

# **WORKSHOP**

## **Workshop on the Sidewalk Policy, Priorities, and Funding Options**

**Tuesday, April 9, 2013**

**1:30 – 3:00 p.m.**

**Leon County Board of County Commissioners' Chambers  
Leon County Courthouse, 5<sup>th</sup> Floor**

**This document distributed April 2, 2013**

**Leon County  
Board of County Commissioners**

**Notes for Workshop**

# Leon County Board of County Commissioners

## Cover Sheet for Workshop

April 9, 2013

**To:** Honorable Chairman and Members of the Board

**From:** Vincent S. Long, County Administrator 

**Title:** Workshop on Sidewalk Policy, Priorities, and Funding Options

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<b>County Administrator Review and Approval:</b>	Vincent S. Long, County Administrator
<b>Department/ Division Review:</b>	Tony Park, P.E. Director of Public Works and Community Development
<b>Lead Staff/ Project Team:</b>	Kathy Burke, P.E. Director of Engineering Services

### **Fiscal Impact:**

This item has no current fiscal impact. The County's unmet sidewalk need (excluding sidewalks associated with major road projects) is estimated at approximately \$49.6 million (Attachment #1). Currently, Leon County funds sidewalk construction from its ten percent portion of the local option sales tax extension in the amount of \$500,000 annually (Attachment #2); scheduled to increase to \$750,000 in FY 2014. By FY 2019, \$9.85 million will have been programmed into community safety and mobility projects, which include sidewalks. A small amount of funding for sidewalks is raised through the fee-in-lieu of sidewalk program (Attachment #3). These funding sources do not cover the current costs of the County's sidewalk needs.

### **Staff Recommendation:**

Option #1: Accept the status report on sidewalks, bike lanes, and trails.

Option #2: Direct staff to amend the current fee resolution establishing the fee in-lieu of sidewalk construction to be \$12.50/square foot, with annual increases consistent with inflation, but not to exceed five percent.

- Option #3: Approve the following ranking and selection criteria for sidewalk/bike lane construction and direct staff to prepare comprehensive list for Board approval (within 6 to 9 months) and subsequent submittal to CRTPA for inclusion in the Regional Mobility Plan:
- a. Safe Routes to School (2 miles).
  - b. Route to Parks.
  - c. Connectivity of a neighborhood to an existing bike route or trail. Connection needs to be within ¼ mile.
  - d. Completing a gap (less than 1/4 mile in length) between existing pedestrian/bike facilities.
  - e. Addresses a bike or pedestrian safety issue in an area with documented demand.
  - f. Sidewalk is on an arterial or collector roadway with higher priority given to provision of sidewalks on one side of the street with a lower priority placed on provision of the second side of the street.
  - g. With the exception of the Safe Routes to School segments, eligible projects should be located inside the urban service area.
  - h. If the sidewalk/bikeway is not listed in the Regional Mobility Plan and does not meet any of criteria a-f, the project should not be eligible for consideration.
- Option #4: Direct staff to continue to work with the City of Tallahassee and the CRTPA to identify opportunities to coordinate sidewalk, bike lane and trail amenities throughout the County.
- Option #5: Direct staff to include the consideration of funding for additional sidewalks and bike lanes as part of the April 23, 2013 Budget Workshop relating to the implementation of the additional five cent gas tax.

## Report and Discussion

### **Background:**

At the December retreat, the Board requested a workshop for staff to provide a comprehensive update on the status of sidewalks and bike lanes program. Subsequently, the concept was adopted as one of the Board's strategic initiatives. Conducting this Workshop on Sidewalk Policy, Priorities, and Funding Options is essential to the following FY2012 and FY 2013 Strategic Initiative that the Board approved at the January 29, 2013 meeting:

“Implement strategies that preserve neighborhoods and create connectedness and livability, including: conduct a workshop that includes a comprehensive review of sidewalk development and appropriate funding.”

This particular Strategic Initiative aligns with the Board's Strategic Priority – Quality of Life:

“Support the preservation of strong neighborhoods through appropriate community planning, land use regulations, and high quality provision of services.” (Q6)

“Further create connectedness and livability through supporting human scale infrastructure and development, including: enhancing our multimodal districts.” (Q7)

Requests from residents for the provision of sidewalks and bike lanes for enhanced connectivity, improved mobility and safety have markedly increased over the last few years. This includes connections to greenways and off road trails. The County, City of Tallahassee, and the Capital Regional Transportation Planning Agency (CRTPA) all have slightly different programs and policies for the provision of sidewalks/bike lanes connections. This workshop will provide information on each of the sidewalk/bike lane programs, as well as explore coordination activities that occur prior to construction of a sidewalk. Further, the existing funding levels, funding needs, and possible funding options will be discussed, if the Board wishes to enhance its current sidewalk/bike lane program.

### **Analysis:**

In addition to Leon County, the City of Tallahassee and Capital Regional Transportation Planning Agency (CRTPA) have programs associated with sidewalks, bikeways, and trails within Leon County. Each entity has differing policies that govern how funding is allocated toward specific projects. The Analysis section will outline the specifics of the County programs and associated funding needs, including the policies and procedures currently utilized by Leon County in evaluating sidewalks, bikeways, and trails. Recommended changes to the prioritization process will be presented, as well as funding considerations. Following the County programs, a brief overview of both the City and CRTPA programs will be presented (Attachments #4 and #5).

The issues addressed in the Workshop will include the following:

- A. Comprehensive Plan
- B. Land Development Code
- C. Trails/Greenway System
- D. Resurfacing Program
- E. Capital Improvement Program
- F. Safe Routes to School
- G. Prioritization Process
- H. Funding Considerations
- I. City of Tallahassee
- J. Capital Regional Transportation Planning Agency (CRTPA)
- K. Summary

A: *Comprehensive Plan:* Many objectives and policies in the Comprehensive Plan promote the provision of a coordinated system of pedestrian and bikeways linking neighborhoods to schools, parks, trails and commercial nodes. A few of the elements are highlighted, as follows:

**OBJECTIVE 1.4: CONNECTIVITY & ACCESS MANAGEMENT**

Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

*Policy 1.1.8*

Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use.

*Policy 1.2.8*

Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.

*Policy 1.5.3: [R] (County Only) (Effective 12/24/2010)*

The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right-of-way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

These provisions serve as the high level guiding principles and foundation for the sidewalk, bike lane, and trails/greenway system policies in the County.

*B. Land Development Code: Section 10-7.529 of Leon County Code of Laws* requires new development within the urban service area to construct sidewalks on both public and private streets. A sidewalk on one side of the street is required within residential and non-residential subdivisions. For arterial or collector roadways, sidewalks are required to be constructed on both sides of the streets. An exemption to required sidewalk construction for new development applies within the Lake Protection District. Bike lanes currently are not required on residential streets. Bike lanes for new developments are required on collector or arterial roadways, regardless of whether or not the project is in or out of the urban service area.

In some instances, the development code allows that a fee-in-lieu of be paid for future sidewalk construction, if the construction of a sidewalk for a development is impracticable, as specified by code. Examples include where a significant safety hazard would be created; it would create adverse environmental impacts; and, other factors such as restrictions by other government jurisdictions. A recent instance of the fee in lieu of was for Summerfield for sidewalk along Monroe, a FDOT right-of-way. FDOT denied the sidewalk permit because they determined that placement of sidewalk in front of the turtle wall would create a safety hazard. There was insufficient right-of-way behind the wall for the sidewalk, and construction on the private property would adversely impact patriarch oaks. A fee in lieu of was paid.

Per the existing fee resolution, the current fee in lieu of construction is \$4.00/square foot (SF). Actual costs for construction, based on the County's Continuing Services sidewalk contract and recent bid projects, have ranged between \$5.30/SF to \$23.54/SF, with an average cost of about \$11.30/SF. The extreme variation is based on site constraints, need for curbing, retaining walls, handrail, special environmental impact mitigation, tree impacts, provision of stormwater facilities in special development zones etc. When all costs, including design and permitting (no right-of-way acquisition), are considered, the cost increases to an average of \$12.50/SF.

If fee in-lieu of is to remain an option for the developer, staff recommends the Board consider adjusting the cost to \$12.50/SF by amending the current fee resolution to more closely reflect the true cost of construction. The resolution would include a yearly adjustment escalator of the consumer price index (not to exceed 5%) per year to try to keep pace with construction cost increases.

*C. Trails/Greenway System*

The County has an extensive trail/greenway system. The ability for residents to be able to utilize the existing and proposed trails/greenways without a using vehicle first is important. Many of the sales tax projects include trails that complete loops or connections to the multitude of amenities the County has to offer (Attachment #6). Trails that were included as part of the County Sales Tax projects include:

- Lake Lafayette and St. Marks Linear Regional Park which completes gaps of connectivity between numerous facilities from Tom Brown Park, Upper and Lower Lake Lafayette, Goose Creek, Apalachee Regional Park, Chaires Community Park, St Marks Headwater, Edwards Wildlife area and Copeland Sink.

- Market District Activity Center - includes trail connector from Maclay Road to points within and in the vicinity of the Market District.
- Lake Jackson Preservation and Mobility Enhancements with trail expansion to Elinor Klapp Phipps Park.
- Northwest Connector Corridor proposes trail extensions to connect parks to the Lake Talquin State Forest.
- Westside Student Corridor Enhancements have trail connections to link TCC/FSU/FAMU.
- Pine Flats Trail is an extensive extension of trails linking the lower Cascades system to Lake Munson Preserve Landing, Trout Pond and G.F.A trailhead, to Eight Mile Pond with ultimate connections to the St. Marks Trails and the future Capitol to the Sea Trail system.

These specific County trail projects, and many others, have been identified in the comprehensive Greenways Masterplan update that is currently underway by Department of P.L.A.C.E. This plan identifies the missing links needed to connect the existing trails into a complete comprehensive network of trails. The Greenways Masterplan is currently receiving public comments and it is expected to be presented to the Board in May.

*D. Resurfacing Program Requirements: Policy 80-8 Resurfacing – Bikeway/Sidewalk/Construction* Prior to any resurfacing project, Engineering will review the feasibility of the proposed roadway for the addition of sidewalks or provision of bike lanes. In accordance with Policy 80-8 (Attachment #7), the feasibility of such additions is not met because the additions cannot be safely done within the existing right-of-way for a reasonable cost. In most cases for existing facilities, there is insufficient right-of-way to provide a sidewalk or a bike lane and still retain the stormwater, clear zones, etc. Therefore, new sidewalk and bike lanes are rarely added as part of a resurfacing project. However, existing sidewalks/ramps are retrofitted for ADA compliance and supplemental signage striping is reviewed for enhanced pedestrian and bicycle safety standards and modified when appropriate. An example of this approach is Miccosukee Road, where bike lanes were considered, but their installation would have required the elimination of on-street parking. Community input dictated that the on-street parking was of critical importance to the adjoining neighborhoods and the County installed sharrows (shared lane pavement markings for bikes and autos) in lieu of separate bike lanes.

*E. Capital Improvement Program:* For all existing collector/arterial roadway reconstruction, provision of sidewalks and bike lanes are a primary consideration during construction. For these projects, right-of-way is acquired in order to provide the sidewalks; bike lanes are accommodated, if possible, and is part of the Bike/Ped Masterplan.

