

## SECTION 3 | THE MASTER PLAN

The Bicycle and Pedestrian Master Plan is a comprehensive plan for the development and maintenance of a nationally prominent non-motorized transportation system. With the programs, policies and projects of the Master Plan in place, Tallahassee and Leon County will be known as a premier destination for bicycle and pedestrian mobility as well as a healthier and safer community.

The Master Plan will evolve considerably over time. The value of creating the plan is not so much the final list of projects and programs and their cost presented in priority order. Rather, the value lies in the process of planning for walking and bicycling as an integral part of the transportation system. This first-ever Master Plan provides a foundation upon which the community can build; to ensure that the guiding principles and vision articulated through this public planning process result in actual improvement in conditions and the amount of walking and bicycling that takes place every day.

The discussion by the MPO and its funding partners during adoption of the plan, principally the importance of safe access to schools, the need to better promote mobility options in and around the universities, and the desire to transform corridors like Apalachee Parkway and Tennessee Street, set in motion a clear sense of purpose for the community. The projects and priorities themselves will likely evolve as more is known about right-of-way availability, costs and the new priorities of the 2025 Long Range Transportation Plan. But the basic elements of the Master Plan – the goals, monitoring program and defined needs – will provide a lasting basis for actions by the County, City, State and others to ensure greater connectivity, safe mobility and multimodal accessibility for all users of the area's transportation system.

This chapter summarizes the financial resources available to fund bicycle and pedestrian projects and programs over the 20-year horizon of the Master Plan. The Components of the Plan section details each type of project, program, and policy that is recommended, and the components themselves, in priority order, are introduced in the Cost Feasible Needs and Unfunded Needs tables.

### THE MASTER PLAN

- Financial Resources
- Projects
- Programs
- Policies
- Implementation

The Master Plan allocates nearly \$200 million over 20 years to roads, sidewalks, trails, and programs for bicycle and pedestrian transportation.

The Needs Plan includes over 100 projects, 73 of which are cost feasible over the 20-year horizon of the plan.

The Master Plan adds...

- 70 miles of new sidewalks
- 30 miles of new bicycle lanes
- 23 miles of new shared-use paths

The Master Plan includes 56 projects that provide for safe walking conditions on roads within ¼ mile of the county's 47 public schools.

The Design Guidelines provide graphics and details about how to create a more inviting and walkable environment in Tallahassee and Leon County.

### 3.1 FINANCIAL RESOURCES FOR BICYCLE AND PEDESTRIAN TRANSPORTATION

Funding sources for bicycle and pedestrian facilities can be attained from a variety of sources at the federal, state and local levels. The *Funding Resources* technical memorandum provided a detailed summary of both existing and potential funding sources at these levels, as well as examples of creative and innovative funding techniques. This document also identified funding sources which are earmarked for bicycle and pedestrian facilities, but have no specific projects assigned to them, and are awaiting the recommendations of the Bicycle and Pedestrian Master Plan.

While the MPO has made considerable progress towards planning and coordinating the implementation of bicycle and pedestrian facilities and programs in recent years, it is the intent of the Master Plan to provide a resource for establishing new revenue sources and enhancing existing ones, as well as to quantify the amount of funding likely to be available through 2025 to implement needed bicycle and pedestrian facilities and programs. This identification of available funding was used to develop the Cost Feasible Plan, which established short-term and long-term programs to improve walking and bicycling in Tallahassee and Leon County.



### 3.1.1 PROJECTED FUNDING

Through the Master Plan horizon year of 2025, approximately \$200 million in funding is expected to be available for bicycle and pedestrian projects (summarized in Table 3). Projections are based on the levels of local and state spending as of 2003. In most cases, the money is earmarked for a particular project or type of project. Additionally, there are many identified funding sources not currently being used that the Tallahassee-Leon County MPO may decide to seek. The Cost Feasible Plan provides a list of projects recommended for implementation, and matches existing and potential funding sources with these projects. For example, if a particular short segment of roadway that connects a school with a residential area is in need of pedestrian facilities, it is likely that FDOT Safety funding can be leveraged.

Please note that of this projected \$200 million, the majority of these funds are tied to specific road widening or improvement projects. Projects or programs that do not fall in line with the limits of these road projects will be competing for a much smaller share of projected available funding, which is estimated to be about 12 percent of the total (\$24 million) through 2025.

**Table 3** Projected Availability of Existing Funding Sources for Bicycle and Pedestrian Projects Through 2025

Funding Source	Estimated 2004-2008	Estimated 2009-2025	Estimated Total 2004- 2025
Tallahassee CIP	\$28,914,530	\$ 98,309,402	\$127,223,932
Leon County CIP	\$ 4,406,218	\$ 14,981,141	\$ 19,387,359
Local Option Sales Tax Extension Projects	\$ -	\$ 40,732,990	\$ 40,732,990
FDOT Work Program	\$ 2,770,044	\$ 9,418,148	\$ 12,188,192
<b>Total</b>	<b>\$33,320,748</b>	<b>\$163,441,681</b>	<b>\$199,532,473</b>

Notes

- (1.) These assumed percentages of project costs that are associated with bicycle and pedestrian facilities are made based on information provided by the Tallahassee-Leon County MPO and City Traffic Engineering as well as general planning guidelines. The construction costs of bicycle - and pedestrian facilities vary from project to project depending on the availability of right-of-way, the type of roadway being constructed, and the intended use of the facility. For roadway projects, four percent of the total project cost is assumed in most cases to be the bicycle and pedestrian-related portion. Where more specific information is known about the project that warrants the use of a different assumed percentage, that portion is used and noted in the appropriate section.
- (2.) No growth factor was assumed.
- (3.) Local Option Sales Tax Extension Projects identified in the Tallahassee and Leon County CIPs (FY 2004-2008) have been deducted from the total amount estimated for bicycle and pedestrian projects through the local option sales tax extension. The implementation schedule of Blueprint 2000 projects is currently unavailable and therefore, these projects are listed under the column 2009-2025, for calculation purposes only.

Sources: Tables 1 – 4, Tallahassee CIP, Leon County CIP



### 3.1.2 COMMITTED FUNDING

Committed projects are those for which funding has already been committed by the city, county, or state. This category of projects encompasses specific bicycle and pedestrian projects as well as roadway projects that include bicycle and pedestrian facilities. These projects are critical elements that form the foundation of the regional bicycle and pedestrian transportation network. Table 4 below details the funding that has been committed to bicycle and pedestrian facilities in the City of Tallahassee and Leon County Capital Improvement Plans, by the sales tax extension, by Blueprint 2000, by FDOT, and in the Transportation Improvement Plan for fiscal years 2004-2008. Projects with defined boundaries are displayed in Figure 15 following the table.



**Table 4** Committed Funding for Bicycle and Pedestrian Projects

Agency	Name	From	To	Project Cost	B/P %	B/P \$	Description
City	ADA sidewalk rehabilitation	Various locations		\$9,000,000	100%	\$9,000,000	Curb ramps and driveway reconstruction
City	Amelia Street	Entire length		\$822,000	40%	\$328,800	Neighborhood Infrastructure Enhancement Program
City	South Adams Street Gateway Enhancements	Orange Avenue	Jennings Street	\$2,093,000	10%	\$209,300	May include enhanced bicycle pedestrian, transit, lighting, landscaping and parking facilities
FDOT (4098031)	Bicycle and pedestrian projects	Various locations (to be determined from Master Plan)		\$600,000	100%	\$600,000	Safety projects
City	Bond Community – Neighborhood infrastructure enhancements	Various locations		\$3,685,000	50%	\$1,842,500	Sidewalks on one side of roadways and stormwater
City	Boone Boulevard	Monticello	Alder Drive	\$1,145,000	40%	\$458,000	Neighborhood Infrastructure Enhancement Program
City	Bradford Road	Rhodes Way	N. Monroe Street	\$4,718,000	40%	\$1,887,200	Pedestrian and Street Safety Program (PASS) * Will not include bicycle lanes
City	Bragg Drive	S. Adams	Parkridge	\$743,500	100%	\$743,500	Neighborhood Infrastructure Enhancement Program
City	Bragg Drive	Brookridge	Parkridge	\$207,000	100%	\$207,000	Neighborhood Infrastructure Enhancement Program
County	Buck Lake Road Widening	Mahan	Pedrick	\$4,500,000	25%	\$1,125,000	Widening, bike lanes, sidewalks
City	Calhoun/Gadsden/Thomasville	General vicinity of 6 <sup>th</sup> and 7 <sup>th</sup> Streets		\$700,000	4%	\$28,000	Operational improvements
City	Calhoun Street	Wallis	Putnam	\$268,500	40%	\$107,400	Neighborhood Infrastructure Enhancement Program
City	Caliark Street	Arkansas	Tennessee	\$534,000	40%	\$213,600	PASS project
City	California Street	Entire length		\$1,330,000	100%	\$1,330,000	PASS project
City	Callaway/Pullen	N. Monroe	Old Bainbridge	\$3,686,000	40%	\$1,474,400	Neighborhood Infrastructure Enhancement Program
City	Callen Street	Pottsdamer	Wallcot	\$728,600	100%	\$728,600	Neighborhood Infrastructure Enhancement Program
City	Calloway	Indiana	Alabama	\$850,000	40%	\$340,000	Neighborhood Infrastructure Enhancement Program
FDOT	Campbell Connector	S. Monroe at Gaile Avenue	Tram Road /Paul Russell Road	\$369,000	100%	\$369,000	Shared-use path
BP 2000	Capital Circle NW	W. Tennessee Street	I-10	\$46,684,000	10%	\$4,668,400	Widen to six lanes, bike lanes, sidewalks
FDOT (219777)	Capital Circle SE	Park	Connie				Widening, bike lanes, sidewalks
BP 2000	Capital Circle SE	Connie	Tram Road	\$35,669,428	10%	\$3,566,943	
City	Centerville Road	Blair Stone Road	7 <sup>th</sup> Street	\$1,350,000	100%	\$1,350,000	Sidewalk (one side)
City	Coble Drive and Harwood Street	Entire length		\$436,000	100%	\$436,000	Neighborhood Infrastructure Enhancement Program
City	Columbia Street, Valencia Street, Escambia Street	Entire length		\$1,918,200	40%	\$767,280	Neighborhood Infrastructure Enhancement Program
County	Community safety and mobility	Various locations		\$1,125,000	50%	\$562,500	Sidewalks, bikeways and traffic calming
City	Continental Avenue	Ocala	High	\$1,313,000	40%	\$525,200	Neighborhood Infrastructure Enhancement Program
FDOT (2197481)	Crawfordville Road (US 319)	Rivers Road	Four Points Intersection	\$15,592,273	25%	\$3,898,068	Widen to four lanes, sidewalks, bike lanes
City	Downtown pedestrian and vehicular enhancements	Area bounded by Tennessee, Gadsen, Gaines and Macomb Street		\$500,000	50%	\$250,000	Street and sidewalk improvements
City	Downtown sidewalk maintenance	Downtown Area		\$175,000	100%	\$175,000	Construction, maintenance, restoration of sidewalks
City	Eastgate/Bedford Way sidewalk	Entire length		\$160,000	100%	\$160,000	Neighborhood Infrastructure Enhancement Program *Sidewalk on one side
City	Four Points Bikeway Trailhead	Four Points at St. Marks		\$500,000	100%	\$500,000	Trailhead Development
BP 2000	Franklin Blvd., Cascades Park, Old St. Augustine Branch reconstruction	TBD		\$70,200,000	10%	\$7,020,000	Part of Capital Cascade Greenway and stormwater projects

Agency	Name	From	To	Project Cost	B/P %	B/P \$	Description
City	Gadsden Street	Harrison	Magnolia	\$630,000	100%	\$630,000	Neighborhood Infrastructure Enhancement Program
City	Gaines Street	Lake Bradford	Monroe Street	\$17,000,000	10%	\$1,700,000	City part of reconstruction of street (include bike lanes)
(FDOT) 2197701	Gaines Street and Bloxham Street	Lake Bradford	Monroe Street	\$6,183,400	10%	\$618,340	One-way pair lanes (incl. bike lanes)
City	Galimore Drive	Tanner	Springsax	\$132,000	100%	\$132,000	Neighborhood Infrastructure Enhancement Program
City	Glenview Drive	North Monroe Street	Thomasville Road	\$1,682,000	100%	\$1,682,000	Neighborhood Infrastructure Enhancement Program
FDOT	Gopher, Frog & Alligator Trail	Entire length		\$1,148,250	100%	\$1,148,250	New shared use path
City	Governors Square Boulevard	Mall North Entrance	Blair Stone Road	\$1,200,000	25%	\$300,000	Widen to four-lanes, bike lanes, sidewalks
City	Greenon Lane	Entire length		\$541,000	100%	\$541,000	Neighborhood Infrastructure Enhancement Program
City	Greenways Trail connectors	Various locations		\$600,000	100%	\$600,000	Connect local neighborhoods with parks
City	Highland Road	Levy	Stuckey	\$456,920	40%	\$182,768	Neighborhood Infrastructure Enhancement Program
City	Hillsborough	Stuckey	Hutchinson	\$278,000	100%	\$278,000	Neighborhood Infrastructure Enhancement Program
City	Holmes Street	Levy	Stuckey	\$539,000	40%	\$215,600	Neighborhood Infrastructure Enhancement Program
City	Iamonia	Levy	Stuckey	\$1,190,000	40%	\$476,000	Neighborhood Infrastructure Enhancement Program
City	Jackson Bluff Road	Rankin Avenue	Capital Circle SW	\$1,665,000	40%	\$666,000	Neighborhood Infrastructure Enhancement Program
City	Jennings Street	Adams	Meridian	\$234,900	100%	\$234,900	Neighborhood Infrastructure Enhancement Program
City	Joe Louis	Indiana	Alabama	\$850,000	40%	\$340,000	Neighborhood Infrastructure Enhancement Program
City	Kleman Plaza Master Plan implementation			\$3,898,300	10%	\$389,830	May include some bicycle & pedestrian improvements in the area
City	Lafayette Street	At CSX overpass		\$742,026	100%	\$742,026	Pedestrian Tunnel
FDOT Enhancements	Lafayette Streetscape	CSX overpass	Paul Russell Road	\$105,000	100%	\$105,000	Streetscape enhancements
City	Lake Avenue	Iamonia	Lake Bradford	\$1,034,500	40%	\$413,800	Neighborhood Infrastructure Enhancement Program
City	Lake Bradford Road Gateway enhancement	Stadium Drive	Pineview Elementary School	\$3,200,800	10%	\$320,080	Enhanced bicycle pedestrian, transit, lighting, landscaping and parking facilities
City	Lakeshore Drive/ Stone Road PASS	Old Bainbridge Road	Monroe Street	\$3,848,000	40%	\$1,539,200	PASS project, bike lanes, sidewalks
City	Lipona Road PASS	Pensacola	Pepper Drive	\$3,795,000	40%	\$1,518,000	PASS Project, bicycle lanes, sidewalks
City	Lonnbladh Road PASS	Capital Circle NE	Olson Road	\$3,720,000	40%	\$1,488,000	PASS project, includes bike lanes, sidewalks
City	Lynndale	Meridian	Tartary	\$199,000	100%	\$199,000	Neighborhood Infrastructure Enhancement Program
City	Magnolia Drive sidewalk	Monroe St	Apalachee Parkway	\$1,950,000	100%	\$1,950,000	Sidewalk (one side)
City	Major Intersection Improvements	City Wide		\$6,000,000	25%	\$1,500,000	Signal improvements/ Intersection Improvements and Intelligent Transportation Systems
City	McCaskill Avenue	Iamonia	Lake Bradford	\$781,500	40%	\$312,600	Neighborhood Infrastructure Enhancement Program
City	Meridian Road	Maclay	Summerbrooke	\$125,000	100%	\$125,000	Sidewalk or greenway trail
City	Meridiana Drive	Terry	Meridian	\$1,158,800	40%	\$463,520	Neighborhood Infrastructure Enhancement Program
City	Minor Intersection Safety Modifications	City Wide		\$1,071,300	25%	\$267,825	Signal improvements/ Intersection Improvements and Intelligent Transportation Systems
City	Mission Road PASS	White	Peachtree	\$2,115,000	40%	\$846,000	PASS project
FDOT (406326)	North Monroe Street	Gadsden County	Interstate 10	\$5,434,862	10%	\$543,486	Resurfacing project: will add paved shoulder from Gadsden Co. to I-10; sidewalk from Crowder to Hopkins
		Crowder	Hopkins				
FDOT (2225892)	North Monroe Street	Lakeshore Drive	Northmont Drive	\$39,595,500	20%	\$7,919,100	Sidewalks
City	North Monroe Street Gateway Enhancement	Virginia Street	Tallahassee	\$3,644,000	10%	\$364,400	May include enhanced bicycle pedestrian, transit, lighting, landscaping and parking facilities

