Road to Grape Street 2. 7th Avenue to Monroe Street	 $7 million $4 million
TOTAL Needed *[potential property acquisition not included]*	***$22 million***

Program 4b

Inspiring the Creative Class: Monroe-Adams Corridor Placemaking

Estimated Cost: ***$7 million***

WHAT IS IT?

8,157 people live within one mile of the Monroe-Adams Corridor Placemaking area, and 41,718 live within 2 miles. This Placemaking Plan includes the following objectives to benefit both residents and visitors:

Build Place

- Make safe, comfortable streets for pedestrians, transit users, and cyclists, and a suitable gateway to the Capital City
- Improve the appearance, comfort and safety of public streets and private property
- Encourage urban infill and mixed-use buildings.

Promote Place

- Inform the public of business incentives, redevelopment assistance, Codes, and Code Enforcement
- Support local business and bring in new business.

Make Places Within

- Implement an initial Placemaking Project
- Follow with similar improvements to all east-west streets in the Corridor

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

The initial Placemaking project selected by the Working Group and funded by the City Commission is the rebuilding of Palmer Avenue, a major connection between residents east of Monroe and the FAMU Campus. Construction begins Fall 2012.

WHY IS IT IMPORTANT?

Benefits the Environment *– The proposals provide infrastructure that is essential for creating a walkable, mixed-use district. The projects add considerable tree canopy that provides stormwater retention benefits. This project also supports redevelopment and infill, which reduces vehicle miles traveled. It also can preserve greenfields from development.*

Provides Regional Impact/Geographical Equity *– The Placemaking package of projects distributes investment throughout the community. In the Monroe-Adams Corridor, the projects primarily provide local benefits through streetscape beautification, increased public parking, and improved pedestrian connectivity, but the South Monroe Street enhancements provide a gateway for all citizens and visitors to the capital city.*

Enhances Mobility *– The projects enhance mobility considerably. The cross street upgrades will increase public parking, cover open ditches and add sidewalks, and increase pedestrian comfort with shade trees and pedestrian scale lighting. The pedestrian related improvements improve access to transit stops. These improvements will comply with tenets of universal design.*

Supports Recreation and Quality of Life *– The streetscape enhancements and medians will improve the quality of life by expanding areas for safe pedestrian activity and improving area aesthetics.*

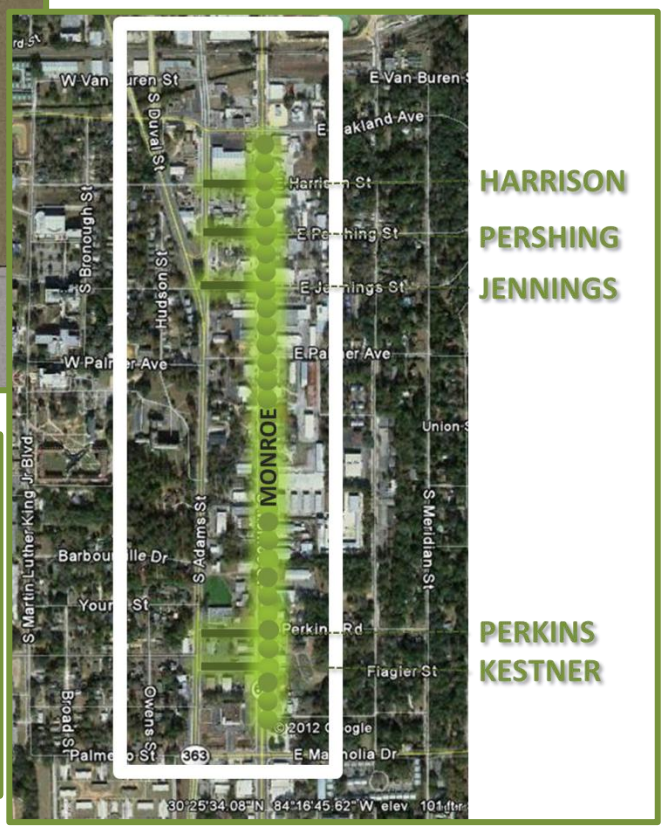
Supports Economic Development/Revitalization *– The streetscape enhancements and medians on both segments will have economic benefits for area retailers by making it safe pedestrians to venture beyond a single business establishment. The public infrastructure can spur reinvestment and development.*

On an Existing Master Plan or Blueprint List *– The proposed projects are included in the Monroe-Adams Corridor Placemaking Action Plan, and the CRTPA is conducting an access management study of the Monroe Street median concept.*

Leverages Other Funds *– CRA funds are available for use on the west side of Monroe Street, which includes each cross street upgrade. Furthermore, the CRTPA is currently conducting an access management (medians) study along Monroe Street and should be a funding partner on future implementation.*

Proposed streetscape enhancements for S. Monroe St.

Below is a proposal to do similar streetscaping to the five east/west streets as is being done for Palmer, as well as median installations for South Monroe.