For intersections, the historical approach is to design within the existing right-of-way to minimize project costs. If right-of-way is required for the intersection improvements, and the location is listed in the Bike/Ped Masterplan, then right-of-way for these facilities is considered in the alternatives and cost feasibility analysis. If the acquisition is considered feasible and there is budget available for the property acquisition and construction, the project scope is modified to include these facilities.

As required by current County policy for new roadways, the typical section selection process is highly citizen-interactive with much public participation. Sidewalks and bike lanes are proposed as alternatives for typical section selection. However, the selection may not include both. As a recent example, Bannerman Road Corridor study had a Board-appointed citizen committee that evaluated five typical section alternatives, ranging from urban section with sidewalk on both sides of the road to rural section etc. The preferred alternative has a paved shoulder and a 10' multiuse path but does not propose to have separate pedestrian and bicycle facilities. In a more urban area, such as Buck Lake Road, sidewalks and bike lanes were constructed with a curb and gutter section and center median on the 4-lane section.

*F. Safe Routes to School.* The Safe Routes to School Program is a Federal Highway Administration (FHWA) program intended to enhance elementary and middle school children's ability to walk or ride their bicycle to school. Central to this ability is to provide a safe means to accomplish this, hence the Safe Routes to School's name. The program is administered by each state and is an application based program for governmental entities to utilize for development of pedestrian/bike network to their schools. The initial program looked at a one-mile radius from the school to identify potential hazards and issues that discouraged walking or biking to school. The initial Safe Routes to School's List is included as Attachment #8. This list has been modified to include the status of completion for each sidewalk. The priority list was recommended and approved by the Leon County School Board.

It is important to note the majority of the county sidewalks on this list are complete with a few exceptions. In most cases, the County has constructed sidewalk on one side of the street to provide the desired connection path for children to use. The status of outstanding sidewalks are outlined as follows:

- Fred George Sidewalk from the Community Center to the Springwood Elementary school is designed, city construction permits received, the right-of-way is acquired and construction has started.
- Timberlane School Road from Timberlane Road to the City limits at the I-10 overpass. This short segment of sidewalk is proposed to be constructed on the eastside of the roadway and the City of Tallahassee would then be responsible for constructing the remaining sidewalk on Timberlane School Road. County and City staff continue to coordinate this effort. However, the City currently has no timetable for doing this work, as their sidewalk focus is on implementing the NOVA2010 sidewalk list. NOVA 2010 sidewalk list is sidewalk construction associated with the decentralization of the StarMetro bus system to ensure pedestrian access for busses.

- Chaires sidewalk is in its initial route- feasibility phase to determine right-of-way, etc. Once a feasible route is selected, a more complete timeline can be developed based on right-of-way acquisition and/or permitting issues.
- Magnolia Drive – County portion is from S. Monroe to the Parkway. The County has recently completed a small extension from Lafayette Street to Circle Drive as a result of neighborhood feedback from the community to the Lafayette and Magnolia Intersection Project, and the neighborhood's desire to have a pedestrian link to these improvements. The remaining sections of Magnolia are estimated to cost at least \$7.5 million to complete. The construction of the sidewalk will require acquisition of right-of-way, significant stormwater/drainage improvements, crossing of a ravine system with a bridge to limit impacts, as well as significant utility relocations. Magnolia is an example of a much-needed sidewalk where combined physical/environmental constraints drive the projected costs well beyond the reach of current funding levels. It would take more than 10 years, at current funding, to complete this one sidewalk, assuming all other sidewalk, bike lanes, and traffic calming projects were deferred until after this project is completed.

The CRTPA currently has a consultant - Renaissance Planning Group (RPG), working on an update to the Safe Routes to School Study. The consultant is tasked with surveying the parents, schools, neighborhood groups, etc. for potential impediments for walking or cycling within a 2-mile radius of each school. The 2-mile radius is flexible as the consultant looks at school zoning, as well as any major impediment such as crossing Thomasville Road as an example that would, for all practical purposes, reduce the review area because parents would generally not allow their children to cross such a major roadway. RPG will develop an action plan that identifies and prioritizes the need for sidewalks, bike lanes, cross walks, as well as educational/outreach programs to encourage better utilization of the existing and proposed infrastructure. The basis for the priorities has not yet been determined, as the consultant is still in the data-gathering stage of the plan preparation. The study is expected to be completed in July 2013, with anticipated adoption date by the end of 2013.

The Florida Department of Transportation (FDOT) administers the Federal Highway Safe Routes to School Program. Under the new Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP21), Program Enhancement Projects and Safe Routes to School were rolled into a single category called Transportation Alternatives. There is no longer a separate allocation specifically for Safe Routes to School projects, resulting in no guaranteed funding for this program. The school sidewalk projects must now compete with recreational trails, bike facilities, traffic calming, lighting/safety infrastructure, ADA compliance, and historical preservation.

The allocation is based on the established funding priorities from the CRTPA Board. There is still a separate application to utilize these funds, and all applications will be passed through the CRTPA to the State Safe Routes to School Coordinator in the Central Office. This coordinator will track the total funding requests versus the amount actually funded to track the overall needs. In some cases, the local FDOT funding may be provided, but there is no firm allocation and no guarantee of any additional funding for this program.

*G. Prioritization Process.* In 1999, and subsequently amended in 2000, the Board formerly directed that sidewalks and bikeways will only be built in the unincorporated areas to link neighborhoods within 1 mile of a school, when the sidewalk is considered essential to a traffic calming project or when the sidewalk serves a County park (Attachment #9, page 2 of 30).

In 2004, the Bicycle and Pedestrian Master Plan was adopted by the CRTPA. Based on the direction received in 1999 and 2000, staff participated in developing the CRTPA Master Plan, and, as such, is the guiding priority list utilized by the County today. The County has utilized this list in allocating funding toward sidewalk projects. The County sidewalk projects can be divided into two discrete lists: 1) Safe Routes to Schools (Attachment #8), which has been the County's main focus, and 2) Arterial and Collector Roadways (Attachment #1). Though not necessarily on either list, sidewalks are also included as part of County roadway capital improvement projects and private development.

In 2005, the entire Bicycle and Pedestrian Master Plan was provided to the School Board, and the School Board subsequently provided their priority order of certain sidewalks, which in turn became known as the "Safe Routes to School" list; Attachment #8 provides a status of these sidewalks.

Given the increased demand for sidewalks, the community's desire for walkable neighborhoods, connectivity to local and regional amenities, and known gaps in current sidewalks, staff recommends updating the County's ranking and selection criteria. This new ranking and selection process would then lead to the development of a new list of sidewalks to be provided to the CRTPA for consideration and ultimate inclusion in the new Regional Mobility Plan. Staff anticipates it taking approximately six to nine months to develop a revised list based on the new criteria. The recommended ranking and selection criteria are:

- a. Safe Routes to School (2-mile radius).
- b. Routes to Parks.
- c. Connectivity of a neighborhood to an existing bike route or trail. Connection needs to be within ¼ mile.
- d. Completing a gap (less than 1/4 mile in length) between existing pedestrian/bike facilities.
- e. Addresses a bike or pedestrian safety issue in an area with documented demand.
- f. Sidewalk is on an arterial or collector roadway with higher priority given to provision of sidewalks on one side of the street with a lower priority placed on provision of the second side of the street.
- g. With the exception of the Safe Routes to School segments, eligible projects should be located inside the urban service area.
- h. If the sidewalk/bikeway is not listed in the Regional Mobility Plan and does not meet any of criteria a-f, the project should not be eligible for consideration.

The revised criteria would be utilized by staff in developing the sidewalk and bike lane linkages to be included in the Regional Mobility Plan update that will be developed over the next year.

While it is recommended that staff provide sidewalk and bicycle links for inclusion into the Regional Mobility Plan for a comprehensive listing of the County's sidewalk and bicycle needs, the priority ranking in this document may not match the Board's priority, due to different evaluation criteria for the region, as opposed to the specific needs of the unincorporated areas of the County.

Staff will use the revised policy to prepare priority list allocated to develop the new list, based on the priorities previously listed and/or as modified by the Board and presented at a future Board meeting for approval prior to formal submittal to the CRTPA for inclusion in the mobility plan.

Further, it is suggested that the County utilize the criteria for ranking of projects for implementation and utilization of the County sidewalk/bike lane funding and/or for leverage/matching for outside grants.

*H. Funding Considerations.* The County's unmet need for stand-alone sidewalks calculated for the Sales Tax Projects is estimated at approximately \$49.6 million (this does not include sidewalk/bike lane costs associated with a major roadway project; for example, Tharpe Street). Additionally, this cost does not address the possible expansion of sidewalks into residential neighborhoods, not previously part of the safe route to school priority list. When not part of a separately funded capital project, such as Buck Lake Road, sidewalk construction is programmed in the Community Safety and Mobility CIP. This CIP is funded with 2004 Sales Tax Extension dollars at \$0.5 million/year. The funding level is scheduled to increase to \$0.75 million per year beginning FY 2014 for the duration of the 2004 Sales Tax Extension. This CIP also pays for the traffic-calming program, pedestrian safety signs - such as High Intensity Activated Crosswalk System (HAWK), and ADA compliance. A HAWK is a pedestrian activated beacon signal that acts like a red flashing light where traffic is required to stop when flashing red. One of these systems was recently installed on Gadsden Street as a joint project with the City for traffic calming in the high pedestrian midtown area. There is no designated funding for sidewalk construction once the sales tax extension expires. Without any additional funding, it would take many years to complete the current needs list.

Currently, the only funding programmed for ongoing sidewalk construction is within the Community Safety and Mobility capital improvement project that is funded using the County's 10% share of the 2004 Sales Tax Extension dollars. To date, \$3.9 million of this allocation has been spent on community safety and mobility. By FY 2019, \$9.85 million will have been programmed into mobility projects. The 2004 Sales Tax Extension expires in 2019. No general fund revenue or gas tax monies are programmed for pedestrian/bicycle lane construction.

Fee in-lieu of sidewalk construction provides a very small amount of funding within each benefit zone. The actual amount is dependent on development activity meeting the fee in lieu of criteria. This development activity has been quite limited in recent years. Clearly the preference is for the developer to construct the sidewalk and not pay the fee in lieu of, however, there are limited times when the adopted criteria is met and the fee in lieu of is appropriate means for developer compliance. As discussed previously, this fee is recommended for increase to more accurately reflect the true cost of sidewalk construction.

The County has repeatedly sought other funding sources to support these sidewalks. As part of the Federal American Recovery and Reinvestment Act (ARRA), the County was able to complete Perkins Road, Dempsey Mayo Road, and Velda Dairy Road sidewalks. The County had applied for, but did not receive, Federal Grant funding through the Transportation and Investment Generating Economic Recovery (TIGER) Grant Programs during four discrete application periods: July 2009, December 2009, July 2011, and February 2012.