Agency	Name	From	To	Project Cost	B/P %	B/P \$	Description
City	Oakland Avenue	Adams	Meridian	\$229,000	100%	\$229,000	Neighborhood Infrastructure Enhancement Program
County	Old Bainbridge Road Phase I	Brevard Street	Tharpe Street	\$400,000	10%	\$40,000	Corridor studies through construction (All projects include bicycle and pedestrian facilities)
County	Orange Avenue Reconstruction	S. Monroe Street	Blair Stone Road	\$19,585,772	25%	\$4,896,443	Widen to four lanes, bike lanes, sidewalks
City	Orange Avenue extension, Phase II	Blair Stone Road	Capital Circle SE	\$4,472,000	25%	\$1,118,000	Extend Orange Avenue and widen to four-lane typical section
City	Palmer Avenue	Adams	Meridian	\$214,000	100%	\$214,000	Neighborhood Infrastructure Enhancement Program
City	Park Avenue	Victory Garden	Capital Circle SE	\$4,400,000	25%	\$1,100,000	Widening, bike lanes, sidewalks
City	Paul Russell Road	S. Monroe	Jim Lee Road	\$3,996,800	40%	\$1,598,720	Neighborhood Infrastructure Enhancement Program
City	Paul Russell Road	Monday	Apalachee	\$1,050,000	100%	\$1,050,000	Neighborhood Infrastructure Enhancement Program
City	Pepper Drive	Lipona	Lake Bradford	\$3,632,600	40%	\$1,453,040	Neighborhood Infrastructure Enhancement Program
City	Pershing	Adams	Meridian	\$234,600	100%	\$234,600	Neighborhood Infrastructure Enhancement Program
City	Preston Street	Woodward	Abraham	\$213,000	100%	\$213,000	Neighborhood Infrastructure Enhancement Program
City	Putnam Drive	Adams	Meridian	\$781,500	40%	\$312,600	Neighborhood Infrastructure Enhancement Program
City	Rankin Avenue	Roberts	Roswell	\$400,000	100%	\$400,000	Neighborhood Infrastructure Enhancement Program
City	Raymond Diehl Road PASS	Oleson Road	West to wider section	\$4,500,000	40%	\$1,800,000	PASS project – sidewalks and wide lanes
City	Residential Traffic Calming and Sidewalk Program	Various local streets		\$2,183,000	50%	\$1,091,500	
City	Richmond Street	Preston	Alabama	\$321,000	100%	\$321,000	Neighborhood Infrastructure Enhancement Program
City	Rollins Street	Bennett Street	Old Bainbridge Road	\$600,000	40%	\$240,000	Neighborhood Infrastructure Enhancement Program
City	Bennett Street	Rollins Street	6th Avenue				
City	Sidewalk Program – existing roadway	Various locations		\$247,000	100%	\$247,000	Sidewalks
City	Sidewalk Program – new developments	Various locations		\$415,000	100%	\$415,000	Sidewalks
City	Street Resurfacing Program	City Wide		\$11,044,000	10%	\$1,104,400	May include bicycle facilities/sidewalk improvements
City	Stuckey Street	Iamonia	Lake Bradford	\$2,369,600	40%	\$947,840	Neighborhood Infrastructure Enhancement Program
City	Sutor Road PASS	Entire length		\$1,365,000	40%		PASS project – sidewalks and wide lanes
City	Tallahassee Junction Bikeway Trail Head	St. Marks Trail	Proposed Gopher, Frog, Alligator Trail	\$500,000	100%	\$500,000	Development of a trail head facilities
City	Tanner Road	Galimore	Brookridge	\$95,000	100%	\$95,000	Neighborhood Infrastructure Enhancement Program
FDOT (4063331)	West Tennessee Street	Capital Circle NW	Ocala Road	\$3,070,657	10%	\$30,700	Resurfacing project, add sidewalks part of way
City	Tennessee Street Gateway Enhancement	Ocala Road	Dewey Street	\$3,812,400	10%	\$38,100	May include bicycle facilities/sidewalk improvements
County	Tharpe Street Corridor	Capital Circle	Ocala Road	\$23,200,000	25%	\$5,800,000	Widen to four-lanes, bike lanes, sidewalks
City	Trojan Trail PASS	Sutor Road	Connor Boulevard	\$1,800,000	40%	\$720,000	PASS project, bike lanes, sidewalks
City	Victory Garden Lane	Entire length		\$4,079,400	40%	\$1,631,760	Neighborhood Infrastructure Enhancement Program
City	Volusia Street	Joe Louis	Old Bainbridge	\$865,000	100%	\$865,000	Neighborhood Infrastructure Enhancement Program
City	Wallis Street	Adams	End	\$1,289,120	40%	\$515,648	Neighborhood Infrastructure Enhancement Program
City	Warwick	Levy	Hutchinson	\$161,800	100%	\$161,800	Neighborhood Infrastructure Enhancement Program
City	Weems Road PASS	Mahan Drive	Easterwood Drive	\$1,764,000	40%	\$705,600	PASS project, bike lanes, sidewalks
City	Welaunee Boulevard	Capital Circle	Fleischmann Road	\$5,696,000	25%	\$1,424,000	New four-lane road, bike lanes, sidewalks
City	Young Street	Adams	MLK	\$283,000	100%	\$283,000	Neighborhood Infrastructure Enhancement Program
<b>TOTAL</b>				<b>\$431,199,251</b>		<b>\$107,811,867</b>	

Sources: Tallahassee and Leon County Transportation Improvement Plan for FY 2004-08; Tallahassee Capital Improvement Program; Leon County Capital Improvement Program





## 3.2 COMPONENTS OF THE PLAN

The Bicycle and Pedestrian Master Plan consists of a variety of components, reflecting the “four Es” of bicycle and pedestrian transportation:

- Engineering
  - Projects (corridors and intersections)
  - Facility-based programs
- Education, Encouragement and Enforcement
  - The BikeWalk Network, as the coordinating body for implementation of a variety of bicycle and pedestrian programs

This section defines the components that make up the Master Plan and may be used as a guide for the Cost Feasible and Needs Plans in the sections that follow.

### 3.2.1 PROJECTS

As opposed to a piecemeal project-by-project approach, the Master Plan addresses identifiable corridors and interconnected projects that create a coherent bicycle and pedestrian network. For example, the North Monroe Street corridor includes a number of roadway and intersection projects. This corridor is broken down into segments according to the differing character of the corridor along its length: pedestrian, bicycle, and automobile behavior along North Monroe Street from Bradford Road to Virginia Street is very different than along the segment from Virginia to Apalachee Parkway.

#### <3.2.1.1> Corridor Types

In the early stages of visualizing needed bicycle and pedestrian facilities, conceptual corridor definitions were used to get an idea of what degree of treatment Tallahassee and Leon County citizens desired for specific roadways. The guidelines in Table 5 describe a range of corridor treatments for bicycle, pedestrian, and automobile movements, generally based on urban, suburban, or rural context. Following these descriptions is a list of the road segments identified by the public for each corridor type from the Needs Plan. In developing the Cost Feasible Plan, these corridor treatments were translated into specific projects based on existing facilities, right-of-way concerns, and public input. Facilities include the addition of bicycle lanes, sidewalks, paved shoulders, medians, and off-road shared-use paths. Please note that this list is from an earlier stage of plan development, so some project segments may have changed.

In addition to the listed corridor types, a Bicycle Route corridor was identified as a roadway treatment where added visual cues such as pavement striping, enhanced intersections, and signage make drivers aware of cyclists. Several Bicycle Routes were included in the Cost Feasible Plan.

**Table 5** Corridor Recommendations

Corridor Type	Urban Corridor	Urban/Suburban Corridor	Suburban/Rural Corridor
<b>Definition</b>	Desired speed: 20 m.p.h. One-way or two-way car traffic 10' minimum unobstructed sidewalk width On-street parking (parallel, diagonal, or back-in) Ideal lane width 9-10' Ideal block length 300-500 feet Traffic calming measures such as choker islands, speed tables, raised intersections, roundabouts Streetscaping elements, including street trees and street furniture; raised median where possible	Desired speed: 35 m.p.h. Two-way car traffic 5' minimum unobstructed sidewalk width On-street parking where possible Striped bicycle lanes Lane width 10-11' Block length ~500 feet Streetscaping elements, including raised, median, edge planting, street trees, and street furniture	Desired speed: 50 m.p.h. Two-way car traffic 5' minimum unobstructed sidewalk width 3' minimum buffer from traffic (horizontal separation) and curb (vertical separation) No on-street parking Striped bicycle lanes or paved shoulder in rural (low traffic) areas Lane width 10-11' Block length maximum 800 feet Raised, planted median
<b>Central</b>	Adams Street from First to Pensacola Apalachee frontage roads Call Street from Copeland to Satsuma Monroe Street from Virginia to Apalachee Tennessee Street from Dewey to Franklin	Monroe Street from Apalachee to Magnolia Monroe Street from Bradford to Virginia Sixth and Seventh Avenues from Monroe to Centerville Tennessee Street from Franklin to Magnolia Tennessee Street from Ocala to Dewey	Apalachee Parkway from Monroe Street to Magnolia Drive
<b>Northeast</b>	Welaunee Boulevard from Fleischmann Road to Centerville Road	Apalachee Parkway from Magnolia to Capital Circle Blair Stone Road from Park Avenue to Orange Avenue Buck Lake Road from Mahan to Rutledge Road Chaires Cross Road from Green Oak Drive to Capitola Road Dempsey Mayo Road from Miccosukee Road to Mahan Drive Nurses Drive (new street) Sutor Road from Trojan Trail to Apalachee Parkway Thomasville Road from I-10 to 7 <sup>th</sup> Street	Maclay Road from Meridian to Thomasville Road Mahan Drive from Magnolia to Capital Circle Northeast Ox Bottom Road from Meridian to Thomasville Road Thomasville Road from ½ mile north of Chiles High School to Kinhega Drive
<b>Northwest</b>		N. Monroe Street from Capital Circle to Bradford Road Tharpe Street from Capital Circle to San Luis Road	Appleyard Drive from Tennessee Street to Jackson Bluff Road Fred George Road from Mission Road to Fred George fork Meridian Road from Miller Landing to Maclay Old Bainbridge Road from I-10 to Brevard Street Pensacola Street from Capital Circle Southwest to S. Monroe Street Tharpe Street from San Luis Road to Monroe Street
<b>South</b>		S. Monroe Street from Magnolia to Gaile Avenue Lake Bradford Road from Orange Avenue to Gaines Street Belle Vue Way from Mabry Street to Hayden Road Jackson Bluff Road from Appleyard to Lake Bradford Paul Russell Road from S. Adams Street to Blair Stone Road Palmetto Street from MLK Jr. Boulevard to Adams Street	

### <3.2.1.2> Intersections

The Master Plan refers to two types of intersection treatments, described below in Table 6. The higher-level intersection treatment is Pedestrian Emphasis, where safety and convenience for the pedestrian is prioritized ahead of vehicular speed and convenience. These intersections require the most intensive investment of financial resources and infrastructure modifications. The second type of intersection is Pedestrian Supportive, where pedestrian visibility and safety are improved over existing conditions, but bicycle, pedestrian, and automobile traffic is not sufficient to warrant a major investment.

Specific intersections identified for Pedestrian Emphasis or Pedestrian Supportive treatments are linked with roadway segments and found as part of the Cost Feasible Plan below.

**Table 6** Intersection Treatment Definitions

<b>Pedestrian Emphasis Intersections</b> Found on arterial and collector roads, and where pedestrian traffic is heavy
Ladder-painted and textured crosswalks Leading Pedestrian Interval Decreased intersection radius and/or bulbouts Raised medians extended into crosswalk Pedestrian-scale lighting to illuminate waiting pads Advanced stop bar for bicycle lanes No right turn on red Optional: reconstruct intersection as a roundabout
<b>Pedestrian Supportive Intersections and Crossings</b> Found on arterial, collector and local roads, occasionally at mid-block
Ladder-painted and textured crosswalks Leading Pedestrian Interval Decreased intersection radius and/or bulbouts Pedestrian-scale lighting to illuminate waiting pads No right turn on red when pedestrians present Optional: reconstruct intersection as a roundabout

## 3.2.2 FACILITY-BASED PROGRAMS

The following programs are intended to address facility needs that were not specifically identified in the Cost Feasible Plan. Further details may be found in the Implementation Plan in Section 4.