Top Priority Future Projects	Estimated Cost
Streetscape Improvements (e.g., Palmer Ave)	
▪ Harrison Street	$1 million
▪ Pershing Street	$1 million
▪ Jennings Street	$1 million
▪ Perkins Road	$1 million
▪ Kestner Street	$1 million
Monroe Street medians (Oakland to Magnolia)	$1.9 million
TOTAL Needed *[potential property acquisition not included]*	***$7 million***

Program 4c

Inspiring the Creative Class: The Market District Placemaking

Estimated Cost: ***$6.7 million***

WHAT IS IT?

The Market District Placemaking Plan includes the following objectives:

Activities, Events, & Community

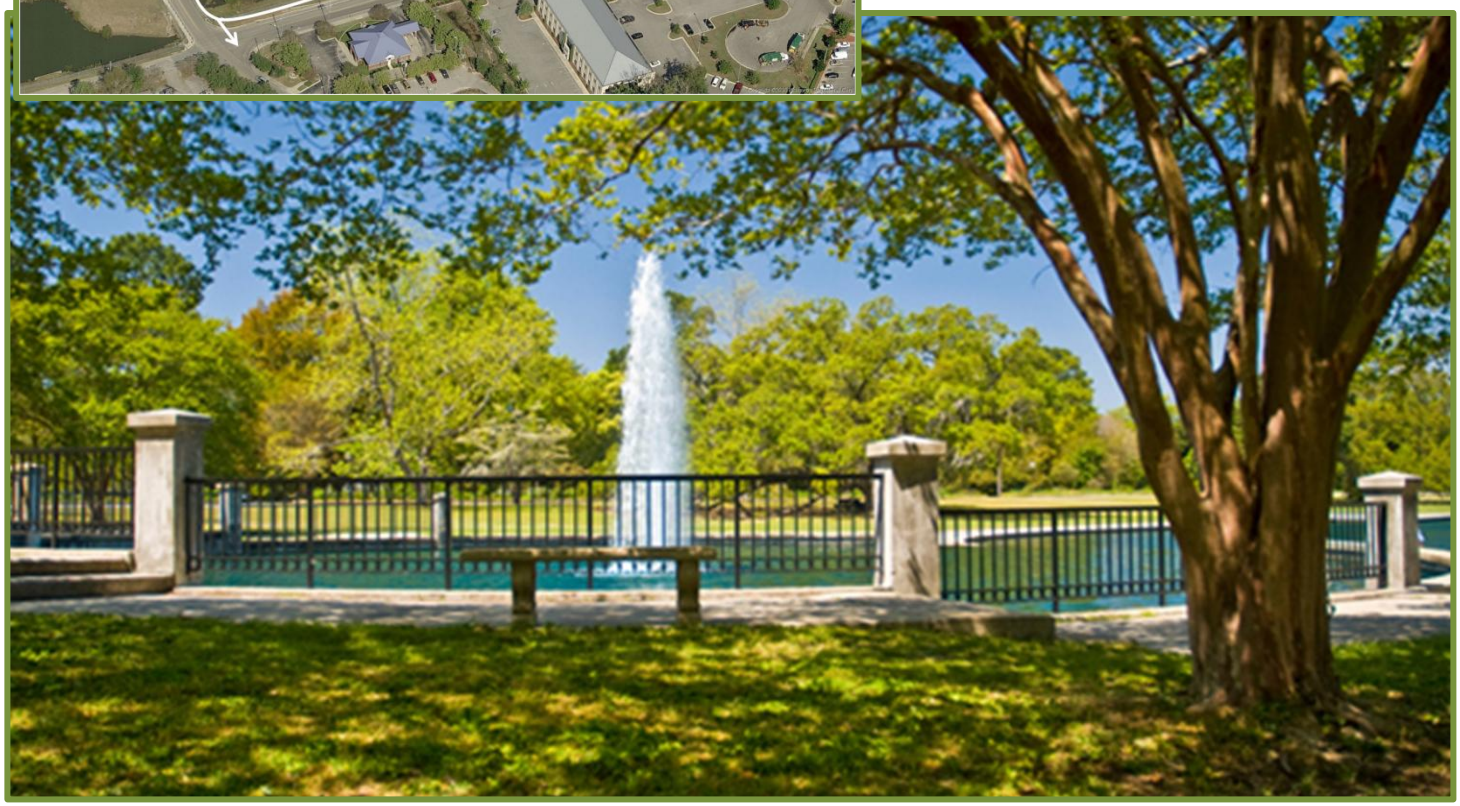
- Create a visual edge for the district through
- gateways and branding
- Make the District a Regional Destination
- Create an aesthetically attractive district
- Support and Strengthen local business

Infrastructure & Public Amenities

- Create an interconnected district that links businesses and neighborhoods
- Reclaim or create new public spaces
- Improve traffic safety for all users
- Knit the district together across Thomasville Road

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

One of the major priorities identified by the Working Group of residents and business owners was to reclaim a fenced in stormwater pond and convert it to a public open space, similar to Lake Ella.



WHY IS IT IMPORTANT?