Sidewalks and bike lanes are viable transportation mechanisms and not just recreational amenities. The Office of management and Budget (OMB) estimates that \$1.1 million/year is generated for each penny of gas tax levied. There is an existing five cents of gas tax that are currently not allocated, which, if levied, would require a portion to be shared with the City of Tallahassee. Discussion of using a portion of the additional five-cent gas tax as a possible source for sidewalk funding is suggested to be delayed until the April 23, 2013 budget workshop. During this workshop, the impact of increasing the stormwater and solid waste non ad valorem assessments, and the implementation of the five-cent gas tax will be presented. This presentation will include how these enhanced revenue streams can assist the County in funding its transportation needs and the overall impact to county residents.

*I. City of Tallahassee.* The City's current/only priority for sidewalk construction is to support Star Metro's NOVA 2010 decentralized bus system by provision of pedestrian connections from neighborhoods to the revised bus stops. The City estimates it will spend \$15 million over the next few years to provide these necessary neighborhood connections. The City appropriates about \$1.2 million per year for sidewalk construction. The City's estimated total need is estimated at \$918 million. Funding for the City's program relies on gas tax and 2004 Blueprint Sales tax with an increased reliance on Sales tax through 2019. Similar to the County, the City requires sidewalk and bike lanes with new construction, in accordance with specific codes and retrofits whenever possible.

A more complete overview of the City's programs and priorities is included as Attachment #4.

*J. Capital Regional Transportation Agency (CRTPA).* The CRTPA is the transportation agency that provides regional coordination and prioritization for transportation systems. The CRTPA's focus is on regional connectivity, not typically neighborhood specific issues. They will be working with the City and County on the update to the Regional Mobility Plan. It is this plan that will consolidate the separate jurisdictions needs lists into one comprehensive/coordinated document. It is crucial that all the County's sidewalk/bike needs be included in this Mobility Plan since the CRTPA serves as the funding conduit for the Transportation Alternatives projects from Federal Highway (FHWA) and FDOT.

A more complete overview of the CRTPA's programs and funding levels is included as Attachment #5.

Regional project funding is \$0.5 million per year and is prioritized in the Regional Mobility Plan. Allocation to City of Tallahassee/Leon County is about \$0.375 million per year. It is expected that this funding level will remain fairly static.

Projects are ranked and approved by the CRTPA Board, so some years funding is higher and some is lower, depending on the project ranking. Staff will continue to take an active role in working with the CRTPA for the update of the Regional Mobility Plan, based on the priorities set by the Board.

K. *Summary.* The following provides a summary of the County's program:

- The County has a number of policies that govern the development of sidewalks, bike lanes, and trails, including the Comprehensive Plan, the Land Development Code, Trails/Greenways System, Resurfacing Program, and the CRTPA Regional Mobility Plan.
- In 1999, and subsequently amended in 2000, the Board formerly directed that sidewalks and bikeways will only be built in the unincorporated areas to link neighborhoods within one mile of a school, when the sidewalk is considered essential to a traffic calming project or when the sidewalk serves a County park (Attachment #9, page 2 of 30).
- In 2004, Bicycle and Pedestrian Master Plan was adopted by the CRTPA. Based on the direction received in 1999 and 2000, staff participated in developing the CRTPA Master Plan, and as such is the guiding priority list utilized by the County today. The County has utilized this list in allocating funding towards sidewalk projects. The County sidewalk projects can be divided into two discrete lists: 1) Safe Routes to Schools (Attachment #8), which has been the County's main focus, and 2) Arterial and Collector Roadways (Attachment #1). Though not necessarily on either list, sidewalks are also included as part of County roadway capital improvement projects and private development.
- In 2005, the entire Bicycle and Pedestrian Master Plan was provided to the School Board, and the School Board subsequently provided their priority order of certain sidewalks, which in turn became known as the "Safe Routes to School" list; Attachment #8 provides a status of these sidewalks.
- As reflected in the item, based on current and planned funding, the County will have the resources to complete the majority of the existing Safe Routes to School list, with the exception of Magnolia Drive.
- Attachment #1 shows the Arterial and Collector Roadway sidewalks that existing and planned funding is not available for and therefore has been presented to the Sales Tax Committee for inclusion in the possible Sales tax extension. This list is estimated at \$49.6 million to complete.
- The County has repeatedly sought other funding sources to support these sidewalks. As part of the Federal American Recovery and Reinvestment Act (ARRA), the County was able to complete Perkins Road, Dempsey Mayo Road, and Velda Dairy Road sidewalks. The County had also applied for, but did not receive, Federal Grant funding through the Transportation and Investment Generating Economic Recovery (TIGER) Grant Programs during four discrete application periods: July 2009, December 2009, July 2011, and February 2012.

- The 2012 CRTPA Regional Mobility Plan absorbed in the components of the 2004 Bicycle and Pedestrian Master Plan. Currently, the CRTPA is updating the Safe Routes to School portion of the list utilizing a 2-mile radius. Over the next several years, the entire Regional Mobility Plan will be updated.
- Given the increased demand for sidewalks, the community's desire for walkable neighborhoods, connectivity to local and regional amenities, and known gaps in current sidewalks, staff recommends updating the County's ranking and selection criteria. This new ranking and selection process would then lead to the development of a new list of sidewalks to be provided to the CRTPA for consideration and ultimate inclusion in the new Regional Mobility Plan. Staff anticipates it taking approximately six to nine months to develop a revised list based on the new criteria. The recommended ranking and selection criteria are:
  - a. Safe Routes to School (2-mile radius).
  - b. Routes to Parks.
  - c. Connectivity of a neighborhood to an existing bike routes or trail. Connection needs to be within ¼ mile.
  - d. Completing a gap (less than 1/4 mile in length) between existing pedestrian/bike facilities.
  - e. Addresses a bike or pedestrian safety issue in an area with documented demand.
  - f. Sidewalk is on an arterial or collector roadway with higher priority given to provision of sidewalks on one side of the street with a lower priority placed on provision of the second side of the street.
  - g. With the exception of the Safe Routes to School segments, eligible projects should be located inside the urban service area.
  - h. If the sidewalk/bikeway is not listed in the Regional Mobility Plan and does not meet any of criteria a-f, the project should not be eligible for consideration.
- With regards to payment in lieu of building a sidewalk as part of a private development, staff is recommending this fee be increased to reflect actual historical costs of approximately \$12.50/per square foot with annual inflationary increase not to exceed 5%.
- Regarding greenways and trails, the County has developed a number of possible capital projects for consideration by the Sales Tax Committee for inclusion in the possible extension. Additionally, the Greenways Masterplan update is being developed by the Department of P.L.A.C.E. and a draft is anticipated to be brought to the Board in May.

**Options:**

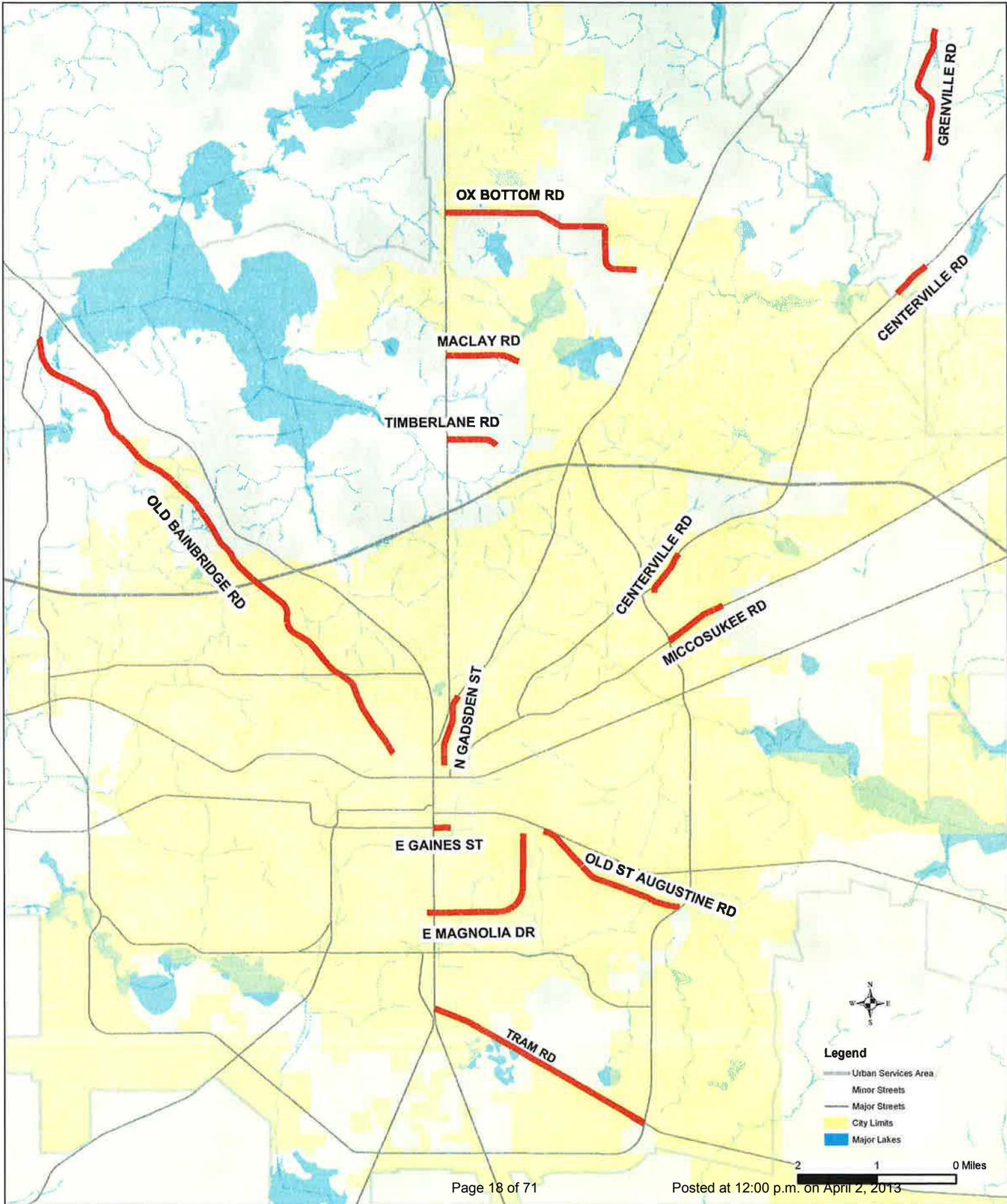
1. Accept the status report on sidewalks, bike lanes and trails.
2. Direct staff to amend the current fee resolution establishing the fee in-lieu of sidewalk construction to be \$12.50/square foot with annual increases consistent with inflation, but not to exceed five percent.
3. Approve the following ranking and selection criteria for sidewalk/bike lane construction and direct staff to prepare comprehensive list for Board approval (within 6 to 9 months) and subsequent submittal to CRTPA for inclusion in the Regional Mobility Plan:
  - a. Safe Routes to School (2 miles).
  - b. Routes to Parks.
  - c. Connectivity of a neighborhood to an existing bike routes or trail. Connection needs to be within ¼ mile.
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  - g. With the exception of the Safe Routes to School segments, eligible projects should be located inside the urban service area.
  - h. If the sidewalk/bikeway is not listed in the Regional Mobility Plan and does not meet any of criteria a-f, the project should not be eligible for consideration.
4. Direct staff to continue to work with the City and the CRTPA to identify opportunities to coordinate sidewalk, bike lane and trail amenities throughout the County.
5. Direct staff to include the consideration of funding for additional sidewalks and bike lanes as part of the April 23, 2013 Budget Workshop relating to the implementation of the additional five-cent gas tax.
6. Board direction.