Programs in the Master Plan focus on education and encouragement for school-age children, university students, working age adults, and the elderly.

### <3.2.2.1> Access to Schools

Providing bicycle and pedestrian access to schools is a major issue in Tallahassee and Leon County, and safe, convenient access to public schools has been a priority in every step of the development of projects for the Master Plan. In earlier analysis it was found that some schools in Tallahassee and Leon County have no sidewalks on the roadways that serve them, and many have limited access. In addition, a number of schools in the county are located on high-volume roadways which pose a safety hazard for children.



In response to this problem, a detailed analysis of the applicability of the Master Plan to the goal of school access was performed, resulting in the Access to Schools program that prioritized linkages from neighborhoods to schools. In some cases these are in addition to the projects in the Cost Feasible plan, and in other cases they are posed as alternative treatments.

#### <3.2.2.2> Pedestrian Facility Inventory and Maintenance Program

The Pedestrian Facility Inventory and Maintenance Program funds an inventory of existing crosswalk locations and identifying places where new crosswalks or maintenance of existing crosswalks is needed. This program will be used to target maintenance and potential facility upgrades based on usage throughout Tallahassee and Leon County. Projects would be identified through a public involvement process initiated by the MPO, and implemented by the appropriate jurisdiction.

Under this program, the MPO would establish a funding allocation from state, local and federal sources, earmarked toward making intersection enhancements for pedestrians and cyclists. The program would focus on intersection markings and design treatments to correct worn out or missing crosswalks, sight distance problems, obstructions or potential hazards, and to reflect pedestrian activity. Funds directed toward this program would not be assigned to a specific project, but would be “boxed” for subsequent use on projects selected through consultation with the MPO’s Bicycle and Pedestrian Advisory Committee. Each year the BPAC would recommend to the MPO how the funds in this program will be spent. Criteria for application of these funds may be adapted from the evaluation criteria developed for ranking of Needs Plan projects into the Cost Feasible Plan.

#### <3.2.2.3> Signal, Intersection and Striping Retrofit Program

As Tallahassee and Leon County continue to grow and redevelop certain areas, a program is needed to identify and fund signal and corridor improvements that enhance safe and convenient walking and bicycling. Such a program is needed to provide for routine evaluation of potential treatments and reasonably consistent funding for roadway retrofit and signal installation and maintenance on a year-to-year basis. The program would operate through a set-aside of funds specifically earmarked by the MPO in its Transportation Improvement Program and by the FDOT in its Five-Year Work Program.

The Retrofit program identifies roads and intersections where a “quick fix” using simple treatments such as signals, signage, striping, or pavement markings can improve the safety and visibility of bicycles and pedestrians. These treatments may serve as an interim improvement until the roadway is resurfaced or reconstructed, at which time more comprehensive bicycle and pedestrian facilities may be included. The program assumes that one mile of roadway will be resurfaced and restriped under this program per year, four intersections will receive new signals, and two Pedestrian Emphasis intersections will be installed.

### 3.2.3 EDUCATION, ENCOURAGEMENT AND ENFORCEMENT PROGRAMS

#### <3.2.3.1> The BikeWalk Network

The Bicycle and Pedestrian Master Plan proposes a BikeWalk Network as the primary vehicle for implementing the recommended education, encouragement and enforcement programs described below.

The Network will connect a wide variety of people from public agencies, private nonprofit organizations, and those with links to the business community, each of whom sponsors or has an interest in the implementation of programs that can support the Master Plan’s program goals. Each of the following organizations shall designate a liaison to participate in the network. The liaison’s role will be to participate in network meetings, share

information and ideas, and help shape joint initiatives.

- Tallahassee-Leon County MPO (staff and a liaison from the Bicycle and Pedestrian Advisory Committee)
- City and County departments: Planning, Public Works, Health, Parks and Recreation, Growth Management, Utilities, Economic Development, Neighborhood and Community Services
- FDOT District Three, DEP Office of Greenways and Trails, and US Forest Service.
- Leon County Sheriff’s Office, Tallahassee Police Department, Capitol Police, and University Police
- TalTran
- Leon County School Board (see description of proposed Bicycle /Pedestrian Coordinator under “Education” section)
- Downtown Improvement Authority
- Commuter Services of North Florida
- Transportation Disadvantaged Coordinating Board
- FSU, FAMU and TCC staff and student representatives (see description of proposed Presidents’ Initiative and student organization below)
- Greater Tallahassee Chamber of Commerce and Capital City Chamber of Commerce
- Capital City Cyclists and Gulf Winds Track Club (particularly representatives who can help with education and encouragement activities in the community such as roadside cleanups, BikeEd courses, and kids bike safety events)
- Local advocacy groups such as Better Transportation Coalition and American Lung Association (particularly representatives who can provide information, research, and encouragement to support increased bicycle, pedestrian, and transit use)
- Statewide associations with relevant interest and resources such as Florida Bicycle Association and Governors task forces on the ADA and obesity
- Ability 1<sup>st</sup>, Florida Council for Blind, and Florida Institute for Rehabilitation Education (FIRE)
- YMCA

The bicycle and pedestrian program planner of the Tallahassee-Leon County MPO, supported by funds from the UPWP, will provide staff support to organize and coordinate the Network. The Coordinator will organize meetings, facilitate communication among Network members, and prepare quarterly and annual briefings to the MPO on Network accomplishments and activities.

Members of the Network will be assembled by the Tallahassee-Leon County MPO and will communicate regularly with the MPO BPAC via staff and at least one Network liaison from the BPAC. The group’s charge



is to coordinate the implementation of bicycle and pedestrian projects, policies, and programs consistent with the MPO Plan, as well as other local and statewide initiatives, such as the Governor’s Task Force on the Obesity Epidemic (<http://www.doh.state.fl.us/Family/GTFOE/index.html>). The Network should be inclusive of the expanded MPO Planning Area to ensure the involvement of the entire region as the MPO’s bicycle and pedestrian program evolves in those outlying areas.

### <3.2.3.2> Education Programs

#### Programs for Children:

**School Bicycle/Pedestrian Safety Coordinator:** The Leon County School Board should designate a staff position devoted to coordinating bicycle and pedestrian safety in its schools. This would be a coordinator position, responsible for tailoring education and safety programs, including traffic safety, for the needs of different age groups. The position could also help encourage increased bicycle and pedestrian activity to promote public health through advocacy and outreach with parents, teachers and students. Having a designated liaison for bicycle and pedestrian safety within the school system would improve overall community-wide education and encouragement efforts, as well as making the job of enforcement easier. Ideally, this position would serve as a liaison to the MPO and the BikeWalk Network.

**Classroom and Experiential Education:** Bicycle and pedestrian issues can be incorporated into a variety of curricula at elementary, middle and high school levels. Currently, the MPO distributes pamphlets and a “Getting There” guide to area schools, but it is not clear how well these are being utilized. In addition, PE classes for lower grades include bicycle and pedestrian safety training. There are many more opportunities available: for example, students can draw maps, compute distances, develop advertising programs or videos, and study environmental issues related to bicycle and pedestrian transportation.

**High School and Local Police Driver Education Courses:** The only driver education many people ever receive is through their high school programs. In addition, Tallahassee and Leon County law enforcement personnel offer programs to educate teen drivers, and MPO staff has provided them in the past with Bicycle & Pedestrian Driver Ed materials from Bike Florida. The Network should place a high priority on ensuring drivers in these programs are taught to safely share the road with bikes and yield appropriately to pedestrians, as well as receiving information on how to ride and walk safely. Adults who are taking driver’s education courses for purposes such as senior safety or DUI requirements can also benefit from this emphasized information. In addition, the Encouragement section of this plan recommends additional dialogue and mutual education among motorists, police, bicyclists and pedestrians.

**Safety Programs and Events:** Local law enforcement agencies have programs in place for education and outreach to school children that include information about crime and drug prevention. The Sheriff’s School Resource Officer should work with the School Coordinator to incorporate bicycle and pedestrian safety resources from organizations such as the Florida Department of Transportation’s Safety Office.

**Safe Routes (Ways) to School** program at targeted elementary schools based on interest shown in the 2003 school survey conducted by the MPO. Safe Routes To School (SR2S) programs have been implemented successfully around the world for several decades. Most programs include some combination of engineering, encouragement, and enforcement strategies aimed at making it safe for more children to walk in their communities.

#### Programs for College Students:

**Presidents’ Initiative for Transportation Alternatives:** The presidents of FSU, FAMU and TCC have a growing working relationship. The MPO should sponsor a dialogue with the three presidents to form an



agreement and designate staff to ensure the three schools actively promote bicycle, pedestrian, and transit use among students, faculty and staff. This could be an initial focus of the BikeWalk Network.

**Corridors-to-Campus Initiative:** The Presidents' Initiative should launch its efforts with a corridors-to-campus initiative designed to identify, evaluate and prioritize the most cost - effective strategies to support walking and cycling to and from each of the universities. The University of Florida, in cooperation with the City of Gainesville, conducted such an effort in 1998 as part of an overall mobility management effort. The study entailed intercept surveys and ranking of routes from surrounding neighborhoods and apartment complexes that would benefit from specific bicycle and pedestrian improvements. The results were programmed into the MPO's Transportation Improvement Program as well as University capital investment and program budgets.

**Students for Cycling and Walking (SCW):** A student organization promoting and organizing bicycle and pedestrian events should be organized through the auspices of the student governments of FSU, FAMU and TCC. The transportation sub committee of the City's Student Affairs Advisory Committee is an excellent resource to launch this effort, with support from community groups, such as the Better Transportation Coalition and Capital City Cyclists, as well as relevant university cycling and running clubs or teams. The organization could be housed within either campus administration or student government, but if the latter, there must be support from the administration to ensure consistency over time.

**Education and Information for Students:** Florida State University currently produces the Seminole Safety Guide that includes bicycle and pedestrian safety as part of a larger set of information. This section could be expanded to include walking maps and more information on safe cycling, and similar efforts can be made to develop similar literature for FAMU and TCC. Cornell University, whose flagship bicycle promotion program supports a bike/walk rate of as much as 40 percent in the hilly, snowy city of Ithaca, NY, can be a source of additional ideas for student outreach in Tallahassee. For example, at Cornell every student must complete an online bicycle safety exam when registering for school.

**Student Survey:** Another venue for both disseminating and collecting information on student needs and attitudes is surveying. A good approach would be to repeat the survey done in 1997 at FSU and compare results, as well as conduct surveys at FAMU and TCC. This could occur as a component of an overall "corridors - to - campus" program.

**"Walk-In" University Campaign:** An annual event at FSU and other universities should be held to stimulate ongoing involvement and support for biking and walking among students and staff. An example is the 2003 "Walk-In" campaign hosted by the University of Washington in Seattle, which included production of a campus walking map, information and activities organized by an employee steering committee, a lecture series, and an inter-departmental walking challenge to achieve the most miles walked per year. ([www.washington.edu/upass/walkin](http://www.washington.edu/upass/walkin))

### Programs for Adults:

**Healthy Commute Initiative:** Employers are a key resource to distribute bicycle and pedestrian safety information and encouragement to working age adults. Information can be distributed by the Chamber of Commerce to and through major employers, such as the universities and the various agencies of the State of Florida. This can be distributed via paper materials, company email and websites. Commuter Services of North Florida already has a number of contacts with area businesses through its marketing of related programs such as commute options and ridesharing, and is the logical lead for developing and distributing this information to employers. The MPO, with support of the BikeWalk Network, will develop suitable bicycle and pedestrian encouragement materials for distribution by key liaison members.



**Clean Commuter Support:** Commuter Services of North Florida should take the lead to work with area employers and fitness centers to identify and improve facilities such as bike lockers, bike parking, and showers available for employees who commute to work by biking or walking.

**Parents for Safe Walking & Cycling:** Parents of school-aged children can be reached through extensions of the educational programs proposed above for children. For example, children can be given homework assignments or projects that involve walking with their parents, and Parent-Teacher Organizations (PTOs) can take on bicycle and pedestrian education as part of an agenda to encourage children’s physical activity and health. This program could be jointly supported by the Network’s school liaison, who can work with PTOs, Commuter Services of North Florida (which can communicate with parents in workplaces) and MPO staff.

### Programs for Seniors:

**Active Aging Campaign:** The Elder Ready Community Initiative, supported jointly by the City, County, and Senior Center, is the logical lead organization to ensure that educational materials and activities available from FDOT and other organizations to promote senior fitness and independence through walking and cycling are well circulated and utilized. In addition, economic development agencies can work with the Initiative to identify and promote ways in which Tallahassee and Leon County are attractive to active retirees who want to locate in a community that supports walking and biking.

**Mobility for EveryBody:** Ability 1st, local members of the Governor’s ADA Task Force, the Transportation Disadvantaged Coordinating Board, TalTran, and the MPO should work together to identify and promote pedestrian and transit options for people with disabilities, as well as providing a conduit for this population to help get more of their mobility needs met through new projects and programs.

### Other Programs:

**BikeEd Courses:** Local cycling groups, most notably Capital City Cyclists, are quite active in the community and communicate frequently through newsletters and an electronic listserv. These groups should provide leadership on community education through activities such as organizing BikeEd courses and printing route maps of popular routes. The MPO can provide logistical assistance such as obtaining grant funds from Bike Florida or other sources to support volunteer educator training and course advertising.

**Walking, Running and Cycling Guides:** Related organizations, such as Gulf Winds Track Club, which has produced a guide to running trails in Tallahassee and Leon County, should work in partnership with the MPO, FDOT and the proposed Network to bring greater awareness to pedestrian and bicycle transportation safety. One activity that should follow the adoption of the Master Plan is to update the existing Bicycle Suitability Map and expand it out for a county-wide perspective.

**Community Events:** Capital City Cyclists and the Track Club sponsor regular rides and walking/running events for their members. They are a logical source to help the MPO and Network members help broaden the scope of these types of events to include projects such as community bike rides for children, walk-a-thons to raise awareness, community trail walks, and guided walking and cycling tours for elected officials.