Benefits the Environment *– The proposals provide infrastructure essential for creating a walkable town center in The Market District. The Timberlane Road streetscape enhancements and redesign of vacant public lands will add considerable tree canopy, which provides stormwater retention benefits. Redevelopment and urban infill often follows such public investment. This domino effect can reduce vehicle miles traveled and preserve greenfields from development on the urban outskirts.*

Provides Regional Impact/Geographical Equity *– The Placemaking package of projects distributes investment throughout the community. In The Market District the projects primarily provide local benefits, but the greenway components will benefit all Leon County citizens with improved recreational opportunities.*

Enhances Mobility *– The Timberlane Road streetscape improvements and greenway connection enhances several modes of mobility. Pedestrian connectivity and comfort is improved with wider sidewalks, street trees, and street lighting; and, the greenway offers bicycle and pedestrian routes that avoid major automotive thoroughfares. These improvements will accommodate users of all ages.*

Supports Recreation and Quality of Life *– The streetscape enhancements and park and plaza amenities will improve the quality of life by offering new recreational activities in close proximity to several neighborhoods as well as improving area aesthetics. The greenway proposal will utilize an existing, single use utility corridor to provide paved multi-use trails to enhance recreational and commuter connections.*

Supports Economic Development/Revitalization *– As with all Placemaking Action Plans, the selected projects were vetted by local business groups. The Timberlane Road streetscape enhancements and improvements to parkland are intended to spur investment and redevelopment in The Market District. The streetscape improvements are conducive to increasing pedestrian traffic and the recreational amenities can help make the District a destination for recreational enthusiasts.*

On an Existing Master Plan or Blueprint List *– The proposed projects are included in The Market District Placemaking Action Plan. The Greenways Master Plan includes the greenway project.*

Leverages Other Funds *– The City is investing $500,000 to begin Implementation of smaller scale projects, plus there has been discussion of a public-private partnership that could implement certain items.*

Potential greenway amenities

Top Priority Future Projects	Estimated Cost
Parkland Reclamation	
▪ Stormwater Ponds*	$1 million
▪ Remnant lands at Martin Hurst Road	$200,000
▪ Greenway system components	$2 million
Timberlane Road urban streetscape	$3.5 million
TOTAL Needed *[potential property acquisition not included]*	***$6.7 million***