**Recommendations:**

Options #1, #2, #3, #4, and #5.

Attachments:

1. Sales Tax Extension Project: Proposed Sidewalk and Mobility Improvement List and Map
2. County Budget for Community Safety & Mobility CIP
3. Fee in-Lieu of Sidewalk Revenue Chart by District
4. City of Tallahassee Sidewalk Program Details
5. CRTPA Regional Mobility Plan
6. Summary Map of Proposed County Sales Tax Projects
7. Policy No. 80-8 Resurfacing – Bikeway/Sidewalk/Construction
8. Safe Routes to School list and status of completion
9. Sidewalk Program Status Report – June 9, 2009



<b>Proposed Sidewalk and Mobility Improvements</b>		
<b>Location</b>	<b>Length</b>	<b>Cost</b>
Centerville - Pimlico to Roberts Rd	2652 Ft. of sidewalk	950,000
Maclay - Meridian Rd to City Limits	5400 Ft. of sidewalk	1,980,000
Miccosukee - Capital Circle to Fleischman	5150 Ft. of sidewalk	1,810,000
Miccosukee - Capital Circle to Fleischman	5150 Ft. of sidewalk	1,810,000
Ox Bottom RD - Meridian Rd to Thomasville Rd	17607 Ft. of sidewalk	3,100,000
Timberlane RD - Meridian Rd to Thomasville Rd	3360 Ft. of sidewalk	850,000
Tram RD - S Monroe to Capital Circle	10003 Ft. of sidewalk	2,550,000
Magnolia - Hokolin Nene to Toochin Nene	1361 Ft. of sidewalk on east side	500,000
Magnolia -Hokolin Nene to Toochni Nene	1361 Ft. of sidewalk on west side	500,000
Magnolia - Jim Lee to Hokolin Nene	1750 Ft. of sidewalk on east side	620,000
Magnolia - Jim Lee to Hokolin Nene	1750 Ft. of sidewalk on west side	620,000
Magnolia - Meridian to Monroe	1094 Ft. of sidewalk on north side	400,000
Magnolia - Meridian to Monroe	1094 Ft. of sidewalk on south side	400,000
Magnolia - Toochin Nene to Lafayette	2413 Ft. of sidewalk on east side	850,000
Magnolia - Toochin Nene to Lafayette	2413 Ft. of sidewalk on west side	850,000
Old St. Augustine - Blair Stone to Indian Head	3476 Ft. of sidewalk on north side	1,220,000
Old St. Augustine - Blair Stone to Indian Head	3476 Ft. of sidewalk on south side	1,220,000
Old St. Augustine - Midyette to Paul Russell	2934 Ft. of sidewalk on north side	1,100,000
Old St. Augustine - Midyette to Paul Russell	2934 Ft. of sidewalk on south side	1,100,000
Old St. Augustine - Midyette to Capital Circle	1850 Ft. of sidewalk on the north side	650,000
Old St. Augustine - Midyette to Capital Circle	1850 Ft. of sidewalk on the south side	650,000
Old St. Augustine - Paul Russell to Blair Stone	2231 Ft. of sidewalk on north side	800,000
Old St. Augustine - Paul Russell to Blair Stone	2231 Ft. of sidewalk on south side	800,000
Centerville - Buford to Fleischmann	3101 Ft. of sidewalk on east side	800,000
Gadsden - Carolina St. to McDaniel	1340 Ft. of sidewalk on east side	470,000
Gadsden - Ingleside to Seventh Ave.	1107 Ft. of sidewalk on east side	390,000
Gadsden - McDaniel to Ingleside	1515 Ft. of sidewalk on east side	530,000
Gadsden - Seventh to Ninth	943 Ft. of sidewalk on east side	330,000
Gaines - Gadsden to Monroe	743 Ft. of sidewalk on north side	200,000
Gaines - Gadsden to Monroe	743 Ft. of sidewalk on south side	100,000
Gaines - Lafayette to Gadsden	385 Ft. of sidewalk on north side	100,000
Gaines - Lafayette to Gadsden	385 Ft. of sidewalk on south side	100,000
Grenville Road - Pisgah Church Rd to Proctor Rd	9150 Ft. of sidewalk on west side	3,300,000
Old Bainbridge - Brevard St. to Georgia	433 Ft. of sidewalk on east side	225,000
Old Bainbridge - Brevard St. to Georgia	433 Ft. of sidewalk on west side	225,000
Old Bainbridge - Brevard to I-10	12765 Ft. of sidewalk on east side	4,470,000
Old Bainbridge - Brevard to I-10	11575 Ft. of sidewalk on west side	4,100,000
Old Bainbridge - I-10 to Fred George	8465 Ft. of sidewalk on east side	3,000,000
Old Bainbridge - I-10 to Fred George	8465 Ft. of sidewalk on west side	3,000,000
Pisgah Church Road - west end of existing trail to Grenville Rd	560 Ft. of sidewalk on north side	230,000
	<b>Sidewalks Total</b>	<b>\$ 46,900,000</b>
***Subsequent Evaluation of Magnolia indicates additional funds needed for completion		+ \$ 2,700,000
	<b>Sidewalks Total</b>	<b>\$ 49,600,000</b>



Fee – in – lieu - of Sidewalk  
Revenue Chart  
By District

~

District 1 - \$ 12,922

District 2 - \$ 22,922

District 3 - \$ 37,117

District 4 - \$ 50,945

District 5 - \$ 5,940

\* \* Districts are created by the County Commissioner's District

## **City Program:**

In December of 2010, the City of Tallahassee approved an agenda item for the approval of project prioritization for significant benefit districts. The priority list consolidated multiple previous lists including but not limited to:

- Bicycle and Pedestrian Masterplan
- MMTD Project List
- Leon County Access to Schools
- NOVA 2010
- PASS Project List
- Neighborhood Enhancement Program List
- Sidewalk Arterial Collector list
- Residential Sidewalks list
- Tallahassee CRA Projects
- Regional Mobility Plan

The projects on these lists represent an estimated capital cost of \$918 million dollars. The one consolidated list with City Commission approved prioritization criteria should streamline and simplify the city's overall program, avoid duplication and allow better tracking of the program.

The city has been working on completion of a \$15 million dollar sidewalk construction program for the implementation of the NOVA 2010 list. The City Commission deemed this NOVA 2010 list to have the highest priority. City Public Works estimates that they are a little more than half way through the construction projects having completed the projects without right of way or stormwater needs first. The projects are funded based on future bonds which use reserves and the current allocation of \$1.2 million to cover the program costs.

The \$1.2 million funding comes from a combination of gas tax and 2004 Sales Tax Extension monies. The ratio varies significantly over the years but from FY 14 and later the utilization of 2004 Sales Tax Extension dollars significantly increases as the allocation from gas tax decreases to the point in the out years that almost all the revenue is projected to come from Sales Tax.

The city assumes that the 2004 Sales Tax will continue and that current allocations will not diminish. Based on those assumptions, once the bonds are issued, it is anticipated that the \$1.2 million currently allocated toward sidewalk construction will go directly to debt service and no new monies are proposed to be allocated towards additional sidewalk construction. The city does not yet know when the bonds will be issued for the NOVA 2010 sidewalk projects. (After reading the entire item, it sounds like the bonds were already issued and that the remaining budget will go to debt service after the construction is complete – see page 10)

The only additional money allocated for sidewalk construction is within the resurfacing budget where minor sidewalk issues are addressed. Further, monies are set aside as a result of the Access Now lawsuit for American Disability Act (ADA) compliance. These funds are typically used for retrofitting existing sidewalks to meet accessibility standards and not for the construction of new sidewalks.

(Include the city's agenda as additional information)

STAR METRO SIDEWALK PROJECTS (Construction complete)			
STREET NAME	LOCATION	SIDE OF ROAD	LENGTH (ft)
Alabama	Clay to east of Abraham	South	750
Atlas	Hartsfield to Portland	West	1,100
Basin	Preston to Abraham	East	1,000
Buford	Capital Medical Center to Centerville	East	300
Capital Medical	Miccosukee to Professional Park Cir.	North	2,200
Centerview	Capital Circle to Midyette	North	1,100
Clay	Alabama to Preston	West	1,300
Commonwealth	Commonwealth Bus to Hartsfield	South	2,000
Esplanade	Merchants to Shumard Oak	West	1,800
Executive Center Circle East	Entire Length	East	1,500
Executive Center Circle West	Entire Length	West	1,500
Fleischmann	Centerville to Miccosukee (Missing segments)	West	1,500
Fulton	Allen to Grady	South	1,500
Gadsden	Palmer to Perkins	Both Sides	3,000
Galimore	Tanner to Springsax	East	900
Governors Square Blvd.	Reece Park to Magnolia	North	500
Grady	Fulton to Henderson	East	2,100
Hartsfield	Commonwealth to RR Crossing (West of Mission)	North	1,000
Hartsfield	Commonwealth Bus to Capital Circle	North	800
Jackson Bluff	Appleyard to Mabry	South	3,000
Killearn Center	Capital Circle to Village Square	South	400
Lonnbladh Rd.	Metroplolitan to north	West	400
Meridian	Perkins to Magnolia	West	700
Midyette	Centerview to Old St. Augustine (Missing segment)	West	400
Midyett at Capital Cir	Capital Circle NE to north (missing segment)	West	300
Palmer	Monroe to Gadsden	South	500
Park	Goodbody to Marriott	South	400
Paul Dirac	Pottsdamer to Levy	East	600
Paul Russell	Meridian to Prospect	North	1,100
Paul Russell	Zillah to Jim Lee	North	1,600
Perkins	Monroe to Meridian	Both Sides	2,000
Portland	Atlas to Old Bainbridge	North	2,600
Pottsdamer	Paul Dirac	West	2,300
Thomas	Henderson to Grady	West	800
		Total	42,950

STAR METRO SIDEWALK PROJECTS (Design underway)			
STREET NAME	LOCATION	SIDE OF ROAD	LENGTH (ft)
4th Ave. (*)	Old Bainbridge to Macomb	North	1,400
6th Ave. (*)	Colonial to Mitchell	South	1,500
7th Ave- W Seg. (*)	Monroe to Duval	South	660
7th Ave- E Seg.	Magnolia to Colonial	North	3,200
Callaway	Pullen to North Monroe	East	900
Bradford Rd.	Meridian to Thomasville	Both	4,000
Braag (*)	Adams to Park Ridge	North	1,500
Centerville Rd.	Hodges to Goodwood	East	5,000
Gamble	Wahnish to Disston	North	2,100
Jackson Bluff	Lake Bradford to Hendry	North	1,600
Jim Lee Rd. (*)	Orange to Magnolia	East	2,000
Macomb St. (*)	Brevard to 4th Ave.	West	1,000
North Ridge	Toucan to Creek	North	2,800
Pullen Rd.	Fred Smith to Callaway	South	1,000
Preston (*)	Basin to Clay	North	1,500
Ridge Road - W Seg. (*)	Toucan to Ridge Haven	South	3,700
Ridge Road - E Seg. (*)	Ridge Haven to Crawfordville	South	3,100
Volusia	Joe Louis to Old Bainbridge	North	2,600
			39,560