### <3.2.3.3> Encouragement Programs

Community-wide encouragement and advocacy for bicycling and walking can be achieved through events, ongoing programs and City- or County-sponsored initiatives. An important key to success is having a coordinated approach, a consistent message and focused activities. Suggested activities, coordinated through the Network described previously in this section, include the following:

**Community Events:** Increase bicycle and pedestrian activities and programs as part of local and nationally sponsored events such as Commuter Choices Week, Walk to School Day, and Bike to Work Day. Commuter Services of North Florida is an appropriate agency to take the lead on this effort, with primary support from the MPO.

**Downtown Pedestrian Walking Guide:** Given its concentration of employment, cultural, institutional and commercial destinations, as well as an emerging residential presence, downtown Tallahassee needs to serve as a focal point for the entire bicycle and pedestrian system. Its historic properties are already part of a walking tour, and the Downtown Improvement Authority has embarked on several projects to help revitalize and encourage new investment in downtown. A downtown walking guide and wayfinding signage program, ideally developed by the Downtown Improvement Authority in cooperation with the MPO, would complement the existing downtown parking guide and Taltran system map.

The walking guide would highlight major destinations, such as the Kleman Plaza/IMAX Theater, Capitol Complex, Leon County Public Library, CK Steele Plaza/Multimodal Center, City Hall, County Administration and Courthouse, the University District at Gaines Street and Railroad Avenue, the Civic Center, FSU Law School, etc., along with parking locations (coded by duration for metered lots). The key element in the walking guide would be to delineate the most direct and pedestrian-supportive routes linking these various uses with transit stops, parking lots and structures.

Complementing the walking guide should be a system of wayfinding signage customized for pedestrians, bicyclists, and transit riders in and around downtown. An effective wayfinding signage program presents distinctive and visually attractive signage at a pedestrian scale, providing distance and direction to key destinations. Signs should be located at key gateway intersections in the downtown area (e.g., along Monroe Street, Tennessee Street, Apalachee Parkway and MLK Boulevard), and along key entry corridors leading to downtown. The signs and the wayfinding guide can also help pedestrians identify major pedestrian facilities beyond downtown such as local trail networks.

**Model City Civic Initiatives:** The MPO, City and County should work together to make Tallahassee-Leon County a model city for bicycling and walking. In order to achieve a higher level of mode share for non-motorized forms of transportation, the community needs to begin working toward achieving a **Bicycle Friendly Community** designation through the League of American Bicyclists. This may not occur for five years given the stringent requirements for this accolade, but it is an excellent goal that can encourage cycling as a form of transportation. Activities to support this goal include the following:

- **Joint MPO, City and County Resolution:** Establish a commitment to become a national model for biking and walking initiatives and express support for coordination of efforts through the Network, with citizen oversight by the Bicycle and Pedestrian Advisory Committee.
- **Capital City Peer Exchange:** To meet this goal, the City and County should regularly communicate with and travel to other capital city communities or share strategies, such as the Sacramento, CA greenway, the Madison, WI traffic calming program, Cary (suburb of Raleigh), NC Bicycle Friendly Community, and the Austin, TX bikeway;
- **Community Recognition and Awards:** The MPO can take the lead in applying for national demonstration programs and recognitions such as a Bicycle Friendly Community designation and an award-winning program through the President's Council on Physical Fitness. The Bicycle Friendly Community designation is based

on evaluating each applicant on the following factors: 1) The physical environment for bicycling – on-street facilities, trails, parking etc.; 2) Education programs to promote a “share the road” ethic among bicyclists and drivers; 3) Promotional initiatives to persuade people to ride or ride more often; 4) Enforcement of traffic laws for both motorists and bicyclists, and 5) Future plans and evaluation techniques to improve conditions further.

- **Civic Art and Design:** The MPO, City and County should work together to incorporate bicycle and pedestrian themes into public art projects and events such as the City’s Winter Festival or Springtime Tallahassee. The Bicycle and Pedestrian Advisory Committee recently established a design award program to recognize attractive pedestrian-oriented places. These awards will be included in the “report card” to the MPO and community and highlighted with signs and in local media.
- **Clean City Program:** Local public works and FDOT divisions should organize adopt-a-sidewalk, adopt-a-bus-stop, and adopt-a-trail programs to keep key routes clean and report on maintenance issues.
- **Economic Development Initiatives:** Research in recent years indicates that communities with excellent biking and walking facilities are more appealing to companies that hire young professionals with active lifestyles. In addition, tourism packages for cyclists and hikers are well suited to Leon County’s pleasant climate and variety of natural attractions. City and County economic development offices should partner with local Chambers of Commerce to identify and capitalize upon these opportunities.

#### <3.2.3.4> Enforcement Programs

The **Leon County Community Traffic Safety Team (CTST)** is an existing group that includes many of the agencies critical to addressing issues related to enforcing bicycle and pedestrian safety. It may be a logical group to help identify and coordinate key strategies with planning and police/sheriff’s departments such as the following:

**Bicycle Squads:** The Tallahassee Police currently has a bicycle squad that rides about once a week. Its members work with local staff to provide bike and pedestrian safety education through youth groups and schools, as well as simply talking with residents on their beats. When the program started through a community policing grant, the force had two five-person squads were in place, which greatly increased the visibility of the program and opportunities for community outreach. The BikeWalk Network should work to coordinate grants and other resources to help build up a second bike squad again, as well as inaugurating one with the Leon County Sheriff’s Department.

**Eyes on the Street:** Community members can enhance the efforts of local law enforcement to identify and raise awareness about problem intersections and streets. School crossing guards, the Community Traffic Watch program of the Tallahassee Police Department, initiatives such as the Safe Routes to School program, and bus drivers are all excellent resources for identifying pedestrian and bicycle facility needs and relaying them to the Network.

**Call Box Program:** Working with local law enforcement staff who deal with environmental design, parks and recreation and MPO staff should identify areas where additional police call boxes should be placed to assist with emergency response. Currently most call boxes are on the FSU campus with a few more on the St. Mark’s Trail. Candidate locations include additional locations on the St. Marks Trail, other shared-use paths as they are completed, and bicycle routes through residential or less developed areas where lighting and pedestrian activity is minimal.

**Safe Travel Roundtable:** Local law enforcement agencies, with logistical support from the MPO and Community Traffic Safety Team should organize a forum for ongoing dialogue among cyclists, pedestrians, motorists and police officers about rights, rules, and appropriate responses to incidents involving conflicts between cars, bikes, and pedestrians. This would provide firsthand information to law enforcement providers about issues of which they otherwise might be unaware, as well as giving local cyclists and motorists a useful venue in which to express concerns and seek solutions together.

**Education with Enforcement:** Local law enforcement officers frequently participate in efforts organized by the MPO and local schools as well as community groups to distribute materials such as lights, helmets, and safety information. Targeting these distribution efforts to people who display unsafe behavior, such as riding on sidewalks or against traffic, can help educate cyclists who are not likely to participate in other programs such as BikeEd. Generally, police officers do not issue many citations for minor infractions of bicycle and pedestrian safety regulations, and a goal to simply increase the incidence of ticketing may not be realistic given staffing shortages on the force. A more effective approach may be for community police officers to give unsafe riders a warning accompanied by a small packet of safety materials and incentives such as coupons for discounts on safety equipment at local bike shops.

**Bicycle Registration:** For the most part, bike registration in the US is usually done to help prevent theft and recover stolen bicycles. A few communities in the U. S. have formal registration and/or inspection requirements such as Upper St. Clair, PA and Fort Lauderdale, FL. While registration programs in the US are not usually accompanied by bicycle operator licensing requirements, they can provide a good outreach opportunity for local law enforcement agencies to work with University students and bicycle shops to distribute safe cycling information while helping to deter theft. At a minimum, the proposed University/College President's Initiative for Transportation Alternatives should re-establish or initiate campus bicycle registration programs with campus police, while the BikeWalk Network works toward community-wide bicycle registration.

**Crime Prevention Through Environmental Design (CPTED):** The MPO and local planning departments should continue their work with local law enforcement agencies to identify ways in which personal security, particularly for walkers and cyclists, can be improved through better physical design, landscaping, and lighting. This is an important principle that must be the cornerstone of the design for new trails and shared-use paths to be constructed in the county. The BikeWalk Network can begin to identify specific routes or corridors where security is a real or even a perceived problem, and examine specific ways to address this issue. The Design Guidelines for bicycle and pedestrian-friendly development, found in Appendix B, complement CPTED principles.

### 3.2.4 POLICIES

In addition to implementing specific programs and construction of capital facilities, the success of the Bicycle and Pedestrian Master Plan depends on supportive policies that encourage and promote the use of non-motorized transportation alternatives.

#### <3.2.4.1> Multi-modal Transportation District

Special transportation districts were created by the legislature to offset the tendency for concurrency requirements to create urban sprawl and discourage use of non-auto modes. This is accomplished by allowing development activity to occur in certain locations. In these locations, it may not be feasible or desirable to build additional automobile capacity. Multi-modal Transportation Districts (MTDs) provide the policy framework that allows compact, mixed use pedestrian-scaled or transit-oriented development to occur where automobile capacity may be limited. A MTD will not solve an automobile concurrency problem, but it will provide a community with



the tools to create or recreate a pedestrian/transit-friendly urban environment where residents and employees realistically have alternatives to automotive transportation. The focus of MTDs is on urban form rather than replacing existing auto traffic. Transportation professionals generally agree that any excess auto capacity created by diverting person trips to non-auto modes will soon be replaced by latent traffic demand.

Through coordination with Leon County and City of Tallahassee growth management departments and the Tallahassee-Leon County Planning Department, the city and county should establish one or more multi-modal transportation districts to give priority to increased use of non-auto transportation modes. As described in the Issues and Options Report, Multi-modal Transportation Districts must be consistent with FDOT guidance.

Rather than continuing the city and county's current focus on either roadway level of service as a concurrency tool or concurrency exceptions for targeted redevelopment and infill areas, the Multi-modal Transportation District changes the definition for transportation concurrency and requires establishment of multi-modal level of service standards and identification of specific projects to achieve the desired LOS. In lieu of making road capacity modifications to achieve acceptable level of service, the Multi-modal Transportation District gives primary emphasis to making multi-modal system enhancements, improving pedestrian-supportive design and enhancing street connectivity (versus merely widening to achieve a roadway service volume target).

It is suggested that the community start with one pilot program in an area that meets the minimum FDOT criteria (e.g., about two miles in area, with a sufficient mix of land use uses and network of roadways) as a test case. The district should include one or more roadways with roadway LOS E or F and no committed road widening projects. Having transit service and a poor bicycle or pedestrian LOS is not necessary, but it would make the district potentially more effective. Ideally, this should be a targeted redevelopment area or a place with new development potential. On that basis, candidate locations for application of the first Multi-modal Transportation District include:

- An area of the South Monroe Street Corridor, bounded by Gaile Street on the south, Pasco on the west, Gaines/Madison on the north and Magnolia/Jim Lee on the east. This area encompasses much of the South Monroe Sector Plan area, the proposed Campbell Connector Trail, the Leon County Fairgrounds and Florida A&M University. It has significant diversity of land uses and potential for redevelopment along Orange Avenue.
- An area of the Pensacola Street Corridor, generally bounded by Blountstown Highway on the west, Orange/Lake Bradford Road on the south, Florida State University on the east and Tennessee Street on the north. This area includes TCC, Innovation Park and many multi-family residential land uses.

The Comprehensive Plan will would be amended to designate the district. Following amendment of the plan, analysis and procedural steps include identifying existing multi-modal LOS, establishing multi-modal LOS standards, developing a list of projects needed to achieve the desired bicycle, pedestrian and transit LOS, preparing urban design standards to support the district's LOS objectives, and identification of a minimum funding commitment (in addition to developer mitigation requirements), such as through a Community Redevelopment Area.

#### <3.2.4.2> Pedestrian-Supportive Development Review

The City and County should establish consistent development review policies that require new development proposals to conduct a pedestrian and bicycle accessibility audit of the site as part of the site plan submittal and

review process. There is a similar policy in place in Wilmington, Delaware. Essentially, the Land Development Regulations would require an applicant to identify pedestrian desire lines (e.g., to transit stops, commercial uses, schools, parks, etc.) within a quarter to a half-mile of the project site and identify the supporting facilities and any potential barriers or deficiencies that may reduce optimal access. Mitigation of the barriers or gaps may be completed as a developer commitment or in lieu of transportation impact fees. Importantly, this policy would assist local governments in more consistently scrutinizing the linkages between developments and identifying potential site plan modifications that would reduce the walking distance between buildings and eliminate automobile-pedestrian conflict points.

Application of this policy may be tied to specific zoning districts (e.g., mixed-use or urban pedestrian zones) or geographic areas (e.g., Multi-modal Transportation Districts or redevelopment areas), but it would be better to make it a uniform policy for all new development or redevelopment projects larger than a single-family home. It is important that the policy be reasonably consistent between Leon County and the City of Tallahassee to avoid conflicts. Specific implementation incentives to encourage developer mitigation of deficiencies could relate to density bonuses, relief from transportation concurrency, or other mechanisms that support city and county growth management objectives.

#### <3.2.4.3> Restrict Right Turns on Red

Numerous public workshop participants have expressed concern about their lack of visibility at intersections, and they sense a lack of personal safety when crossing the street. At key intersections, such as within a defined area of the downtown core and intersections with audible signals, strong consideration should be given to a policy that restricts right turns on red. This policy would need to be worked out between FDOT and the City and County public works/traffic engineering departments, considering roadway jurisdictional responsibilities. Rather than a blanket policy restricting right turns on red (RTOR) throughout downtown, this policy would likely need to be assessed at signalized intersections within the downtown core on a case-by-case basis with the objective of restricting RTOR at all potential Pedestrian Emphasis intersections and corridors. Examples include Tennessee Street at Monroe Street, Park Avenue at Monroe Street, Jefferson Street at Monroe Street and MLK Jr. Boulevard at Tennessee Street.

#### <3.2.4.4> “Livable” Lane Widths

Due to right-of-way constraints, every possible alternative should be identified to modify roadway lane widths for greater accommodation of bicycle and sidewalk facilities. Narrow lanes are possible under Florida’s Livable Community Policy guidelines and there are speed reduction advantages to using narrower lanes on many facility types. This Bicycle and Pedestrian Master Plan identifies those corridors in which it is desirable to apply a livable lane widths policy. The policy may not result in immediate changes but would govern the restriping or reconstruction of a roadway when it is resurfaced or when drainage projects are undertaken.