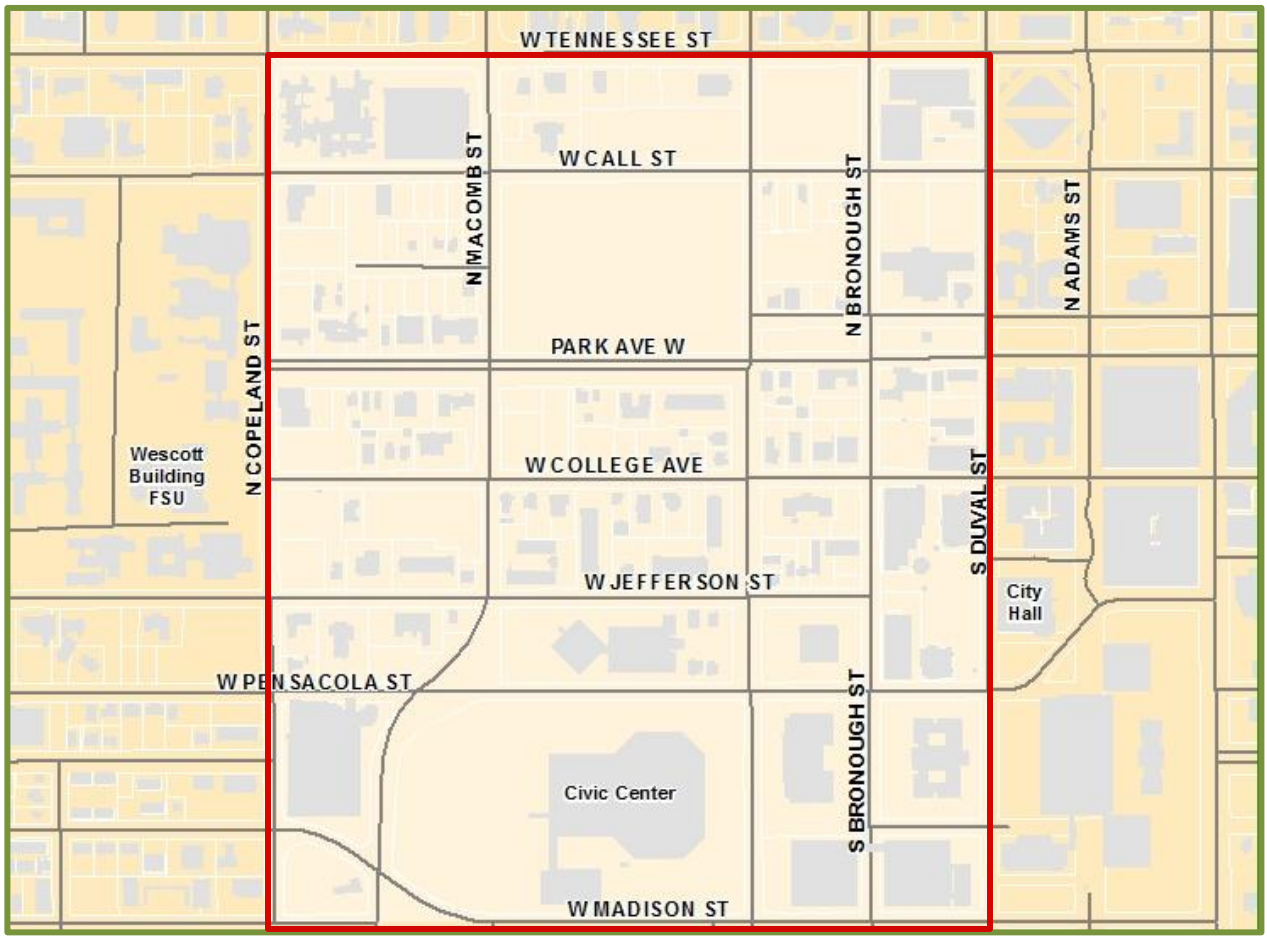
* Potential public-private partnership

Program 4d	*Inspiring the Creative Class: College Avenue Placemaking*	Estimated Cost: *$7 million*

WHAT IS IT?

Located in the heart of Downtown near Florida State University, the College Avenue Placemaking Project will support another "destination district" in our community. Already underway, the first task of this placemaking project will be a studio project to be conducted by FSU Urban and Regional Planning Department students. The placemaking area is bound by Tennessee Street to the north, Madison Street to the south, Duval Street to the east and Copeland Street to the west. Key stakeholders include the City of Tallahassee, Leon County, Florida State University, Sigma Chi Development Corporation, the Greek Alumni Association, and local property owners.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓



The College Avenue study area is the subject of a Capstone Project for Master's Degree students of the FSU Urban and Regional Planning Department.

WHY IS IT IMPORTANT?

Benefits the Environment – This placemaking project should result in a plan that will enhance and improve the area, make it more accessible and provide uses and activities to make it a destination for people to come and hopefully return often.

Provides Regional Impact / Geographic Equity – This placemaking project is in an area that includes FSU, the Civic Center, local businesses, and offices. Potential enhancements would impact the area and the region since area already provides uses that are utilized by the community and the region.

Enhances Mobility – This placemaking district is in the Multimodal Transportation District and the Downtown District. The districts promote safe and comfortable streets for pedestrians, cyclists and transit users. The districts also promote urban infill and mixed use buildings. As the Action Plan for this area unfolds, it will most likely include improvements to the streets, buildings and other infrastructure.

Supports Recreation and Quality of Life – Any enhancements coming out of the Action plan for the area will improve the quality of life for citizens.

Supports Economic Development / Revitalization – Any improvement projects coming out of the Action Plan should have economic benefits for area businesses, stakeholders and the community at large.

Leverages Other Funds – CRA funds could be available for potential projects in this area. This project also complements the stormwater conveyance project included under the "Complete the Downtown" Sales Tax Extension proposed program of projects.

While the Capstone project is set to be complete in December of 2012, key features are already known. Stormwater conveyance and integration of the Civic Center are central issues for this area.

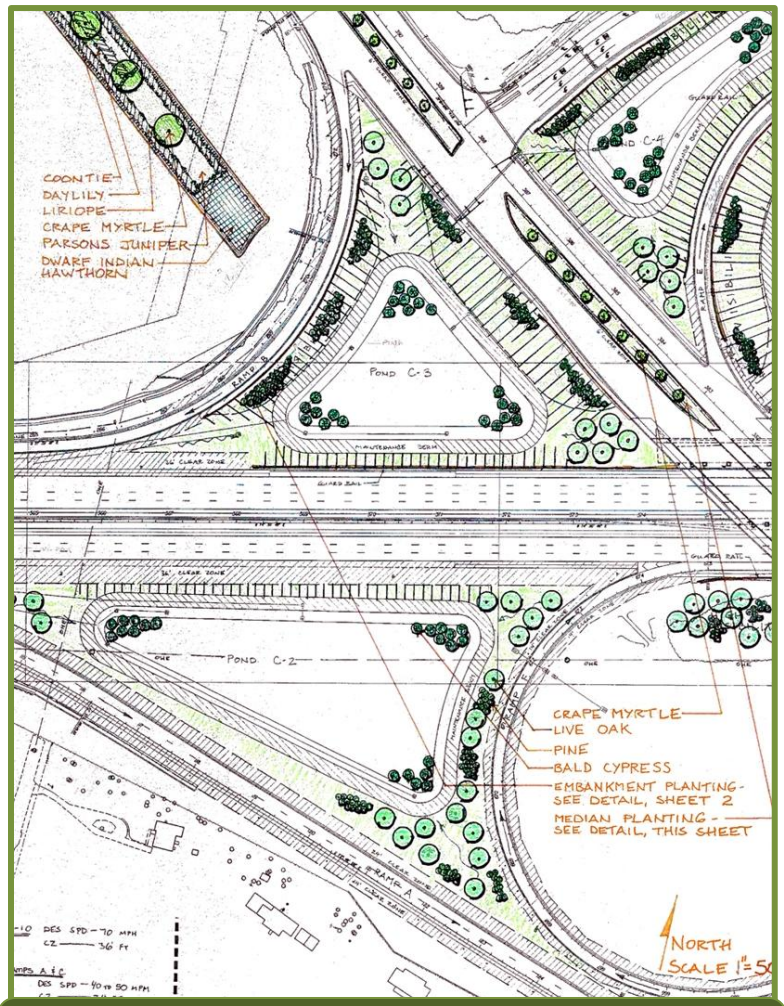
Underground stormwater infrastructure to convey runoff to Lake Elberta is key to supporting any redevelopment along the corridor. Another important piece is increasing pedestrian and bicycle safety along Macomb Street, an auto oriented north/south street.