(\*)Project unfunded at this time

<b>STAR METRO SIDEWALK PROJECTS</b>			
<b>STRET NAME</b>	<b>LOCATION</b>	<b>SIDE OF ROAD</b>	<b>LENGTH (ft)</b>
6th	Mitchell to Magnolia	South	1,600
7th	Brounough to Duval	South	350
7th	Colonial to Thomasville	North	1,500
Alabama	Birmingham to Old Bainbridge	South	1,350
Calhoun	Thomasville to Brevard	West	850
Centerville	Betton to 7th	West	2,300
Duval	Brevard to Fifth	East	2,000
Eisenhower	Lake Bradford to McElroy	East	3,100
Floral	Disston to Holton	South	100
Jackson Bluff	Ausley to Lipona	South	1,500
Jackson Bluff	Hayden to Murat	North	1,050
Maclay Road	Market Sqr. To Village Sqr.	East	1,900
Palmer	Monroe to Gadsden	North	750
Park Ave.	Broward to Goodbody	South	1100
Park Ave.	Meridian to Calhoun	North	400
Pasco	Orange to Weis	West	1,500
Pottsdammer	Orange Ave to Red Barber Way	West	1,500
Pullen	Old Bainbridge to Callaway	North	3,000
Pullen	Old Bainbridge to Fred Smith	South	1,600
Village Square	Thomasville Rd to behind Books-A-Million	East	400
Wies	Holton to Pasco	South	700
Woodward	Gaines to St. Augustine	East	500
		<b>Total:</b>	<b>29,050</b>

**Item Title:** Approval of the Multimodal Project Prioritization for Significant Benefit Districts

<b>CITY OF TALLAHASSEE</b>	
<b><u>CITY COMMISSION AGENDA ITEM</u></b>	
<b>ACTION REQUESTED ON:</b>	November 23, 2010
<b>SUBJECT/TITLE:</b>	Approval of the Multimodal Project Prioritization for Significant Benefit Districts
<b>TARGET ISSUE:</b>	Long Range Community Based Planning

**STATEMENT OF ISSUE**

This item requests approval of the prioritization system for ranking planned multimodal projects (*Attachment 1*). The development of a formal, adopted project prioritization system is necessary to allocate concurrency and other capital improvement funds and to enhance the multimodal transportation networks within the five (5) Significant Benefit zones. This project accomplishes the stated City Commission priority of fostering connectivity and safe multimodal transportation (Priority #4), while integrating prioritization for multimodal projects that will contribute to the creation of ‘sense of place’ in distinct sectors (Priority #3). This list of prioritized bicycle, pedestrian, intersection improvement, and StarMetro capital projects will replace the multiple lists maintained by Public Works and Planning. While this system simplifies the funding allocation process and prioritizes established City improvement programs, it also provides the Commission the flexibility to acknowledge and fund new initiatives and future priorities within our community.

**RECOMMENDED ACTION**

Option 1: Approve the prioritization system for planned multimodal projects.

**FISCAL IMPACT**

The 531 planned multimodal facility improvements are estimated to cost \$918 million dollars, but this item does not commit to building all of them. It simply establishes a ranking method to build projects as funds become available. Furthermore, the approval of a formalized prioritization process and project list will allow our community to compete for and leverage funding from regional, state and federal grant programs.

**SUPPLEMENTAL MATERIAL/ISSUE ANALYSIS**

**HISTORY/FACTS & ISSUES**

- **1996:** Adoption of Commission Policy 600, the *Street Paving and Sidewalk Policy*, acknowledging the need to provide viable transportation alternatives to the automobile within our community. As a result of this policy, four separate sidewalk lists were created.
- **2004:** Adoption of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan and priority list.
- **2009:** Adoption of the Multimodal Transportation District into the Comprehensive Plan, defined as an area in which primary priority is placed on "assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit." This resulted in another prioritization of multimodal projects.
- **2009:** Significant Benefits Program adopted as Florida Department of Transportation, Leon County, and the City of Tallahassee entered into a Memorandum of Agreement to pipeline developer proportionate fair-share mitigation for transportation impacts. The MOA divides the County into five (5) districts; in the outer four (4) districts, 80% of the money will be spent on roadway projects and 20% will be spent on bicycle, pedestrian, and transit projects. Within the fifth district, which is the Multimodal District, 100% of the money will be spent on bicycle, pedestrian, and transit projects. Please see *Attachment 2* for District boundaries.
- **2010:** The City Commission approved the Nova2010 transit restructuring, which resulted in a list of sidewalk and intersection safety projects.
- **April, 2011:** State-required biannual update is due on the Tallahassee-Leon County Multimodal Transportation District Plan, including updates to the prioritized bicycle and pedestrian planned projects list.
- **Summer 2011:** The City of Tallahassee is scheduled to implement changes to the public transit system as the StarMetro Nova2010 plan becomes effective, resulting in new route structures and transit stop locations.

Summary of Lists Being Consolidated

Multimodal projects from previous program lists are included as *Attachment 3*. The proposed list of prioritized bicycle, pedestrian, intersection and transit improvements will replace the multiple lists as shown below:

<b>Planned Project List</b>	<b>Source</b>	<b>Previous Update</b>
Bicycle and Pedestrian Masterplan		2004
MMTD Project List	<i>Bike/Ped Masterplan; Greenways Plan</i>	2008
Leon County Access to Schools List	<i>CoT Public Works</i>	2007
Nova2010 Project List	<i>StarMetro</i>	2010
PASS Project List	<i>CoT Public Works</i>	2005
Neighborhood Enhancement Program List	<i>CoT Public Works</i>	2004
Sidewalk Arterial/Collector Projects List	<i>CoT Public Works</i>	2010
Residential Sidewalks Project List	<i>CoT Public Works</i>	2005
Tallahassee CRA Projects	<i>CoTCRA</i>	2010
Regional Mobility Plan (selected projects)	<i>TLCPD</i>	2010

Number and Costs of Projects

To date, a total of **531 planned projects** from the project lists described above have been mapped and analyzed. The number of projects within each Significant Benefit Zone and the estimated cost of these facility improvements are listed below.

Sig Ben Zone	Tier 1 Projects	Est. Costs	Tier 2 Projects	Est. Costs
Zone 1	50 projects	\$84,041,000	59 projects	\$174,817,919
Zone 2	25 projects	\$24,883,750	36 projects	\$76,222,268
Zone 3	20 projects	\$14,465,000	27 projects	\$52,105,997
Zone 4	33 projects	\$21,856,470	34 projects	\$40,058,618
Zone 5	130 projects	\$265,642,938	117 projects	\$164,120,028
<b>Total</b>	<b>258 Projects</b>	<b>\$410,889,158</b>	<b>273 Projects</b>	<b>\$507,324,830</b>

Approximately 47% of planned projects are within Significant Benefit Zone 5, the Multimodal Transportation District. The above figures also include 160 planned StarMetro projects, equaling 30 percent of total planned multimodal projects within Leon County.

### Screening and Evaluation Criteria

The prioritized ranking of all projects by Significant Benefit District is included as Attachment #1. A two-level scoring method was applied as follows:

- **First, all planned projects were screened based on three community priorities:**
  1. *Access to Schools Projects*, which includes all projects on the existing Leon County Access to Schools Project list;
  2. *Health and Safety Improvements Projects*, derived from Public Works' accident data for bicyclists and pedestrians from 2003 - 2009.
  3. **ROTATING COMMISSION PRIORITY:** Currently, *Nova2010 Sidewalk and Capital Projects* is a major Commission priority.

**All projects meeting one or more of the above criteria were placed in Tier 1. Each criterion was scored at 10 points**, giving these projects the potential to receive a score of 30 points for meeting the screening criteria. Given the importance of these projects in relation to established community priorities and stated Comprehensive Plan policies, a significant point value was assigned to projects meeting these three screening criteria to elevate these projects above other planned multimodal improvements. Projects not meeting one of the above screening criteria were placed in Tier 2.

- **Second, within Tiers 1 and 2, projects were ranked by evaluation criteria** developed in coordination with applicable departments. While employed to prioritize multimodal projects in a numeric ranking, the evaluation criteria below also provide valuable information related to planned facility connections to existing resources, population and employment centers, and multimodal facilities within our community.

Evaluation criteria are listed below, and

- 2a. Access to Nova2010 transit stop(s)
- 2b. Access to Nova2010 transfer stations
3. Direct access to schools within 2 miles
- 4a. Direct connection to existing parks
- 4b. Direct connection to Greenways/trails
5. Within 1/4 mile of transportation disadvantaged housing

6. Within 1/4 mile of employment centers
7. Access to University and College Campuses
8. Within 1/4 mile of shopping centers
9. Access to Identified Placemaking Area(s)  
(*Gaines Street, Midtown, Market District, South Adams, and West Tennessee Street*)

### StarMetro Transit Facility Projects

StarMetro capital projects, including transit shelters and transfer stations, are also included in the multimodal facilities prioritization system. Inclusion of these capital projects within the Multimodal Project Prioritization enables StarMetro to apply for grants and other state and federal funding programs for transit capital improvements. Given the high priority of these shelter facilities in relation to the launch of the Nova2010 route restructuring next summer, transit shelter projects have been pulled out from the planned project lists. Transit shelter projects within each Significant Benefit Zone are grouped together as one item at the top of each project lists. Each item displays the total number and the cost for all transit shelter projects within that Significant Benefit Zone. Transit capital projects, including transfer facilities and 'super stops,' are incorporated into the multimodal facilities prioritization system and are scored according to the criteria developed for multimodal projects. These projects are considered to be longer-term efforts and do not have the same priority as transit shelter facilities at this time.

### Right-of-Way Availability and its Affects on Construction Timing

Currently, right-of-way availability has only been analyzed for approximately one-hundred (100) Nova2010 sidewalk projects. The City of Tallahassee Public Works Department is currently researching right-of-way availability for all projects meeting the screening criteria for community priorities, which include 160 additional planned multimodal projects. This information will be added to the adopted prioritization lists as it becomes available in approximately 4 – 6 months. At that time, right-of-way availability for all 258 projects in meeting the screening criteria for community priorities is expected to be available and incorporated into the adopted prioritization lists. *Because right-of-way acquisition can be a lengthy and expensive endeavor, it is likely that projects requiring no right-of-way acquisition will be constructed prior to higher ranked projects that need right-of-way.* This does not mean projects needing right-of-way will never be constructed, but simply that the easier projects will likely be completed first so that the community can begin using them.

### Flexibility to Allow Leveraging

Please note that the Project Prioritization (*Attachment 1*) includes a footnote stating that in the event a leveraging opportunity or grant funding becomes available for a specific project, that project may be addressed outside of the ranking system. This allows our local system to be compatible with programs of the Capital Regional Transportation Planning Agency, the Community Redevelopment Agency, the Federal Transit Authority, and others. It also allows our community to capitalize on limited financial resources.