Candidates include sections of Monroe, Gaines and Tennessee Streets in, and adjacent to, downtown Tallahassee and the universities, as well as other low-speed and moderate-speed corridors identified in the recommended projects. This would also be particularly applicable to downtown one-way streets, which would potentially enable restriping to accommodate a bicycle lane or wide curb lane even if their one-way designation remains.

Consistent with the livable lane widths concept is to approach these corridors where vehicle traffic flow is more important than speed. Traffic control measures, such as signals, roundabouts and intersection design elements (e.g., curb extensions and refuge medians at crosswalks), should be employed to promote slower, but steady traffic flow versus traffic speed.

One way to implement this policy would be for the MPO to establish one or more pilot pedestrian and bicycle emphasis corridors, in which traffic speeds will be lowered and enhancements provided to begin transforming these corridors into more pedestrian- and bicycle-friendly routes. This issue should be discussed with all infrastructure agencies and through the BikeWalk Network to determine which facility segments would be initial candidates for a livable lane widths policy.

#### <3.2.4.5> Transit Promotion

From the premise that all transit riders are pedestrians or cyclists for at least part of their trip, a strong local public transit system is an important ingredient for increased walking and bicycling. In fact, these modes complement each other in many ways. Where walking is a supported and feasible mode of transportation, transit generally has much greater patronage and public acceptance. There are several options the City, County and University community should consider to promote complementary transit and non-motorized policies:

- City and County growth management staff should consider development incentives such as flexible design options and density bonuses for new multi-family residential developments located within ½ mile of a bus route and with heavy FSU, FAMU or TCC student populations, when these developments are designed to accommodate bicycle, pedestrian, and transit transportation.
- FSU and FAMU should consider providing monthly transit passes to faculty, staff and students and limiting the amount of parking available. A combination of these two conditions would support the reduction of congestion on the concurrency facilities, encourage urban infill, and encourage more pedestrian-oriented development in and around the campus areas, which would even further perpetuate the trend.
- Designate Transit Emphasis Corridors in the community where transit service is, or planned to be, frequent and operating within a longer span of service. In those corridors, the City and County would adopt transit-supportive design guidelines and require an increased level transit infrastructure. This policy would encourage creation of an “adopt a bus stop” program to provide safe, accessible, high-quality bus stops throughout the transit system. Each stop needs a place to sit, shade/shelter, information and an accessible route – a challenge within existing budgets, but a necessary improvement to get people on the bus (and walking).

### 3.3 COST FEASIBLE NEEDS

The complete Needs Plan is a long-range plan, unconstrained by cost, for the projects and programs that will achieve the Master Plan’s stated goals of providing a more interconnected, balanced and complementary transportation system across modes throughout Leon County. It is a broad-based and ambitious program to build upon wonderful existing and emerging community assets like the St. Marks Trail, bicycle lanes on numerous roadways, the Capital Cascades Greenway, and Lafayette Heritage Trail. It also is a plan to transform the area’s acknowledged challenges and barriers for walking and cycling into a more supportive environment. This Needs Plan takes a strategic corridor and existing and proposed shared-use paths and other non-motorized facilities with transit service, and retrofitting specific key roadways to give preference to pedestrians and cyclists where appropriate.

The full list of Needs Plan projects was developed in three ways. First, a final public workshop was held to gather opinions and set priorities for how the Needs Plan projects should be ranked in priority order and how funding should be allocated among different categories of bike-pedestrian strategies. Projects were also ranked using approved evaluation criteria to determine each project’s proximity to important destinations and populations.



Finally, professional judgment included examining the projects from a standpoint of system connectivity and cost affordability. The results of these complementary methods were synthesized into a final ranked list that reflects the priorities of the citizens of Tallahassee and Leon County.

With an approved *Needs Plan* in place, the Cost Feasible Plan was developed by prioritizing and costing out the projects in the Needs Plan. The prioritization method evaluated each project based on a number of criteria, selected to reflect the Guiding Principles of the Master Plan. Prioritization methodology is discussed in detail in the *Cost Feasible Plan* technical memorandum. In addition to this technical evaluation, project rankings were also adjusted based on input from public involvement meetings and staff review. High-visibility projects that could be quickly and inexpensively implemented were also moved up in the rankings.

### <3.3.1> Cost Estimation

The next step in the process was to estimate the approximate construction cost for each project and program to determine the total cost of implementing the Master Plan. To provide the most locally accurate estimates, the source of most cost information was the local government staff, based on experience with project design, engineering and construction. In the case of projects that have not been implemented in Tallahassee and Leon County, cost estimates from other Florida cities or from the FDOT 2002 Transportation Costs were used.

The following estimates were developed for Master Plan projects:

**Sidewalk** estimates are based on the cost of constructing new 6' sidewalk on both sides of the street. In order to keep costs down, sidewalks on only one side may be considered.

COST:           \$200 per linear foot, or \$1.06 million per mile on one side  
 TOTAL:         \$2.1 million per mile on both sides

*Bicycle lanes or paved shoulders* are extensions of existing pavement on roads without curbs. The cost includes asphalt, striping, signage, and pavement markings. Whether the extension functions as a designated or undesignated bicycle lane should be decided at the time of construction.

COSTS:         \$11 per foot for asphalt/base/stabilization, or \$117,000 per mile on both sides  
                   \$5,280/mile for two stripes  
                   \$800 per mile for signage and pavement markings  
 TOTAL:         \$123,400 per mile

*Bicycle routes* are estimated as the cost of two signs per mile on each side of the roadway, plus an additional 50% for program costs.

COSTS:         \$100 each for signs, or \$400 per mile for one sign every half mile on both sides of the street  
                   \$200 per mile for program costs  
 TOTAL:         \$600 per mile



*Mill/resurface/restripe* is a package treatment that includes milling and resurfacing the roadway and adding new stripes to include a narrower inside lane and a bicycle lane, plus signage and pavement markings. This is considered an interim treatment that works within the existing right-of-way to add bicycle facilities without requiring roadway reconstruction.

COSTS:	\$541,000 per mile for milling and resurfacing (FDOT average cost for an urban 4-lane arterial road)
	\$0.50 per linear foot for striping, or \$15,840 per mile for 6 stripes (assumed average for 4-lane road)
	\$100 each for signs and pavement markings, or \$800 per mile for one sign and marking every half mile on both sides of the street
TOTAL:	\$557,840 per mile

*Corridor reconstruction* was based on the City of Tallahassee Public Works estimate of the approximate cost for adding bicycle lanes and sidewalks on both sides of a 2.3-mile segment of Apalachee Parkway. This figure, \$7.2 million, was divided by the project length to calculate a cost per mile of \$3,116,065.

The *Pedestrian and Street Safety (PASS) Program* is funded by the City of Tallahassee. This program rebuilds arterial or collector roadways that meet certain criteria, adding bicycle lanes and sidewalks. The estimated cost for a PASS project is approximately \$750 per linear foot, or \$3,960,000 per mile. This cost was used to estimate certain projects with similar characteristics to the typical PASS project. Please note that these projects are not funded by the PASS program; the project type was sufficiently similar to use the PASS program as a model for the cost estimation.

*Corridor amenities* are additional streetscaping elements that improve the look and feel of a roadway. As an example, Tharpe Street already has bicycle lanes and sidewalks, but it is still not considered a bicycle- or pedestrian-friendly road. The addition of a raised, grassy median would add character and color to this corridor, and make it more inviting for non-motorized traffic. The cost estimates below are based on FDOT District 6 Livable Communities.

COSTS:	\$1,108,800 per mile for a raised, planted median
	\$500,000 per mile for street trees

*Intersection* cost estimates are based on a variety of pedestrian-friendly treatments, such as signals, signage, and crosswalk striping. Two types of intersection treatment are detailed: Pedestrian Emphasis, which is more extensive and intended for intersections with heavy pedestrian traffic, and Pedestrian Supportive, which is less extensive but still includes basic features to improve pedestrian safety and visibility. Costs for intersection treatments are linked with the roadway segment where the intersection is found.

COSTS:	\$54,560 for each Pedestrian Emphasis intersection
	\$38,800 for each Pedestrian Supportive intersection

In some cases, individual costs are added to the per-mile cost. As an example, the MLK Jr. Boulevard bicycle route crosses three major intersections: Brevard Street, Tennessee Street, and Pensacola Street. To increase cyclist visibility and convenience along this route, six bicycle loop detectors have been added to the cost estimate for this project. This raises the cost by \$1,800 (two loop detectors per intersection @ \$300 each). Individual costs were added to other projects to account for possible costs that are not accounted for in the per-mile estimate.

Cost estimation for the Facility Inventory and Maintenance Program was simply a flat amount of \$250,000 over 20 years, with a portion to be allocated each year for the establishment of the program and implementation of projects. Cost estimation for the Access to Schools and Retrofit programs was based on the assumption that a certain number of projects would be completed each year:

Program	Annual Cost	20-year cost
<b>Access to Schools Program</b>		
0.25 mile of Sidewalk	\$605,600	\$12,112,000
2 Pedestrian Supportive intersections		
<b>Retrofit Program: Signals</b>		
4 Pedestrian signals and 4 audible signals	\$17,600	\$352,000
<b>Retrofit Program: Striping</b>		
Mill, resurface, restripe, and signage for one mile of roadway	\$557,840	\$11,156,800
<b>Retrofit Program: Intersections</b>		
2 Pedestrian Emphasis Intersections	\$109,120	\$2,182,400
<b>Retrofit Program Total</b>	<b>\$684,560</b>	<b>\$13,691,200</b>

### <3.3.2> Projects and Programs

Using the dollar amounts from the Financial Resources memorandum, the cost feasible amount for the 20-year Master Plan was set at \$199 million (see Table 3 on page 3-3). The resulting list, shown in its entirety in Table 7 below, displays all projects that may be implemented over the 20-year horizon of the Master Plan. The following information is shown for each project:

**Community Priority:** the overall project rankings, as determined by technical evaluation, public input, and professional judgment (see the Cost Feasible Plan)

**Mobility District and Location**

**Project:** description of the project, which provides the basis for the cost estimate

**Total Estimated Project Cost:** the estimated cost for the entire project, based on project type and length

**Percent For Bicycle/Pedestrian:** the assumed percentage of the project cost for bicycle and pedestrian transportation (please see the *Financial Resources* Technical Memorandum for more information about the assumed percentages):

Reconstruction, Bicycle lanes, paved shoulders, sidewalks, and shared-use paths – 100%

Pedestrian and Sidewalk Safety (PASS) project model – 40%

Mill/Resurface/Restripe – 10%

**Cumulative Total Cost:** represents the Total Estimated Project Cost for all projects up to and including that one; when this number reaches \$199,532,500 (the current estimate based on review of all funding sources) all available funding has been used. This amount accounts for 100 percent of project costs, and does not reflect the values in the bicycle/pedestrian percentage column.

At the top of the Cost Feasible needs list are the key programs intended to address bicycle and pedestrian issues that are not included in specific projects but which require attention over the life of the plan: Access to Schools; Education, Encouragement, and Enforcement Programs; Signal, and the Facility Inventory and Maintenance; Intersection, and Restripe Retrofit program.

The heavy black line under Community Priority 3 indicates the limits of highly flexible available funding; the total of all unfunded projects above the line is approximately \$24 million, the amount calculated to be “discretionary” for bicycle and pedestrian projects. The limit of cost feasibility for the 20-year horizon of the Bicycle & Pedestrian Master Plan is found after Community Priority 74, approximately at the \$199 million mark. All projects that fell below this line are considered to be not cost feasible, and are found in the Unfunded Needs section below.

The total estimated amount of funding needed to complete all projects in the Needs Plan is \$275,931,900 (rounded to the nearest 100). Of this amount, bicycle and pedestrian improvements account for \$208,261,600, or approximately 75 percent of the total.

Please note that discussions are underway between the City of Tallahassee and Leon County regarding treatments on county roads that fall within city limits.

Table 7 Cost Feasible Needs

Community Priority	Mobility District	Location	Project	Total Estimated Project Cost	Estimated Proportion for Bike/Ped Facilities	Cumulative Total Cost	Purpose and Need
1	County-wide	Access to Schools		\$12,112,000	100%	\$12,112,000	To fund sidewalks that directly connect neighborhoods with public schools.
2		Education, Encouragement, and Enforcement		\$4,708,000	100%	\$16,820,000	To fund programs for children, university students, commuters, and the elderly.
3		Signal, Intersection, and Striping Retrofit Program		\$13,691,200	100%	\$30,511,000	To fund selected retrofit projects on an ad hoc basis, selected based on public input.
4		Facility Inventory and Maintenance Program		\$250,000	100%	\$30,761,200	To fund selected maintenance projects on an ad hoc basis.
5	Central	St. Marks Trail Extension	Shared-use path	\$546,390	100%	\$31,307,600	To connect fragments of trail and provide better connections to FSU, FAMU, and TCC
6	Central	MLK Jr. Blvd. from North Monroe Street to FAMU Way	Bicycle Route Pedestrian overpass bridge at CSX Railroad Bicycle signals @ Tennessee @ Pensacola @ Brevard	\$703,300	100%	\$32,010,900	To facilitate north-south bicycle traffic; to provide a parallel route on a street with lighter traffic than Monroe Street; to improve access to FAMU.
7	Northeast	Apalachee Parkway from Magnolia Drive to Connor Boulevard	Reconstruction Pedestrian Emphasis Intersections: @ Magnolia @ Blair Stone Pedestrian Supportive Intersections: @ Governors Square Mall	\$11,793,488	100%	\$43,804,400	To turn Apalachee Parkway from a forbidding suburban arterial unto a visually attractive gateway into the city of Tallahassee; to shift the balance on this road from automobile-dominated to balanced among automobile, bicycle, and pedestrian traffic.
8	Central	Tennessee Street from Ocala to Magnolia	Feasibility study for street enhancements and possible lane reductions	\$80,000	100%	\$43,884,400	To evaluate the costs and traffic impacts of substantial changes to the Tennessee Street corridor in central Tallahassee.
9	Central	One-way pairs: Duval/Bronough and Gadsden/Calhoun	Evaluate the most desirable cross-section	\$80,000	100%	\$43,964,400	To balance bicycle, pedestrian, and automobile traffic; to improve traffic circulation; to slow traffic and allow safer pedestrian crossings.
10	Central	Tennessee Street from Dewey to Franklin (contingent upon results of feasibility study)	Mill/resurface/restripe & add sidewalks Pedestrian Emphasis Intersections: @ Copeland Street @ MLK Jr. Boulevard @ Adams Street @ Monroe Street @ Meridian Street Pedestrian Supportive Intersections: @ Bronough @ Duval	\$3,815,852	10%	\$47,780,200	To accommodate the heavy pedestrian traffic generated by downtown, FSU, and Leon High School.