Program 4e	*Create a Positive First Impression: Revitalize the North Monroe Gateway*	Estimated Cost: *$5 million*

WHAT IS IT?

Many visitors, residents, and former residents, including those coming to FSU football games, enter Tallahassee via North Monroe Street. However, currently the very automobile-oriented right-of-way and empty or underutilized properties along the corridor, such as the Tallahassee Mall, do not present an attractive nor thriving first impression. Some private reinvestment has occurred on its own, but public investment in the corridor by way of landscaping, medians, and other enhancements, combined with opportunities for private businesses, such as facade enhancement programs, could improve this significant entrance into the City and catalyze further redevelopment of the properties. This project has been spearheaded by the Knight Creative Communities Initiative's "Gateway Tallahassee" citizen group.

Evaluation Criteria:		Benefits the Environment	
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓



Above, public investment in landscaping has already been made around the redesigned I-10 intersection.

"Gateways Provide A First Impression for Visitors and Residents."

Gateway Tallahassee's mission is to transform strategic pathways into the city into remarkable points of entry that clearly identify and brand Tallahassee as a vibrant, thriving and welcoming community.

WHY IS IT IMPORTANT?

Provides Regional Impact / Geographic Equity – The Monroe Gateway is right off Interstate 10 and is used by residents and visitors to our city and the Tallahassee area.

Enhances Mobility – Gateway enhancements will create a more walkable corridor and provide a more welcoming experience for drivers and cyclists in the area.

Supports Recreation and Quality of Life – The project will improve the aesthetics of the area and the pedestrian environment, promote reinvestment, and provide other amenities that will improve the quality of life of residents in the community.

Supports Economic Development / Revitalization – Safe and attractive corridors are good for business and the overall community. The North Monroe Gateway Project will transform the city's most heavily traveled entryway into a welcoming entrance that clearly identifies and brands Tallahassee.

On an Existing Master Plan or Blueprint List – A portion of the gateway (John Knox to Tharpe Street) is in the Monroe Street Access Management and Lake Ella Implementation Study Area for the Capital Region Transportation Planning Agency.

Leverages Other Funds – Monroe Street is a state highway. Funding could be available through state and federal programs. The Gateway would also complement the Midtown Sense of Place Project which proposes landscaping along Monroe from Tharpe to the Thomasville Road intersection.

At right, North Monroe Street is difficult for pedestrians and cyclists to navigate. It also has many places, such as medians, which could be improved significantly by investing in landscaping.

Below, examples of possible Gateway elements.

In 2012, the Gateway Tallahassee group has studied the area and brought stakeholders together, coming to the following conclusions:

- *Improvements are needed on North Monroe to **bolster safety and aesthetics.***
- *They are concerned about the effects of **declining property values** and the **retailers leaving** Tallahassee Mall on the business community.*
- *Tallahassee has the opportunity to **identify North Monroe as a vital gateway** into the city and use it to **brand the city** and its amenities.*
- *They realize improving North Monroe's sense of place will take a **financial infusion and cooperation** among different government agencies.*
- *An association is needed **to advocate** on behalf of North Monroe, especially to better position the area **to capitalize** on any future funding opportunities.*

Information and images on these two pages were provided by the "Gateway Tallahassee" citizen group.

Program 4f

Inspiring the Creative Class: Goodwood Playground & Community Garden

Estimated Cost: ***$200,000***

WHAT IS IT?

The Goodwood Children's Park and Community Garden Project is a potential partnership between The Goodwood Museum Foundation, Tallahassee Memorial Hospital, and the City of Tallahassee to build and maintain a children's activity park and a community garden near the Goodwood Museum. The Goodwood Museum Foundation owns land abutting Miccosukee Road which is envisioned as a park for the surrounding neighborhoods as well as people visiting patients at the hospital.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

The Goodwood Children's Park and Community Garden Project would provide a park in walking distance to neighborhoods and businesses along Miccosukee Road, as well as to and people visiting patients at Tallahassee Memorial Hospital.

WHY IS IT IMPORTANT?