### Long Range Target Issue Committee Recommendations

Members of the Long Range Target Issue Committee have been briefed on the contents of this item. Project goals and objectives as presented met with Committee approval, including the prioritization of the StarMetro transit shelter projects as the top project in each Significant Benefit zone. To address concerns and improve the prioritization system, Committee members made the following recommendations. Proposed solutions are discussed below each recommendation.

#### *1. Identify projects located in the unincorporated areas of Leon County*

These projects have been highlighted on the project lists for each of the Significant Benefit Zones.

#### *2. Address process for completing lower priority projects in Tier 2*

The majority of multi-use trail and bicycle route projects fall under Tier 2, which currently have a lower priority compared to projects in Tier 1. However, as projects are completed and our community priorities shift, projects in Tier 2 may be elevated to Tier 1. The 'Rotating Commission Priority' will allow the Commission to prioritize funding for specific projects, such as multi-use trails or creating a bicycle route system throughout the City. While acknowledging that Safety and Safe Routes to Schools will always be community priorities, the 'Rotating Commission Priority' provides the Commission the flexibility to change the screening criteria to reflect current priority projects and programs within our community in future years.

### *3. Address structure and schedule for funding prioritized projects*

It is not the intent of this prioritization system to restrict funds available for multimodal facility improvements. Based on the screening and evaluation criteria, many large-scale, expensive facility improvements have received high scores. The project at the top of each project list will not automatically be the next multimodal project funded within that Significant Benefit Zone. Decisions related to pooling funds for larger and often more expensive projects will be addressed during the annual budget process. At that time, Commission members and staff may elect to pursue multiple small facility improvements or fewer larger multimodal projects during the upcoming fiscal year.

### GIS data and Flex Map Interface

In coordination with the development of the prioritization system, all 531 planned multimodal projects have been mapped in GIS and will be accessible to the public through the new Flex map application, currently being developed by TLCGIS and the Planning Department. Community members will be able to access information on planned, completed, and under construction multimodal projects, including:

- Project Descriptions, including project status
- Project Costs and funding source
- Project Managers and implementing department(s)
- If under construction, estimated completion dates of project
- Photographs of project under construction
- Link to project webpages, if available.

### CHARITABLE CONTRIBUTIONS

Not Applicable. This is applicable only when vendors are bidding for City projects.

### OPTIONS

1. Approve the prioritization system for planned multimodal projects for the purposes of allocating concurrency and other multimodal project construction funds.

Pros:

- The development of a unified project prioritization system will focus the expenditure of limited funds;
- Approval of a central project list and prioritization system will reduce duplication amongst various and numerous bicycle and pedestrian project lists;
- Will allow our community over time to create a more connected multimodal network.

Cons: Some projects that have been ranked high on various program lists may be ranked significantly lower when combined with all other programs.

2. Do not approve adoption of the prioritization system for planned bicycle and pedestrian projects for both existing and future adopted multimodal project lists for the purposes of allocating concurrency funds.

Pros: Maintains current sidewalk programs.

Cons: Less coordinated approach for multimodal projects; allocation of concurrency funds for the construction of multimodal facilities within the City of Tallahassee will be delayed.

3. Provide alternative direction to staff.

### **ATTACHMENTS/REFERENCES**

1. Prioritized List of Planned Multimodal Projects, categorized by Significant Benefit Zone
2. Significant Benefit District Map
3. Multimodal Project Lists by Program
4. Glossary of Project Evaluation Criteria for Multimodal Facilities

## **CRTPA – Regional Mobility Plan (Sidewalk / Bike Improvements)**

The CRTPA serves as the transportation planning and coordinating organization for the region which includes Leon, Gadsden, Wakulla and Jefferson Counties. The agency produces various regional transportation plans and serves as a conduit for Florida Department of Transportation Funding. One of the main work outputs of the CRTPA pertaining to sidewalks and bike lanes is the Regional Mobility Plan. This plan has absorbed the components of the pedestrian and bicycle plan and combined it with trails, transit, roadways etc. for a comprehensive assessment of the regional mobility needs.

The current mobility plan will undergo an update with an RFP for consultant selection to be advertised this summer and expected project kick off in early 2014. The plan update must be adopted by the CRTPA Board by December 2015.

Staff will be heavily involved in the plan update process as members of the Technical Advisory Committee (TAC). Therefore it is important for staff to fully understand the board's priority relative to provision of sidewalk, bicycle and trail facilities to provide the appropriate representation of the Board's directives.

It is critical that all the County's transportation needs are included in this document. All the contributing jurisdictions projects will be evaluated and ranked based on a predetermined set of criteria for each transportation category. In order for federal or state funding to be eligible to be allocated for a project, it must be included in the Regional Mobility Plan.

The CRTPA Board has historically set aside a minimum of \$1million per year for non-roadway projects. This money is currently split at 50/50 with \$0.5 million going to regional projects and \$0.5 million going to local sidewalk/bike/trail projects. The local money is then allocated by population of the region which results in about 75% of the local funding (approximately \$0.375 million) allocated to Leon County/City of Tallahassee.

The regional allocation is currently focused on trails, most recently the Capitol to Sea Trail feasibility study. Since the proposed Sales Tax Project # 5 Pine Flats Trail connects the Capitol Cascade Trail System to the St. Marks, which then connects to the Capital to Sea Trail route, it could be a good candidate for future programming of this regional allocation. The St. Marks-Lafayette Trail project #7 might also qualify under a regional transportation category since it links so many other efforts.

Regional Mobility Plan Cost Feasible Plan attached.

REGIONAL MOBILITY PLAN COST FEASIBLE PLAN

Revised November 26, 2012

Project #	Identified Projects				Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO									
1	Quincy By-Pass	SR 12	US 90	Capacity/Safety	Construction	\$ 15,700,000						
2	Crawfordville Road Express Bus	Tallahassee	Crawfordville	Express Bus	Implement	\$ 2,136,872						
3	Satellite Transfer Center	Southwood		Transfer Center	Implement	\$ 1,873,300						
4	Franklin Boulevard	Cascade Park	Tennessee Street	Bike Lanes/Sidewalks	Construction	\$ 513,717						
5	Bannerman Road	Thomasville Road	Tekesta Drive	Sidewalks	Design/Const	\$ 901,935						
6	Orange Avenue	Capital Circle, Southwest	Lake Bradford Road	Sidewalks	Design/Const	\$ 1,400,652						
7	Havana Express Bus Service	Havana	Tallahassee	Express Bus	Implement	\$ 2,136,872						
8	Monticello Express Bus Service	Monticello	Tallahassee	Express Bus	Implement	\$ 2,136,872						
9	Park and Ride - Midway	Near City Hall		Park and Ride	Implement	\$ 406,100						
10	10th Avenue	Duval Street	Monroe at Legion Street	Shared-use path	Design/Const	\$ 725,244						
11	7th Avenue	TMH	Bronough Street	Bike Lanes/Sidewalks	Design/Const	\$ 1,173,223						
12	Barbourville Drive	Adams Street	MLK Boulevard	Sidewalks	Design/Const	\$ 116,721						
13	Brevard Street	Woodward Street	Miccosukee Road/Wilson Avenue	Bike Lanes	Design/Const	\$ 848,880						
14	Clay Street	Alabama Street	Preston Street	Sidewalks	Design/Const	\$ 132,638						
15	Coleman Street	Walcott Street	Lake Bradford Road	Sidewalks	Design/Const	\$ 74,277						
16	Crawfordville Road	In Crawfordville		Sidewalks	Design/Const	\$ 1,878,147						
17	Duval Street	Gaines Street	Tharpe Street	Bike Lanes	Design/Const	\$ 1,143,158						
18	Eisenhower Road	McElroy Road	Orange Avenue	Sidewalks	Design/Const	\$ 307,719						
19	Gibbs Drive	Tharpe Street	Monticello Drive	Sidewalks	Design/Const	\$ 307,719						
20	Madison Street	Woodward Street	Macomb Street	Bike/Ped Improvements	Design/Const	\$ 548,235						
21	Meridian Street	Van Buren Street	Paul Russell Road	Bicycle Route	Design/Const	\$ 4,096						
22	Orange Avenue	Lake Bradford Road	Monroe Street	Bike Lanes/Sidewalks	Design/Const	\$ 1,559,830						
23	Palmer Avenue	MLK Jr. Boulevard	Gadsden Street	Sidewalks	Design/Const	\$ 111,416						
24	Palmetto Street	MLK Jr. Boulevard	Adams Street (South)	Bike Lanes/Sidewalks	Design/Const	\$ 230,259						
25	Pasco Street	Wies Street	Orange Avenue	Sidewalks	Design/Const	\$ 148,554						
26	Pottsdamer Street	Orange Avenue	Paul Dirac Road	Sidewalks	Design/Const	\$ 493,412						
27	Quincy Loop	US 90 South	SR 12	Capacity/Safety	PDE/Design	\$ 2,970,032	ROW	\$ 17,016,975	Construction	\$ 15,000,000		
28	Woodward Avenue	Jefferson Street	Gaines Street	Bike/Ped Improvements	Design/Const	\$ 307,012						
29	Volusia Street	Old Bainbridge Road	Joe Louis Street	Sidewalks	Design/Const	\$ 265,275						
30	Wies Street	Holton Street	Pasco Street	Sidewalks	Design/Const	\$ 68,972						
T-1	Capital Circle	Apalachee Parkway	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road	Design/Const	\$ 433,872						
T-2	Sharrow Projects				Implement	\$ 10,000						
	SR 61/Thomasville Road	9th Street (East)	Meridian Road	Sharrow								
	US 90/Washington Drive (West)	Mahan Drive	MLK Jr Avenue	Sharrow								
	S Water Street	Williams Street	US 90/Washington Street (West)	Sharrow								
	Crawford Street	US 90/Jefferson Street (West)	Eames Street	Sharrow								
	Main Street	Holly Street	Main St (North)/Azalea Drive	Sharrow								
	Holly Drive	US 90/Washington Street (West)	Main Street	Sharrow								
	Main Street (North)	Main Street/Azalea Drive	US 90/Washington Street (West)	Sharrow								
	Meridian Road	SR 61/Thomasville Road	Henderson Road	Sharrow								
31	Tram Road	Local Bus Service		Bus Service Expansion	Implement	\$ 1,207,165						
32	Belle Vue Way	Mabry Street	Hayden Road	Shared-use path	Design	\$ 116,918	ROW/Const	\$ 4,273,715				
33	Innovation Park Trail	Along Roberts Road, Iamonia Street,	Stuckey Avenue, Gamble Street	Shared-use path	Design	\$ 140,498	ROW/Const	\$ 5,135,641				
34	Magnolia Drive	Lafayette Street	North of Apalachee Parkway	Intersection Improvements	Design/Const	\$ 1,102,758						
35	St. Augustine Street/Madison Street	Stadium Drive	Meridian Street	Bike Lanes	Design/Const	\$ 814,925						
36	Tram Road	Gaile Avenue	Zilah Street	Bike Lanes	Design/Const	\$ 50,933						
37	Woodville Highway	Page Road	Larchmont Lane	Sidewalks	Design/Const	\$ 530,550						
T-3	Maclay Boulevard	Maclay Commerce Drive	Maclay Road	Trail Adjacent to Road	Design/Const	\$ 2,507,238						
T-4	MLK Jr Boulevard/Brickyard Road	Knigh Road	Easement East of Midway/S of RR	Bike Lanes	Design/Const	\$ 1,658,146						
T-5	MLK Jr Boulevard	Pat Thomas Parkway	Camilla Avenue	Trail Adjacent to Road	Design/Const	\$ 879,567						
T-6	MLK Jr Boulevard	Camilla Avenue	Atlanta Street (South)	Bike Lanes	Design/Const	\$ 424,440						
T-7	On easement/Market Square area (E-W power transmission line)	E-W from easement	Maclay Boulevard	Trail on Easement	Design/Const	\$ 477,495						
T-8	Pepper Drive	Lake Bradford	Lipona Road	Bike Lanes	Design/Const	\$ 447,077						
T-9	Lipona Road	Pepper Drive	Pensacola Street (West)	Bike Lanes	Design/Const	\$ 362,189						
T-10	Dover Road	MLK Jr Boulevard/Brickyard	US 90	Bike Lanes	Design/Const	\$ 305,597						
T-11	Tennessee Street (West)	Easment West of SR 263	Exist. Bike lanes on Tennessee Street (West)	Bike Lanes	Design/Const	\$ 186,754						
38	5th Avenue	Thomasville Road	Monroe Street	Sidewalks	Design/Const	\$ 79,583						
39	Adams Street	Gaines Street	Magnolia Drive	Bike Lanes	Design/Const	\$ 605,534						
40	Basin Street	Tennessee Street	Alabama Street	Sidewalks	Design/Const	\$ 265,275						
41	Belmont Road	Park Avenue	Nugent Drive	Sidewalks	Design/Const	\$ 217,526						
42	Bloxham Street	Railroad Avenue	Myers Park Drive	Bicycle Route	Design/Const	\$ 1,740						
43	Bloxham Street	Monroe Street	Myers Park Drive	Sidewalks	Design/Const	\$ 111,416						
44	Boone Boulevard	Tupelo Terrace/Alder Drive	Northwood Mall	Sidewalks	Design/Const	\$ 175,082						