Community Priority	Mobility District	Location	Project	Total Estimated Project Cost	Estimated Proportion for Bike/Ped Facilities	Cumulative Total Cost	Purpose and Need
11	South	Orange Avenue from Lake Bradford Road to South Monroe Street	Reconstruction Pedestrian Emphasis Intersections: @ Monroe Street Pedestrian Supportive Intersections: @ Adams	\$8,742,000	100%	\$56,522,200	To expand the planned Orange Avenue improvements on the east side of Monroe Street; to provide east-west connectivity to the Tallahassee Regional Airport and Innovation Park.
12	Central	Park Avenue from Copeland to Capital Circle	Bicycle Route Pedestrian Emphasis Intersections: @ Duval @ Adams @ Monroe @ Capital Circle Pedestrian Supportive Intersections: @ Bronough @ MLK @ Meridian @ Franklin	\$376,962	100%	\$56,899,200	To provide bicycle connectivity from the neighborhoods in east Tallahassee to downtown on a parallel route to Apalachee Parkway.
13	Northeast	Betton Road from Rhodes Way to Centerville Road	Bicycle Route	\$1,014	100%	\$56,900,200	To continue planned Bradford Road improvements; to improve access to Winthrop Park; to provide easy east-west connectivity.
14	South	Lake Bradford Road from Orange Avenue to Springhill	Mill/resurface/restripe	\$386,025	10%	\$57,286,200	To improve access to Pineview Elementary, downtown Tallahassee, and FSU.
15	Central	Magnolia Drive from South Monroe Street to Apalachee Parkway	PASS Pedestrian Supportive Intersections: @ Monroe Street @ Circle Drive	\$8,532,200	40%	\$65,818,400	To improve access between shopping centers and from neighborhoods; to improve access to FAMU from the east and southeast.
16	Northwest	North Monroe Street from Lakeshore Drive to Allen Road	Mill/resurface/Restripe Pedestrian Supportive Intersection: @ Allen	\$401,396	10%	\$66,219,800	To provide bicycle and pedestrian continuity along this corridor with other planned roadway projects.
17	Central	Brevard Street from Tennessee Street to Meridian Street and Wilson Street from Meridian Street to Miccosukee Road	Mill/resurface/restripe	\$1,045,950	10%	\$67,265,800	To create route for cyclists to bypass downtown that is parallel to Tennessee Street.
18	Northeast	Magnolia Drive from 7 <sup>th</sup> Avenue to Apalachee Parkway	Mill/resurface/restripe	\$788,786	10%	\$68,054,600	To provide a link from the projects on 6 <sup>th</sup> and 7 <sup>th</sup> Avenues to the commercial center around Governors Square Mall.
19	Northwest	Tharpe Street from Ocala Road to North Monroe Street	Median Pedestrian Emphasis Intersections @ Ocala Road @ Old Bainbridge Road @ MLK Jr. Boulevard @ Monroe Street Pedestrian Supportive Intersection: @ Dawsey	\$2,618,784	10%	\$70,673,400	To extend the planned Tharpe Street Improvements to connect to Monroe Street, a major north-south corridor; to improve access to schools, parks, and shopping.

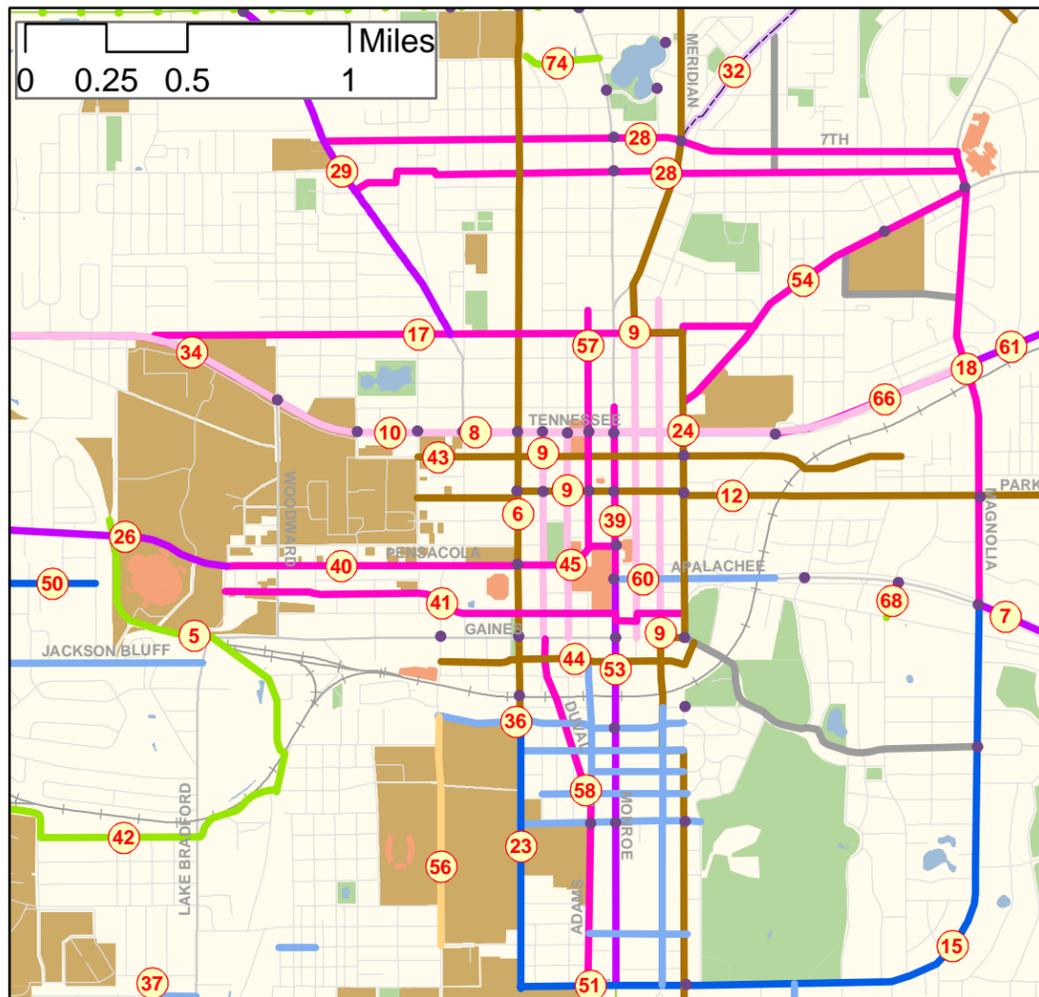
Community Priority	Mobility District	Location	Project	Total Estimated Project Cost	Estimated Proportion for Bike/Ped Facilities	Cumulative Total Cost	Purpose and Need
20	Northeast	Buck Lake Road from Pedrick Road to Rutledge Road	PASS	\$2,056,580	40%	\$72,729,900	To improve the connection between Chaires and Tallahassee; to improve bicycle and pedestrian access to Buck Lake Elementary.
21	Northeast	Timberlane Road from Meridian Street to Thomasville Road	PASS Pedestrian Supportive Intersection: @ Meridian Street	\$6,659,920	40%	\$79,389,900	To connect the offices, restaurants, and other destinations found along Timberlane Road.
22	South	Paul Russell Road from South Adams Street to South Monroe Street and from Jim Lee to Blair Stone	PASS Pedestrian Emphasis Intersections: @ Monroe Street	\$4,806,560	40%	\$84,196,400	To complete the planned projects on Paul Russell Road; to improve connectivity between downtown and the SouthWood area.
23	South	MLK Jr. Blvd. from FAMU Way to Palmetto	PASS	\$3,255,120	40%	\$87,451,500	To facilitate access to and from FAMU; to extend the MLK bicycle route into FAMU campus.
24	Northwest	Meridian Road from Ox Bottom Road to Fairgrounds	Bicycle Route Pedestrian Supportive Intersections: @ John Knox Road @ Bradford Road	\$84,298	100%	\$87,535,800	To link northern Leon County with community focal points including shopping centers, Lake Ella, downtown Tallahassee, and the south side.
25	Northwest	Pensacola Street from Capital Circle Southwest to Appleyard Drive	Reconstruction	\$3,168,000	100%	\$90,703,800	To improve safety and circulation from downtown to the west, including FSU, Innovation Park and TCC.
26	Northwest	Pensacola Street from Appleyard Drive to Stadium Drive	Mill/resurface/Restripe Pedestrian Emphasis Intersections: @ Appleyard @ Ocala	\$1,152,281	10%	\$91,856,100	To improve safety and circulation from downtown to the west, including FSU, Innovation Park and TCC.
27	Northwest	Glenview Drive from North Monroe Street to Thomasville	Bicycle Route Pedestrian Supportive Intersections: @ Monroe Street @ Meridian Street @ Thomasville Road	\$116,895	100%	\$91,973,000	To provide a comfortable alternative to Bradford Road; to improve east-west connectivity.
28	Central	Sixth Ave. and Seventh Ave. from Old Bainbridge Rd. to Centerville Rd.	Mill/resurface/Restripe Pedestrian Emphasis Intersections: @ Monroe (2) @ Meridian (2)	\$2,375,407	10%	\$94,348,400	To narrow and balance this one-way pair; to improve bicycle and pedestrian access to the hospital.
29	Northwest	Old Bainbridge Road from I-10 to Brevard Street	Reconstruction	\$9,047,808	100%	\$103,396,200	To improve the balance between automobiles, bicycles and pedestrians along this key commercial corridor.
30	Northwest	Capital Circle Northwest from Fred George to Interstate 10	Bicycle Lanes	\$110,208	100%	\$103,506,400	To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.
31	Northwest	Capital Circle Northwest from Tennessee to Pensacola	Bicycle Lanes	\$216,467	100%	\$103,722,900	To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.
32	Northeast	Thomasville Road from I-10 to Seventh Street	Restripe & add sidewalks (no mill/ resurface needed) Pedestrian Supportive Intersections: @ Glenview @ Betton	\$3,728,867	40%	\$107,451,800	To improve crossings and commuter traffic on this important spoke road.
33	Northwest	Tennessee Street from Appleyard to Ocala	Bicycle lanes	\$791,575	100%	\$108,243,300	To improve access to TCC and neighborhoods in northwest Tallahassee and Leon County.

Community Priority	Mobility District	Location	Project	Total Estimated Project Cost	Estimated Proportion for Bike/Ped Facilities	Cumulative Total Cost	Purpose and Need
34	Central	Tennessee Street from Ocala to Dewey (contingent upon results of feasibility study)	Mill/resurface/Restripe Pedestrian Emphasis Intersections: @ Ocala @ Woodward Pedestrian Supportive Intersection: @ Dewey	\$1,051,822	10%	\$109,295,200	To improve safety by reducing auto-pedestrian conflicts along the northern boundary of FSU; to reduce Tennessee Street's status as a barrier for pedestrian and cyclists; to improve LOS for all modes; to increase safety at intersections with a high incidence of bicycle and pedestrian crashes, such as Copeland and Macomb.
35	South	South Monroe Street from Magnolia to Gaile Avenue	Medians	\$1,672,070	10%	\$110,967,200	To create an inviting 'gateway' feel along the key north-south corridor, that is more attractive and comfortable for cars, bicycles and pedestrians.
36	South	Neighborhood streets to the east and west of FAMU (recommended: FAMU Way/Oakland Avenue, Harrison St, Pershing St, Jennings St, Palmer St, Perkins St, Wallace St, Putnam St, Okaloosa St, Osceola St, Adams St, Gadsden St, Brighton Road)	Sidewalks Pedestrian Supp. Int.: Meridian @ Van Buren Oakland @ Monroe Jennings @ Bronough Palmer @ Adams Palmer @ Monroe Palmer @ Meridian	\$14,083,296	100%	\$125,050,500	To improve east-west connectivity from neighborhoods to surrounding land uses, FAMU, and the St. Marks Trail; to tie southern neighborhoods into the regional bicycle/pedestrian network; to support the South Monroe Sector Plan.
37	South	Coleman Street from Walcott Street to Lake Bradford Road and Walcott Street from Coleman Street to Lake Bradford Road	Sidewalks	\$887,040	100%	\$125,937,600	To improve access to Pineview Elementary.
38	South	Jackson Bluff Road from Appleyard to Lake Bradford	Sidewalks	\$2,266,176	100%	\$128,203,700	To improve access to schools, churches, TCC and universities; to complete gaps in areas where sidewalks are missing.
39	Central	North Monroe Street from Virginia to Apalachee Parkway	Mill/resurface/restripe	\$295,097	10%	\$128,498,800	To calm downtown traffic and improve pedestrian and bicycle access to the capitol and the rest of downtown; to facilitate north-south traffic; and to improve connections to Apalachee Parkway and its commercial district.
40	Central	Pensacola Street from Stadium to MLK Jr. Boulevard	Mill/resurface/restripe	\$561,187	10%	\$129,060,000	To facilitate traffic from FSU and TCC to downtown.
41	Central	St. Augustine Street from Stadium Drive to Meridian Street	Mill/resurface/restripe	\$827,835	10%	\$129,887,900	To facilitate traffic from FSU to downtown.
42	South	Innovation Park Trail along Roberts Road, Iamonia Street, Stuckey Avenue, Gamble Street	Shared-use path	\$940,538	100%	\$130,828,400	To create an alternate route to Innovation Park and the planned intramural fields.
43	Central	Call Street from Copeland Street to Satsuma Street	Bicycle Route Pedestrian Supportive Intersection: @ Meridian	\$39,708	100%	\$130,868,100	To provide east-west connectivity on a roadway with lower traffic volumes and less topography than Park Avenue and Tennessee Street; to create a safer walking environment among downtown destinations including FSU, the public library, and the C.K. Steele transit plaza.
44	South	Bloxham Street from Railroad to Myers Park Drive	Bicycle Route	\$498	100%	\$130,868,600	
45	Central	Pensacola Street from MLK Jr. Boulevard to South Monroe Street	Mill/resurface/Restripe Pedestrian Supportive Intersections: @ MLK @ Monroe	\$257,224	10%	\$131,125,800	To improve safety and circulation for pedestrians and automobiles around Kleman Plaza, City Hall, and the State Capitol Complex; to improve connections from the west to the primary north-south arteries.