Benefits the environment – *The Community garden will be a dedicated, public green space which reduces greenhouse gas emissions, reduces the number of potential "heat islands" and supports beneficial native plant pollinators.*

Provides Regional Impact/Geographical Equity *– The subject area is the region's largest medical campus and includes* Tallahassee Memorial Hospital*. Regional visitors of the surrounding medical facilities could experience the park, playground and garden amenities.*

Enhances Mobility *– The residents of the adjacent Brandt Hills and Betton Hills subdivisions could walk or bike to this park and playground. Today, the nearest playground facility is much further and requires driving.*

Supports Recreation and Quality of Life *– Playgrounds encourage an active lifestyle and reduce childhood obesity.*

Supports Economic Development/Revitalization *– The Goodwood Park and Community Garden users will likely support surrounding businesses such as Fanny's Garden Cafe. The park and garden would also increase the public awareness of the Goodwood Conference Center and the related on-site meeting amenities.*

Leverages Other Funds – Tallahassee Memorial Hospital*, The Goodwood Museum and local government officials have reached a tentative agreement whereby the hospital would maintain the park and garden sites. The Goodwood Museum intends to dedicate the necessary property.*

Land fronting Miccosukee and owned by the Goodwood Museum Foundation would be converted into a park, playground, and community garden.

Program 4g

Inspiring the Creative Class: "America's First Christmas" DeSoto Winter Encampment

Estimated Cost: ***$250,000***

WHAT IS IT?

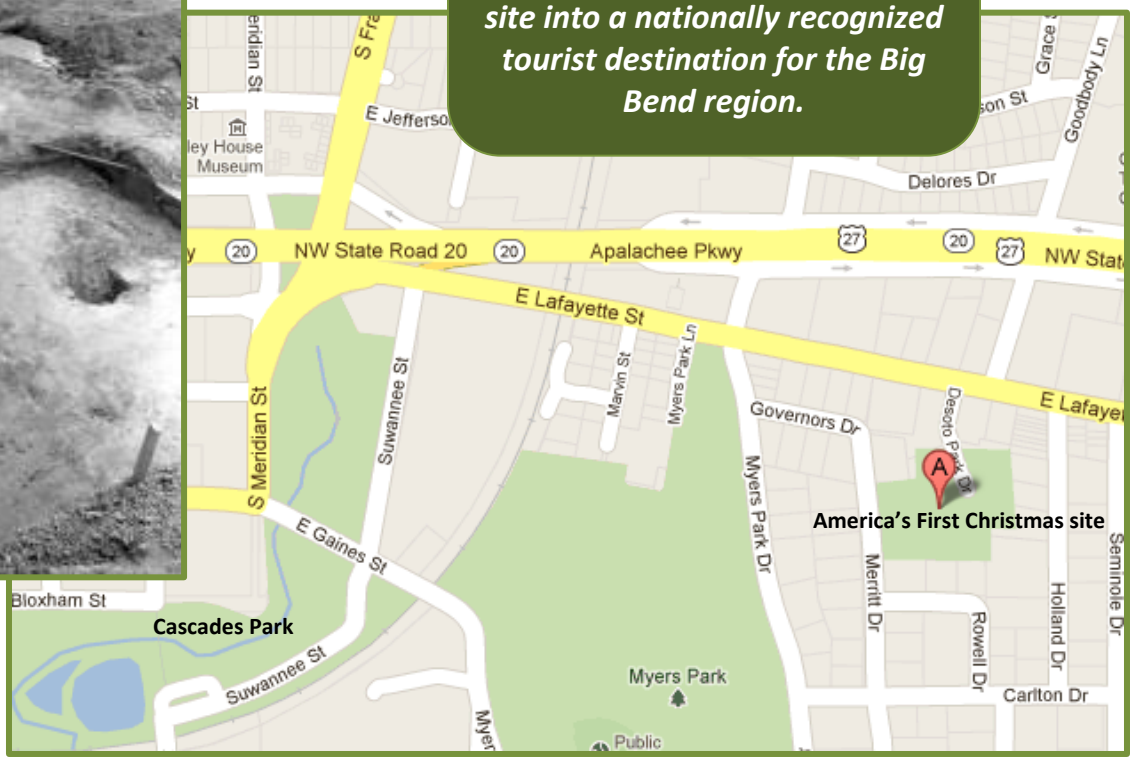
With the development of the America's First Christmas site, Tallahassee can become a nationally promoted tourist destination for those wishing to commemorate the location of the first Christmas in the Americas. The City of Tallahassee, partnering with other stakeholders, will be working with Senator Montford and the Leon County Commission to encourage the appropriation of state funds for the development of the site, the potential purchase of surrounding property, and creating sufficient ingress/egress to the site.

As the site itself is part of a state-owned park, the City and County are best suited for developing the surrounding transportation infrastructure such as additional sidewalks, widening of adjacent City/County roadways, and the overall improvement and beautification of the surrounding area. This Sales Tax proposal pertains to Goodbody Lane, a northeast to southwest road which is the preferred access point to the America's First Christmas site. The estimated cost includes an entrance feature, sidewalks, landscaping, and crosswalks.

Evaluation Criteria:		Benefits the Environment	
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓

Above, Calvin Jones excavating at the DeSoto Site, circa 1987 (photo courtesy of the Florida Memory Project)

The City, partnering with the State and County, can develop the America's First Christmas site into a nationally recognized tourist destination for the Big Bend region.



WHY IS IT IMPORTANT?