**REGIONAL MOBILITY PLAN COST FEASIBLE PLAN**

Revised November 26, 2012

Project #	Identified Projects				Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO									
45	Bragg Drive	Wheatly Street	Rackley Road	Sidewalks	Design/Const	\$ 68,972						
46	Bronough Street	10th Avenue	Gaines Street	Bike Lanes	Design/Const	\$ 1,018,656						
47	Broward Street	Apalachee Parkway	Park Avenue	Sidewalks	Design/Const	\$ 112,988						
48	Castlewood Drive	Meridian Street	Tartary Drive	Sidewalks	Design/Const	\$ 68,972						
49	Chocksacka Nene	Indianhead Drive East	Jim Lee Road	Sidewalks	Design/Const	\$ 233,442						
50	Chowkeebin Nene	Magnolia Drive	Apakin Nene	Sidewalks	Design/Const	\$ 254,664						
51	Chowkeebin Nene	Apakin Nene	Hasosaw Nene	Sidewalks	Design/Const	\$ 482,801						
52	College Avenue	Copeland Street	Bronough Street	Bike/Ped Improvements	Design/Const	\$ 427,623						
53	Floral Street	Disston Street	Russell Street	Sidewalks	Design/Const	\$ 26,528						
54	Gadsden Street	Palmer Street	Magnolia Drive	Sidewalks	Design/Const	\$ 266,651						
55	Gaile Avenue	Crawfordville Road	Tram Road	Bike Lanes	Design/Const	\$ 322,994						
56	Holton Street	Campbell Street	Wies Street	Sidewalks	Design/Const	\$ 116,721						
57	Iamonia Street	Levy Avenue	Roberts Avenue	Sidewalks	Design/Const	\$ 126,546						
58	Indianhead Drive East	Lafayette Street	Apakin Nene	Sidewalks	Design	\$ 22,794	Construction	\$ 154,077				
59	Ingleside Avenue	Gadsden Street	Marion Avenue	Sidewalks	Design	\$ 55,020	Construction	\$ 371,910				
60	Monticello Drive	Tharpe Street	John Knox Road	Sidewalks	Design/Const	\$ 228,137						
61	Oakland Avenue	Monroe Street/Adams Street	Meridian Street	Sidewalks	Design/Const	\$ 334,247						
62	Parkridge Drive	Bragg Drive	Ryco Drive	Sidewalks	Design/Const	\$ 79,583						
63	Paul Russell Road	South Monroe Street	Jim Lee Road	Bike Lanes/Sidewalks	Design/Const	\$ 1,096,470						
64	Perkins Street	Gadsden Street	Meridian Street	Sidewalks	Design/Const	\$ 74,277						
65	Trail extension	Existing Trail	Jefferson County High School	Shared-use path	PDE/Design/ROW	\$ 3,317,887	Construction	\$ 1,640,389				
66	Call Street	Copeland Street	Satsuma Street	Bicycle Route	Design/Const	\$ 3,205						
67	Southwood Plantation Drive	Apalachee Parkway	Southwood	Bicycle Route	Design/Const	\$ 2,769						
68	Shumard Oak Boulevard			Bicycle Route	Design/Const	\$ 1,868						
69	Capital City to the Sea Trail	Capital Region		Shared-use path	PDE/Design	\$ 3,438,750	ROW	\$ 12,041,568	ROW	\$ 12,041,568	Construction	\$ 9,000,000
70	Satellite Transfer Center	Southside Tallahassee		Super Stop/Transfer Center	Implement	\$ 1,873,300						
71	Alabama Street	Arkansas Street	Old Bainbridge Road	Sidewalks	Design/Const	\$ 482,801						
72	Eisenhower Road	McElroy Road	Roberts Avenue	Sidewalks	Design/Const	\$ 249,359						
73	Gaines Street	Meridian Street	Bloxham Street	Sidewalks	Design/Const	\$ 37,139						
74	Airport Express Bus Service	Airport	Tallahassee	Express Bus	Implement	\$ 1,488,300						
75	Satellite Transfer Center	NW Tallahassee		Transfer Center	Implement	\$ 4,986,375						
76	Indian River Street	Levy Avenue	Stuckey Avenue	Sidewalks	Design/Const	\$ 106,110						
77	Levy Street	Alumni Village	Lake Bradford Road	Bike/Ped Improvements	Design/Const	\$ 1,036,773						
78	Joyner Drive	Voncile Avenue	Watt Avenue	Sidewalks	Design/Const	\$ 221,456						
79	Indianhead Drive West	Apakin Nene	Mountbatten Road	Sidewalks	Design/Const	\$ 525,245						
80	Tanner Drive	Rackley Drive	Wheatley Road	Sidewalks	Design/Const	\$ 159,165						
T-12	Martin Road	US 19/Jefferson Street (South)	Ike Anderson Bike Trail	Trail Adjacent to Road	Design/Const	\$ 219,142						
T-13	On easement NW of Tom Brown Park	Tom Brown Park	N and W to end of Goose Pond Trail	Trail on Easement	Design/Const	\$ 1,283,931						
T-14	Weems Road	Dartmouth Drive	Mahan Drive	Bike Lanes	Design/Const	\$ 169,776						
81	Park and Ride - Woodville	Intersection of Woodville Highway and Oak Ridge Road		Park and Ride			Implement	\$ 465,500				
82	Satellite Transfer Center - Quincy	Downtown near intersection of Jefferson Street and Monroe Street		Transfer Center			Implement	\$ 2,061,500				
83	Park and Ride - Crawfordville	Intersection of Crawfordville Road and Shadeville Road		Park and Ride			Implement	\$ 465,500				
84	Satellite Transfer Center - TCC	Appleyard Road near TCC Campus		Transfer Center			Implement	\$ 2,202,200				
85	Jackson Bluff Road	Appleyard Drive	Lake Bradford Road	Bike Lanes/Sidewalks			Design/Const	\$ 2,758,417				
86	Lake Bradford Road	Stadium Drive	Orange Avenue	Bike Lanes			Design/Const	\$ 1,177,546				
87	Laura Lee Avenue	Monroe Street	Meridian Street	Sidewalks			Design/Const	\$ 118,503				
88	Lipona Road/Pepper Drive	Pensacola Street	Lake Bradford Road	Bike Lanes			Design/Const	\$ 938,045				
89	Pensacola Street	Stadium Drive	Monroe Street	Bike Lanes			Design/Const	\$ 804,989				
T-15	St Marks Trail Bike/Ped Bridge - Phase 1	West side of Woodville Highway across Capital Circle		Bike/Ped Overpass			Design/Const	\$ 6,314,000				
T-16	St Marks Trail Bike/Ped Bridge - Phase 2	South side of Capital Circle across Woodville Highway		Bike/Ped Overpass			Design/Const	\$ 4,158,000				
90	Apalachee Parkway	Magnolia Drive	Connor Boulevard	Bike/Ped Improvements			PDE/Design	\$ 704,642			Construction	\$ 5,603,966
91	Tennessee Street	Franklin Boulevard	Magnolia Drive	Bike Lanes			Design/Const	\$ 399,168				
92	Rankin Avenue	Orange Avenue	Jackson Bluff Road	Sidewalks			Design/Const	\$ 841,995				
93	Rosemary Terrace	Yaupon Drive	Tupelo Drive	Sidewalks			Design/Const	\$ 324,324				
94	Magnolia Drive	Lafayette Street	Adams Street	Bike Lanes/Sidewalks			Design/Const	\$ 3,029,103				
95	Meridian Road	7th Avenue	Tharpe Street	Sidewalks			Design/Const	\$ 270,963				
96	Meridian Street	Perkins Street	Magnolia Drive	Sidewalks			Design/Const	\$ 318,780				
97	Mission Road	White Drive	Mission Road	Bike Lanes/Sidewalks			Design/Const	\$ 1,087,040				
98	San Luis Road	Mission Road	Tharpe Street	Sidewalks			Design/Const	\$ 555,093				
99	Preston Street	Clay Lane	Basin Street	Sidewalks			Design/Const	\$ 212,058				