Community Priority	Mobility District	Location	Project	Total Estimated Project Cost	Estimated Proportion for Bike/Ped Facilities	Cumulative Total Cost	Purpose and Need
46	Northeast	Old St. Augustine Road from Indian Head Drive to Capital Circle <i>Canopy Road</i>	Sidewalks	\$4,264,128	100%	\$135,390,000	To provide an alternate route to Apalachee Parkway; to improve commuter access to the Koger Office Center.
47	Northeast	Miccosukee Road from Capital Circle to the Miccosukee Greenway <i>Canopy Road</i>	PASS	\$11,543,400	40%	\$146,933,400	To link the Miccosukee Greenway to the existing bicycle lanes on Capital Circle.
48	Northeast	Apalachee Parkway from Connor Boulevard to Jefferson County	Paved Shoulder	\$972,744	100%	\$147,906,100	To improve regional bicycle connectivity.
49	Northwest	Fred George Road/Crowder Road from Capital Circle Northwest to Lake Jackson Mounds State Archeological Site	Bicycle Lanes Pedestrian Supportive Intersection: @ Monroe	\$379,914	100%	\$148,286,000	To improve connectivity between disconnected bicycle facilities and to parks.
50	South	Belle Vue Way from Mabry Street to Hayden Road	PASS	\$3,560,304	40%	\$151,846,300	To provide connectivity to student housing areas.
51	South	Palmetto Street from MLK Jr. Boulevard to South Monroe Street	PASS	\$1,164,240	40%	\$153,010,600	To facilitate access to FAMU from the east and southeast (via Magnolia Drive).
52	South	Springhill Road from Orange Avenue to the GF&A Trail	Paved Shoulder	\$763,805	100%	\$153,774,400	To provide a safe connection between the St. Marks Trail, downtown Tallahassee, and the Gopher, Frog & Alligator trail; to link disconnected bicycle and pedestrian facilities into the overall network.
53	Central	South Monroe Street from Apalachee Parkway to Magnolia Drive	Reconstruction	\$3,969,504	100%	\$157,743,900	To create an inviting 'gateway' corridor that eases automobile, bicycle and pedestrian mobility from the south side of Tallahassee and Leon County into downtown; to bolster economic
54	Central	Miccosukee Road from Meridian Street to Magnolia Drive	Mill/resurface/Restripe Pedestrian Emphasis Intersection: @ Magnolia Pedestrian Supportive Intersection: @ Mitchell	\$710,889	10%	\$158,454,800	To improve connectivity for commuters between downtown and the residential areas in the northeast.
55	Northwest	Fred George Road from Mission Road to North Monroe Street	Sidewalks	\$575,520	100%	\$159,030,300	To improve pedestrian access to Springwood Elementary School.
56	South	Wahnish Way from FAMU Way to Osceola Avenue	Bicycle Lanes	\$87,130	100%	\$159,117,400	To create a bicycle-friendly corridor through FAMU.
57	Central	Adams Street from North 1 <sup>st</sup> Street to Pensacola Street	Mill/resurface/restripe	\$406,108	10%	\$159,523,500	To create easy connections from the C.K. Steele Transit Plaza to other areas of downtown.
58	Central	Adams Street/Bronough Street/Duval Street from Gaines Street to Magnolia Drive	Mill/resurface/restripe	\$608,046	10%	\$160,131,600	To provide an alternate north-south route from the south side to downtown.
59	Northeast	Blair Stone Road from Governors Square Boulevard to Orange Avenue	Mill/resurface/restripe & add sidewalks	\$5,566,616	50%	\$165,698,200	To continue the excellent bicycle and pedestrian facilities on the new segments of Blair Stone Road; and to create a north-south corridor on the east side of Tallahassee that serves neighborhoods, parks and shopping areas.

Community Priority	Mobility District	Location	Project	Total Estimated Project Cost	Estimated Proportion for Bike/Ped Facilities	Cumulative Total Cost	Purpose and Need
60	Central	Apalachee Parkway from Monroe Street to Frontage roads	Sidewalks Pedestrian Supportive Intersections: @ Monroe @ Broward @ Marriott	\$1,073,680	100%	\$166,771,900	To create a walkable connection from downtown to the commercial area around the Governors Square Mall; to create highly visible crossings to reduce Apalachee Parkway's reputation as a barrier for pedestrians.
61	Northeast	Mahan Drive from Magnolia to Capital Circle Northeast	Reconstruction Pedestrian Supportive Intersections: @ Goose Pond Trail @ Capital Circle NE	\$7,120,064	100%	\$173,891,900	To create an inviting gateway corridor on a major road entering Tallahassee; to improve connectivity to downtown, FSU and the office commercial uses along Mahan Drive from residential areas in the Northeast; to improve the connection between the fragments of the Goose Pond Trail.
62	Northeast	Roberts Road from Centerville Road to Miccosukee Road and Crump/Chaires Cross Road from Miccosukee Road to Apalachee Parkway	Paved Shoulder	\$1,386,179	100%	\$175,278,100	To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.
63	South	Tram Road from Capital Circle Southeast to W.W. Kelley Road	Paved Shoulder	\$832,670	100%	\$176,110,800	To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.
64	South	WW Kelley Road from Apalachee Parkway to Tram Road	Paved Shoulder	\$539,440	100%	\$176,650,200	To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.
65	South	Tram Road from Old Plank Road to Jefferson County	Paved Shoulder	\$372,461	100%	\$177,022,700	To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.
66	Central	Tennessee Street from Franklin to Magnolia (contingent upon results of feasibility study)	Mill/resurface/Restripe Pedestrian Emphasis Intersection: @ Magnolia	\$400,421	10%	\$177,423,100	To continue the east-west continuity between downtown and the commercial and residential development in northeast Tallahassee and Leon County.
67	South	Ross Road from Crawfordville Road to Woodville Highway	PASS	\$3,948,120	100%	\$181,371,200	To improve pedestrian access to Oak Ridge Elementary School.
68	Central	Apalachee Parkway at Marriott Drive to Seminole Drive at Lafayette Street (by Parkway Center)	Shared-use path	\$51,837	100%	\$181,423,100	To create a connection from the Myers Park neighborhood to shopping areas on Apalachee Parkway.
69	Northeast	Pedrick Road from Mahan Drive to JR Alford Greenway	Sidewalks	\$5,197,632	100%	\$186,620,700	To improve neighborhood access to Buck Lake Elementary, Swift Creek Middle School, and the J.R. Alford Greenway.
70	Northwest	Perkins Road from Old Bainbridge Road to North Monroe Street	Sidewalks	\$756,096	100%	\$187,376,800	To improve access to Canopy Oaks Elementary and Canopy Oaks Park.
71	Northwest	Fulton Road/Grady Road from Sharer Road to Steele Drive	Sidewalks	\$606,144	100%	\$187,982,900	To improve access to Sealey Elementary.
72	Northwest	Ocala Road from end of Ocala Road Trail to Tennessee Street	Sidewalk widening, median, signage	\$192,867	100%	\$188,175,800	To connect the end of the Ocala Road Trail to the Fort San Luis Mission.
73	South	Tram Road from South Monroe Street to Capital Circle	PASS Pedestrian Supportive Intersection: @ Monroe	\$11,875,240	40%	\$200,051,000	To improve the connectivity between SouthWood and downtown Tallahassee.

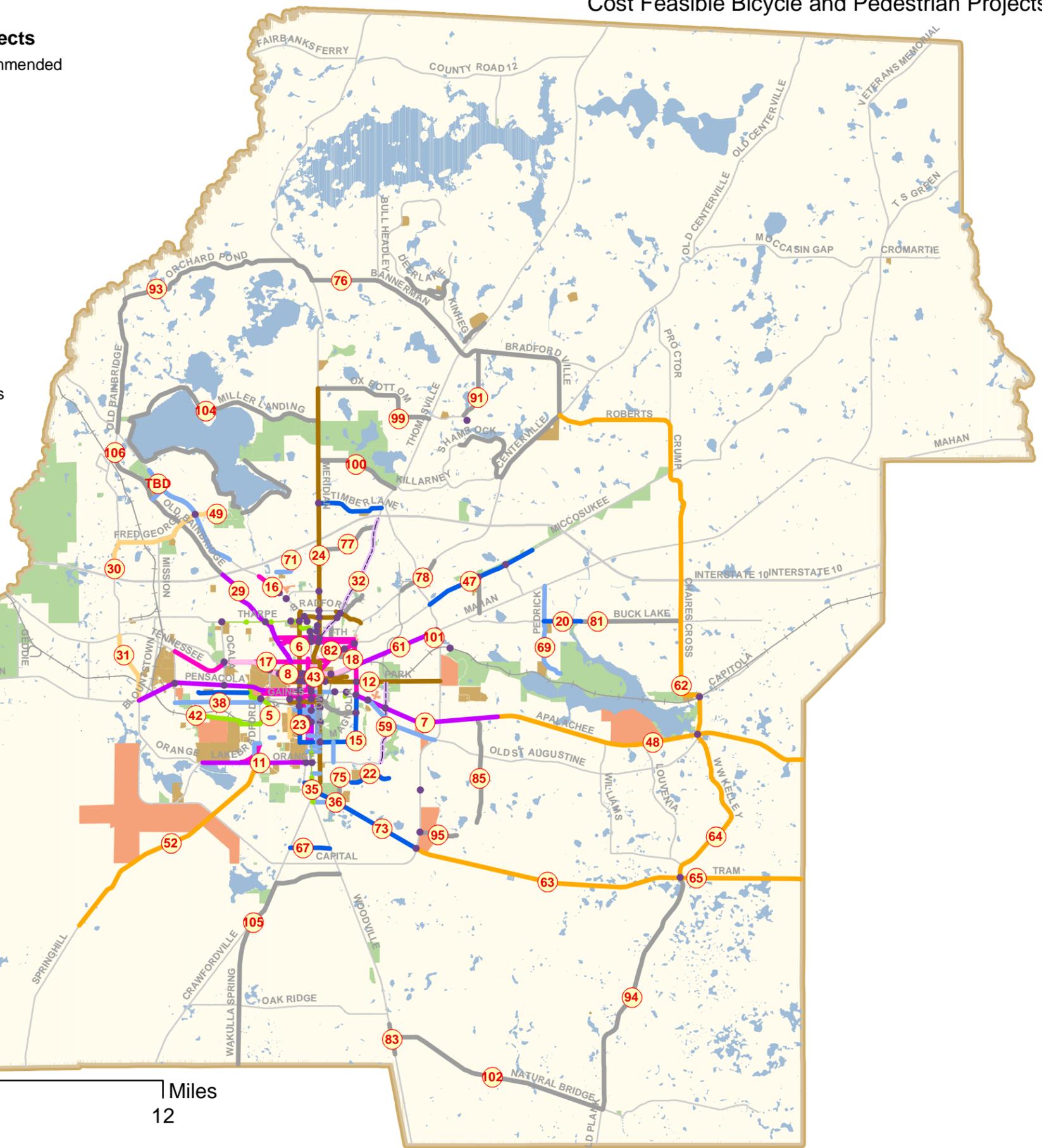
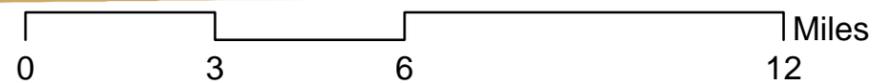
Cost Feasible Bicycle and Pedestrian Projects



● Labels indicate Community Priority value from Table 7.

**Cost Feasible Projects**

- Evaluation Recommended
  - Bicycle Lanes
  - Paved Shoulder
  - Bicycle Route
  - Sidewalks
  - Reconstruct
  - Restripe
  - Medians
  - Multiple
  - PASS
  - Shared-Use Path
  - Intersections
- Unfunded Projects**
- Unfunded Projects



### 3.4 UNFUNDED NEEDS

The original Needs Plan consisted of all projects and programs. After the ranked list was further refined and costs estimated, the items that may be developed with available and projected funding were displayed in the Cost Feasible Needs list above. The remaining projects are displayed below. Please note that this table includes several projects that were identified after Community Priorities were already set; this projects are designated 'to be determined' (TBD) and are at the end of the table. The cost feasibility of these projects has not been determined, and they may eventually be moved to the Cost Feasible Needs list as funding is identified.

The facilities in the Unfunded Needs list are mapped in Figure 17 below, following the table.