Provides Regional Impact/Geographical Equity *– Investment in this incredibly important historical resource would lead to increased national and international recognition of Tallahassee and Leon County.*

Enhances Mobility *– The impact of additional vehicular traffic around the site could be mitigated by enhancing sidewalks and roadways on Lafayette Street and Goodbody Lane. Additionally, businesses and residents in the area would benefit from improved infrastructural improvements along these roadways.*

Supports Recreation and Quality of Life *– Citizens of Tallahassee and Leon County will be able to visit and enjoy an historic site of national significance. The America's First Christmas site represents a truly amazing find and has the potential to become landmark attraction for the Big Bend region.*

Supports Economic Development/Revitalization *– Development of the America's First Christmas site would create a nationally recognized tourist destination with the potential to attract large numbers of tourists with varied interests. As such, the site could become a significant economic engine for the City of Tallahassee due to increased tourist demand for hotels, restaurants and other amenities. And with the site's proximity to Cascades Park (about ¼ mile), tourists coming to Tallahassee for the America's First Christmas attraction will likely visit Cascades Park and the businesses along Gaines Street as well.*

Leverages Other Funds *– A commitment by the City of Tallahassee and Leon County towards this project will support efforts of the Leon County legislative delegation and the Florida Department of State in acquiring additional funding from the State. Leon County is also currently upgrading stormwater, sidewalks, and landscaping along Lafayette Street between the site and Cascade Park.*

At left, volunteers assisting with excavation of DeSoto Site, circa 1987 (photo courtesy of the Florida Memory Project)

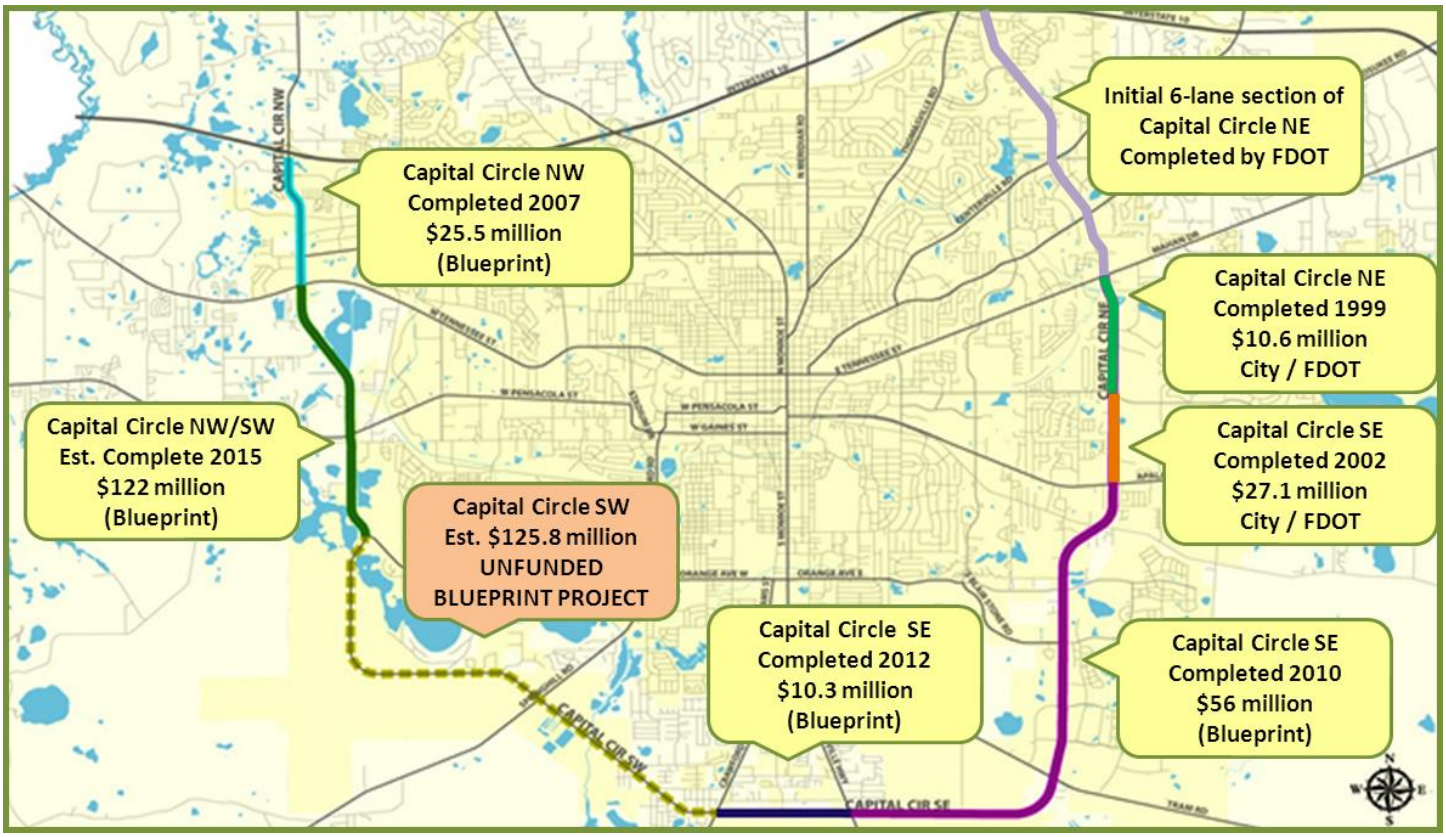
At right, the Gov. John W. Martin House is a historic home located on the state-owned property of Hernando De Soto's winter campsite. The house, located at 1001 Governor's Drive, was added to the U.S. National Register of Historic Places on January 6, 1986. The house may serve a role in the commemoration of the America's First Christmas site.