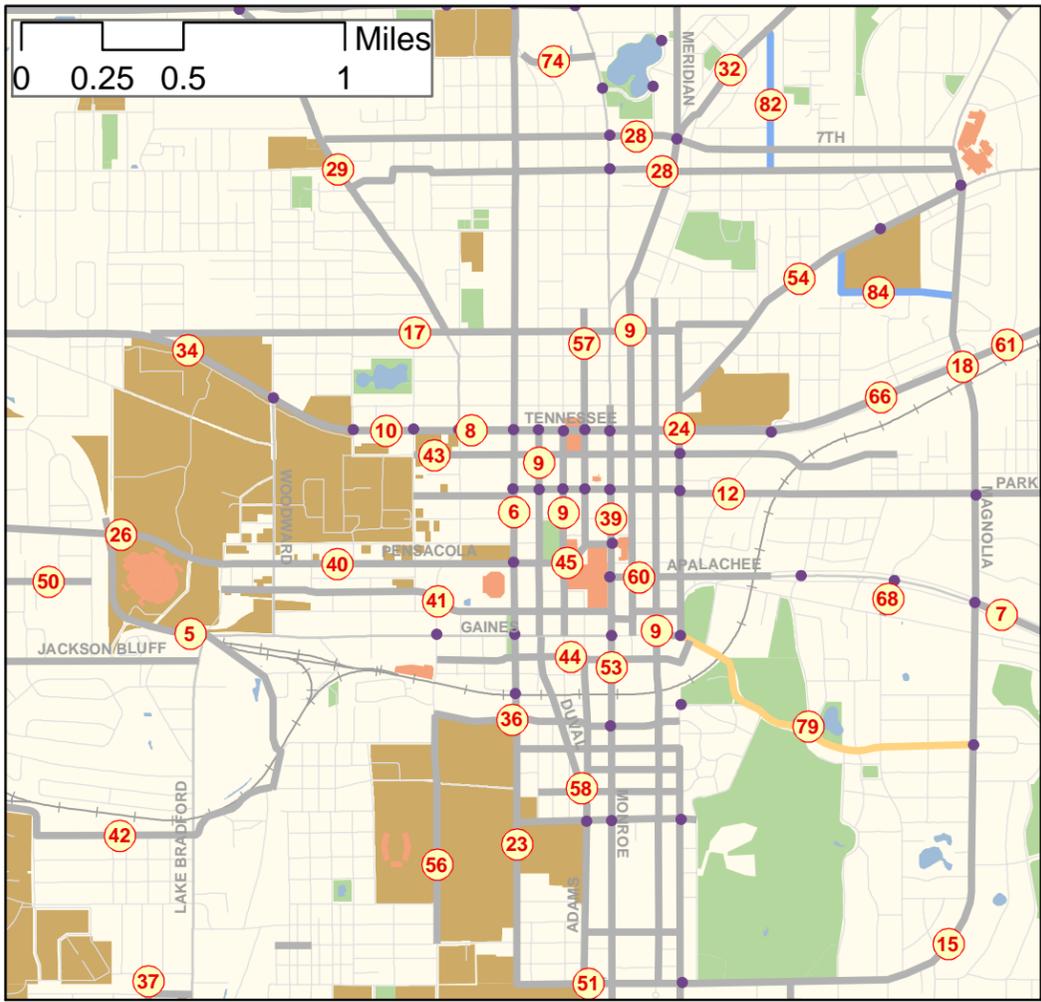


Table 8 Unfunded Needs

Community Priority	Mobility District	Location	Project	Total Estimated Project Cost	Estimated Proportion for Bicycle/ Pedestrian Facilities	Cumulative Total Cost	Purpose and Need
74	Central	10th Avenue at Duval Street to North Monroe Street at Legion Street	Shared-use path	\$111,613	100%	\$200,162,600	To create a connection to Lake Ella from the Oak Hill neighborhood.
75	South	Zillah Street from Paul Russell Road to Tram Road	Sidewalks	\$1,125,696	100%	\$201,288,300	To improve access to Pace Secondary School and Fairview Middle School.
76	Northeast	Bannerman / Bradfordville Road from Meridian Road to Centerville Road	Bicycle Lanes	\$1,025,688	100%	\$202,314,000	To fill gaps in the regional bicycle network and to improve east-west mobility.
77	Northeast	Live Oak Plantation Road from Meridian Road to Thomasville Road	Bicycle Route	\$955	100%	\$202,315,000	To serve as a connector between Meridian Street and Thomasville Road.
78	Northeast	Centerville Road from Doomar to Fleischmann Canopy Road	Sidewalks	\$2,401,344	100%	\$204,716,300	To extend sidewalk coverage on Centerville Road.
79	Central	Gaines Street/Myers Park Drive/Circle Drive from Meridian Street to Magnolia Drive	Bicycle lanes	\$131,929	100%	\$204,848,300	To improve access from downtown to neighborhoods in east Tallahassee and to Myers Park and Old Fort Park; to serve as a commuter alternative to Apalachee Parkway.
80	Northeast	Dempsey Mayo Road from Miccosukee Road to Mahan Drive	Reconstruction	\$2,832,192	100%	\$207,680,500	To improve pedestrian access to Moore Elementary School; to provide a link between Mahan Drive and Miccosukee Road.
81	Northeast	Buck Lake Road from Rutledge to Chaires Cross Road	Bicycle Lanes	\$307,793	100%	\$207,988,200	To improve the connection between Tallahassee and Chaires; to provide a link to the needed facilities on Chaires Cross Road.
82	Central	Colonial Drive from Thomasville to 6 <sup>th</sup> Avenue	Sidewalks	\$918,720	100%	\$208,907,000	To provide an alternate route to Thomasville Road; to improve access to neighborhood parks.
83	South	Woodville Highway from Page Road to Larchmont Lane	Sidewalks	\$1,615,680	100%	\$210,522,600	To improve access to Woodville Elementary.
84	Central	Lucy Street from Hillcrest Street to Magnolia Drive and Hillcrest Street from Miccosukee Road to Lucy Street	Sidewalks	\$1,026,432	100%	\$211,549,100	To improve access to Cobb Middle School and Kate Sullivan Elementary.
85	South	Southwood Plantation Road from Apalachee Parkway to SouthWood trails	Bicycle Route	\$1,585	100%	\$211,550,700	To intergrate existing and future SouthWood trails and facilities into the regional bicycle and pedestrian network.
86	Northeast	Trescott Drive from Armistead to Betton	Mill/resurface/restripe	\$390,488	10%	\$211,941,100	To connect Winthrop Park and McCord Park, and to provide an alternate route to Thomasville Road.
87	Northeast	Deerlake Road	Sidewalks (extend existing)	\$4,065,600	100%	\$216,006,700	To fill in sidewalk gaps and improve neighborhood circulation; to improve access to Killlearn Lakes Elementary.
88	South	Blountstown Highway at Ft. Braden Elementary	Sidewalks	\$1,034,880	100%	\$217,041,600	To improve pedestrian access to Ft. Braden Elementary.
89	Northeast	Chaires Cross Road from Green Oak Drive to Capitola Road	Reconstruction Pedestrian Supportive Intersections: @ Capitola Road	\$2,962,864	100%	\$220,004,500	To improve circulation through the Chaires community and access to Chaires Elementary.

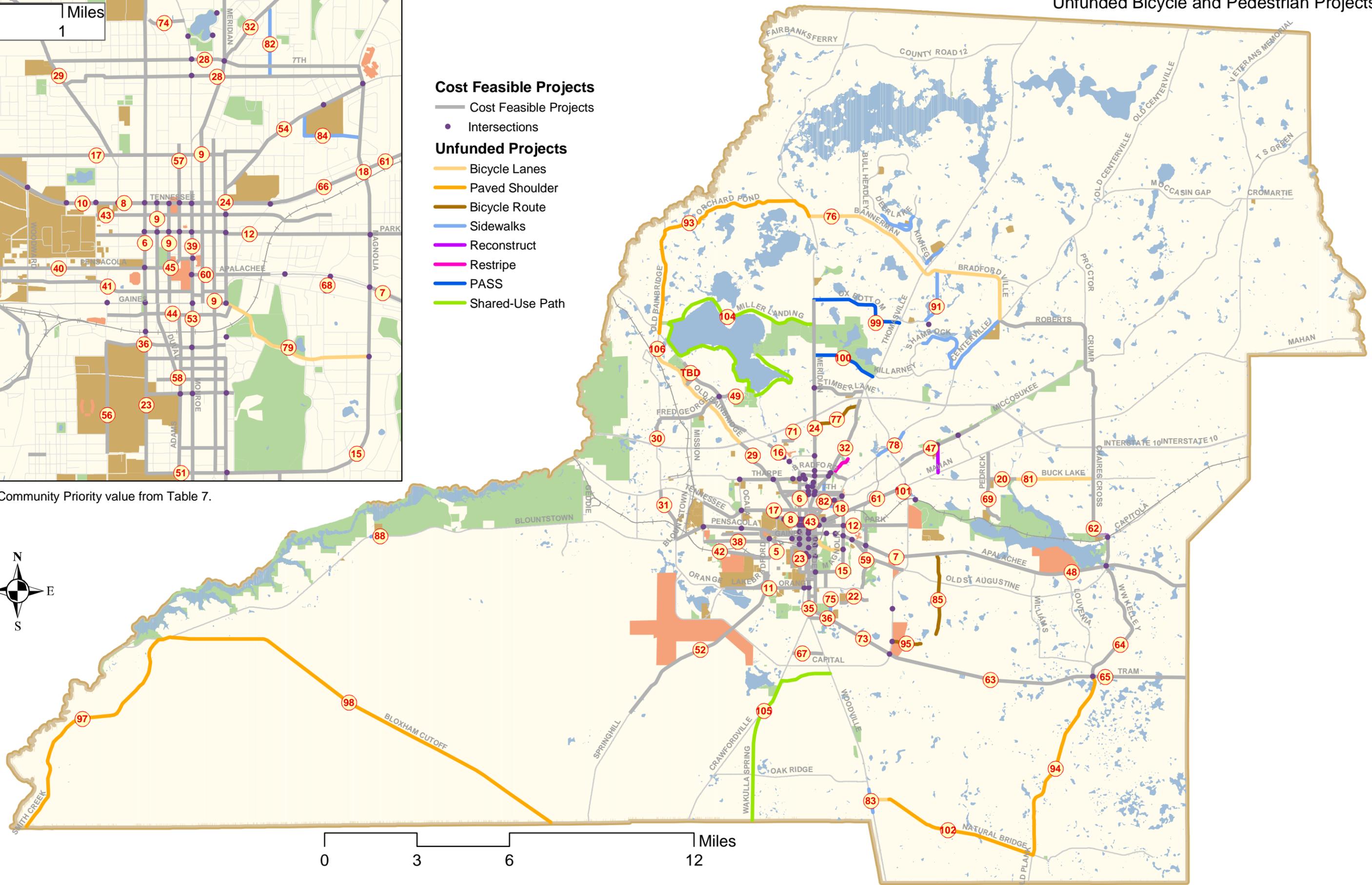
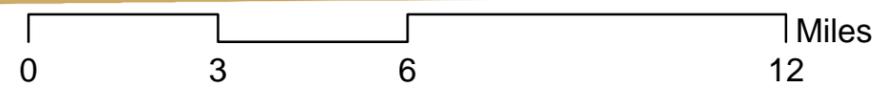
Community Priority	Mobility District	Location	Project	Total Estimated Project Cost	Estimated Proportion for Bicycle/ Pedestrian Facilities	Cumulative Total Cost	Purpose and Need
90	Northeast	Centerville Road from Shamrock to Roberts Road <i>Canopy Road</i>	Sidewalks	\$4,802,688	100%	\$224,807,200	To improve access to Roberts Elementary.
91	Northeast	Velda Dairy Road from Bradfordville Road to Kerry Forest Parkway	Sidewalks	\$3,664,320	100%	\$228,471,500	To complement the existing sidewalk network and improve connectivity to DeSoto Trail Elementary.
92	Northeast	Shamrock N. and Shamrock E. from Shannon Lakes to Centerville Road	Sidewalks	\$4,781,568	100%	\$233,253,100	To improve neighborhood circulation and complete the sidewalk network in this area.
93	Northwest	Old Bainbridge/ Orchard Pond Road from Capital Circle Northwest to Meridian Road	Paved Shoulder	\$1,074,190	100%	\$234,327,300	To encourage regional bicycle tourism.
94	South	Old Plank Road from Tram Road to Natural Bridge Road	Paved Shoulder	\$787,994	100%	\$235,115,300	To encourage bicycle tourism and support the Adventure Cycling Association's Southern Tier Route.
95	South	Shumard Oak Boulevard	Bicycle Route	\$568	100%	\$235,115,800	To integrate existing and future SouthWood trails and facilities into the regional bicycle and pedestrian network.
96	South	Natural Bridge Road from Woodville Highway to Taff Road	Bicycle Lanes	\$72,690	100%	\$235,188,500	To encourage bicycle touring and support the Adventure Cycling Association's Southern Tier Route.
97	South	Blountstown Highway/Smith Creek Highway from Bloxham Cutoff to Wakulla County line	Paved Shoulder	\$1,071,598	100%	\$236,260,100	To encourage regional bicycle touring.
98	South	Bloxham Cutoff from Blountstown Road to Wakulla County line	Paved Shoulder	\$1,742,596	100%	\$238,002,700	To encourage regional bicycle touring.
99	Northeast	Ox Bottom Road from Meridian to Thomasville Road	PASS	\$12,925,440	40%	\$238,002,700	To encourage regional bicycle touring.
100	Northeast	Maclay Road from Meridian to Thomasville Road	PASS	\$8,371,440	40%	\$259,299,600	To improve access to Maclay Gardens.
101	Northeast	Goose Pond Trail connection from Mahan Drive to Capital Circle	Shared-use path	\$121,420	100%	\$259,421,000	To provide an off-road connection between legs of the Goose Pond Trail.
102	South	Natural Bridge Road from Taff Road to Old Plank Road	Paved Shoulder	\$627,433	100%	\$260,048,400	To improve access to Taff Elementary.
103	Northeast	Beech Ridge Trail/Lawton Chiles Lane	Sidewalks	\$1,493,184	100%	\$261,541,600	To improve access to Lawton Chiles High School.
104	Northwest	Around Lake Jackson to connect Lake Jackson Mounds State Arch. Site, boat ramps, Lake Jackson Ecopassage, and Phipps Park/Maclay State Gardens	Shared-use path	\$6,204,095	100%	\$267,745,700	To provide connectivity between parks and to increase recreational opportunities at this popular destination.
105	South	Utility easement on Wakulla Springs Road and Blueprint 2000 trail alignment	Shared-use path	\$2,979,927	100%	\$270,725,600	To connect the St. Marks Trail to Wakulla Springs and create a 'loop' trail.
106	Northwest	Old Bainbridge Road from Capital Circle to I-10	Bicycle Lanes	\$522,038	100%	\$271,247,700	To improve bicycle transportation on this important spoke road.
TBD	Northeast	North Monroe Street from Clara Kee Boulevard to Crowder Road	Sidewalks (East side only)	\$1,689,800	TBD	\$272,937,500	To complete sidewalk gaps on segments of Monroe Street that do not have committed projects.
TBD	Northwest	North Monroe Street from Hopkins Drive to Northmont Drive	Sidewalks (East side only)	\$950,600	100%	\$273,888,100	To complete sidewalk gaps on segments of Monroe Street that do not have committed projects.
TBD	Northwest	North Monroe Street from Point View to Sessions	Sidewalks (West side only)	\$2,746,840	100%	\$276,634,900	To complete sidewalk gaps on segments of Monroe Street that do not have committed projects.
TBD	Northwest	Lafayette Streetscape Construction	Streetscape Improvements	TBD	TBD	TBD	To implement the recommendations of the Lafayette Streetscape Study.

Unfunded Bicycle and Pedestrian Projects



● Labels indicate Community Priority value from Table 7.

- Cost Feasible Projects**
- Cost Feasible Projects
  - Intersections
- Unfunded Projects**
- Bicycle Lanes
  - Paved Shoulder
  - Bicycle Route
  - Sidewalks
  - Reconstruct
  - Restripe
  - PASS
  - Shared-Use Path



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