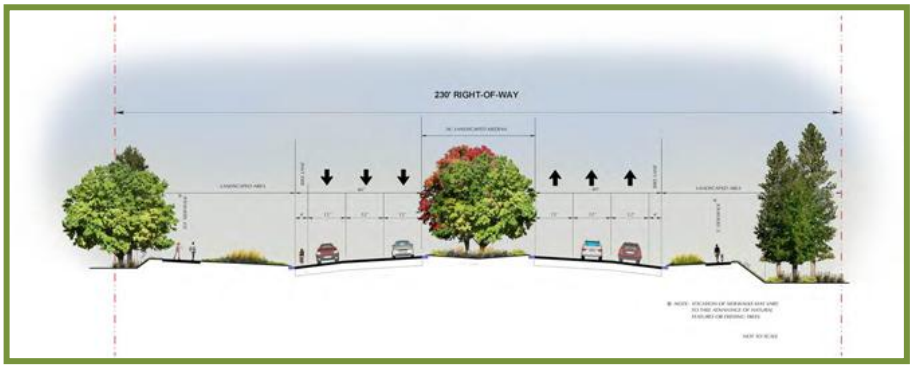
Program 5	*Catalyzing Airport Development: Complete Capital Circle Southwest*	Estimated Cost: *$125.8 million*

WHAT IS IT?

The widening of Capital Circle from Crawfordville Highway to SR 20 was a Tier 1 Project under the current BluePrint 2000 funding list. However, due to current sales tax funding restrictions, this project will not be able to be completed within the current sales tax authorization. This project is necessary to complete the overall transportation objectives originally envisioned with the Capital Circle enhancements in the original BluePrint 2000 program. In addition, this project is critical to the full development of the airport and surrounding commercial areas.

Evaluation Criteria:		Benefits the Environment	✓
Provides Regional Impact / Geographic Equity	✓	Supports Economic Development / Revitalization	✓
Enhances Mobility	✓	On an Existing Master Plan or Blueprint List	✓
Supports Recreation and Quality of Life	✓	Leverages Other Funds	✓





A decline in sales tax revenue means that construction will not be funded for this section by 2019. At left is a proposed cross section for Capital Circle Southwest.

WHY IS IT IMPORTANT?

Benefits the Environment – One of the most significant features in the project area is the Bradford Brook Chain of Lakes, including Lake Bradford, located west and north of Capital Circle Southwest. The lakes currently receive runoff from Capital Circle and stormwater inputs from the West Drainage Ditch. Another significant feature in the area is the Apalachicola National Forest, the largest national forest in Florida. The Capital Circle Southwest project will protect the Lake Bradford Chain-of-Lakes, Apalachicola National Forest, and existing neighborhoods through improvements to the West Ditch, restoration of the Black Swamp, and, in accord with all Blueprint projects, incorporate greenways, landscaping, alternative transportation modes and stormwater enhancements.

Provides Regional Impact / Geographic Equity – The Capital Circle Southwest project has been planned on a community-wide basis taking into account far reaching community goals (enhanced greenways, roadways, stormwater facilities, lake protection, and the inclusion of multiple modes of transportation). Additionally, the project will enhance access to the Airport for local and regional users.

Enhances Mobility – In order to provide transportation alternatives, infrastructure planning for the Capital Circle Southwest project incorporates pedestrian and bicycle trail linkages and includes sidewalks and bike lanes to provide overall increased access to parks, neighborhoods, the Downtown area, the universities and Tallahassee Community College.

Supports Recreation and Quality of Life – The project includes water quality enhancements and infrastructure for multiple transportation modes, improving access in the area.

Supports Economic Development / Revitalization – The project stimulates economic development in the short term by providing jobs in construction and associated professional services, and in the long term by improving access to the Airport, Innovation Park, Tallahassee Museum, and undeveloped properties.

On an Existing Master Plan or Blueprint List – Although there no dedicated funding for the construction of the Capital Circle Southwest project due to a decline in sales tax revenue, it was included in the original Blueprint 2000 Master Plan as a Tier 1 project.

Leverages Other Funds – It is likely that the Capital Circle Southwest project design and construction will be funded by a partnership between the Florida Department of Transportation and Blueprint 2000.

Delivery of the first jets are expected in early 2014, which will coincide with the construction of the Honda Jet facilities. The other components of the project are still in design as Flightline seeks to identify a suitable developer to construct the improvements.

Compass Pointe exemplifies economic development in proximity of the Tallahassee Regional Airport. It includes leasable space, a HondaJet Sales and Service center and storage hanger, and a hotel.