**REGIONAL MOBILITY PLAN COST FEASIBLE PLAN**

Revised November 26, 2012

Project #	Identified Projects				Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO									
100	Tennessee Street	Ocala Road	Franklin Boulevard	Bike/Ped Improvements					Design/Const	\$ 4,120,718		
101	Tharpe Street	Ocala Road	Monroe Street	Access Management/Median					Design/Const	\$ 5,882,319		
102	Ranch Road (Selman Road)	US 90	End	Sidewalks					Design/Const	\$ 1,048,262		
T-17	Pat Thomas Parkway	MLK Jr Boulevard	Clark Street (West)	Trail Adjacent to Road					Design/Const	\$ 3,197,434		
T-18	Atlanta Street (South)	MLK Jr Boulevard	US 90/Blue Star Highway	Trail Adjacent to Road					Design/Const	\$ 2,826,386		
103	Tennessee Street (West) Bus Rapid Transit			BRT					PDE/Design	\$ 13,200,000		
104	Capital Circle East Express Bus Service	Capital Circle		Express Bus					Implement	\$ 2,952,472		
105	Mitchell Avenue	7th Avenue	Betton Road	Sidewalks					Design/Const	\$ 439,830		
106	MLK Jr. Boulevard	St Francis Street	Palmetto Drive	Bike Lanes/Sidewalks					Design/Const	\$ 1,530,120		
107	US 319 @ Martin Luther King			Intersection Improvements					Design/Const	\$ 598,024		
108	US 319 @ Ivan Church Road			Intersection Improvements					All	\$ 2,378,050		
109	US 319 @ Wakulla Arran Road			Intersection Improvements					Design/Const	\$ 598,024		
110	Trimble Road	Tharpe Street	Hartsfield Road	Sidewalks					Design/Const	\$ 431,711		
111	Tupelo Terrace	Alder Drive	Rosemary Terrace	Sidewalks					Design/Const	\$ 534,843		
112	Voncile Avenue	Joyner Drive	Old Bainbridge Road	Sidewalks					Design/Const	\$ 69,012		
113	Wahnish Way	FAMU Way	Osceola Avenue	Sidewalks					Design/Const	\$ 1,265,795		
114	West Call Street	Copeland Street	Dewey Street	Bike/Ped Improvements					Design/Const	\$ 241,542		
115	Yaupon Avenue	Old Bainbridge Road	Redbud Avenue	Sidewalks					Design/Const	\$ 250,169		
116	Monroe Street	Virginia Street	Apalachee Parkway	Bike Lanes					Design/Const	\$ 353,022		
117	Otter Creek Road	South of US 98	North of US 98	Sidewalks					Design/Const	\$ 388,518		
118	Glenview Drive	Thomasville Road	Monroe Street	Sidewalks					Design/Const	\$ 1,510,626		
119	Gray Street	Jefferson Street (West)	University Way	Bike/Ped Improvements					Design/Const	\$ 136,347		
120	Gadsden Street	Ingleside Avenue	9th Street	Sidewalks					Design/Const	\$ 197,924		
121	Greenwood Drive	Glenview Drive	Bradford Road	Sidewalks					Design/Const	\$ 109,958		
122	US 98	Otter Creek Road	P A Sandera Road	Sidewalks					Design/Const	\$ 234,576		
123	US 319	Ivan Church Road	Arran Road	Service Roads							All	\$ 46,675,000
T-19	US 90/Blue Star Highway	Atlanta Street	Casey Lane	Trail Adjacent to Road							Design/Const	\$ 3,365,025
124	Gaines/Myers Park/Circle	Meridian Street	Magnolia Drive	Bike Lanes/Sidewalks							Design/Const	\$ 2,014,575
125	Beech Ridge Trail	Kinegha Drive	Chiles High School	Sidewalks							Design/Const	\$ 612,482
T-20	SR 61/Thomasville Road	9th Street (East)	Existing Bike lanes/S of Interstate 10	Trail Adjacent to Road							Design/Const	\$ 3,361,939

**Studies/Programs/Coordination**

126	Bicycle Map	CRTPA area		Bicycle system map		\$ 75,000		\$ 15,000		\$ 15,000		\$ 15,000
127	Trails and Greenways Implementation	CRTPA area		Trails and Greenways	SPECIFIC PROJECTS IDENTIFIED AND INCLUDED IN COST FEASIBLE PLAN							
128	Duval/Bronough and Gadsden/Calhoun	One way pairs		Operational development		\$ 350,000						
129	Gadsden County Sector Plans	Gretna, Greensboro, Chattahoochee		Sector Plans		\$ 105,000						
T	Trail Coordination Efforts											
	Coordination with Woodville Corridor Study Recommendations											
	Coordination among involved agencies and advocacy groups to take advantage of opportunities to complete connections through private land holdings											
	Tallahassee Leon County Planning Department Trails and Greenways Master Plan Transportation Opportunities											
	Additional Opportunities for Sharrows											

<b>Costs</b>	Tier 1 Cost	\$ 79,284,841	Tier 2 Cost	\$ 69,856,640	Tier 3 Cost	\$ 71,552,249	Tier 4 Cost	\$ 70,647,987			
	Transit	\$ 18,245,156	Transit	\$ 5,194,700	Transit	\$ 2,952,472	Transit	\$ -			
	Non-Transit	\$ 61,039,685	Non-Transit	\$ 64,661,940	Non-Transit	\$ 68,599,777	Non-Transit	\$ 70,647,987			
<b>Revenues</b>	Tier 1 Revenues	\$ 114,383,606	Tier 2 Revenues	\$ 109,410,378	Tier 3 Revenues	\$ 100,752,907	Tier 4 Revenues	\$ 95,929,628			
	Transit	\$ 53,590,576	Transit	\$ 45,190,576	Transit	\$ 32,590,576	Transit	\$ 24,190,576			
	Non-Transit	\$ 60,793,030	Non-Transit	\$ 64,219,802	Non-Transit	\$ 68,162,331	Non-Transit	\$ 71,739,052			
<b>Surplus/Deficit</b>	Tier 1 S/D	\$ 35,098,765	Tier 2 S/D	\$ 39,553,738	Tier 3 S/D	\$ 29,200,658	Tier 4 S/D	\$ 25,281,641			
	Transit	\$ 35,345,420	Transit	\$ 39,995,876	Transit	\$ 29,638,104	Transit	\$ 24,190,576			
	Non Transit	\$ (246,655)	Non Transit	\$ (442,138)	Non Transit	\$ (437,446)	Non Transit	\$ 1,091,065			
<b>Total Balancing All Tiers - Non Transit Projects</b>		\$ (35,174)									

**REGIONAL MOBILITY PLAN COST FEASIBLE PLAN**

Revised November 26, 2012

Project #	Identified Projects			Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035		
	NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO									

**Potential Transit Funding**

130	Transit Capital*	Available for Additional Service Development and Expansion			\$ 35,345,420		\$ 39,995,876		\$ 29,638,104		\$ 24,190,576
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\* - On the surface it would appear as though these funds are available for the introduction of new projects. However, there is no operational funds to balance

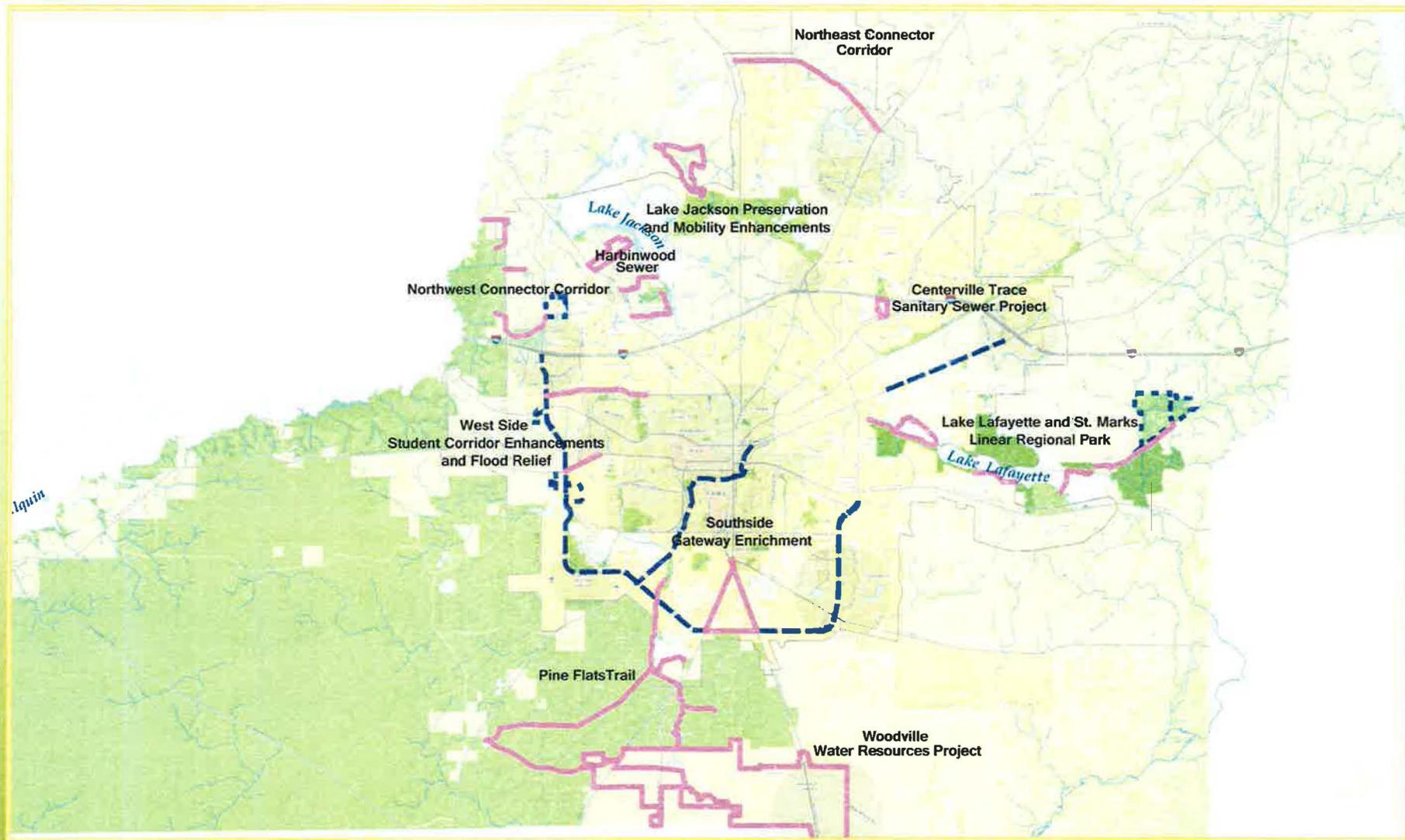
Note: Transit expenditures include the operation of the Nova2010 system as well as the continuing operating expenses for the new transit projects

**Projects with Other Funding (Public)**

131	Capital Circle, Southwest	US 90	Orange Avenue	SIS - Widen							
				PD&E/Design							\$ 9,550,381
				ROW							\$ 43,500,000
				Construction							\$ 66,583,754
				Total							\$ 119,634,135
132	Interstate 10	West of US 90	East of Rest Area	SIS - Widen							
133A	Capital Circle, Southwest	Orange Avenue	Springhill Road	Right-of-Way							\$ 30,000,000
				Construction							\$ 36,300,000
133B	Capital Circle, Southwest	Springhill Road	Crawfordville Road	Design		\$ 2,100,000					
				Right-of-Way							\$ 31,000,000
				Construction							\$ 23,700,000
134	Tharpe Street	Ocala Road	Capital Circle, Northwest	Local - Widen							
135	FAMU Way Extension	Lake Bradford Road	Railroad Avenue	Local - New							
T	Alford Arms/Lafayette - Heritage Trail			Local							
T	Dr. Billings Greenway Trailhead			Local							
T	City of Tallahassee Trail and Greenway Implementation			Local							
T	Connector 1: Dr. Charles Billings Greenway			Local							
T	Connector 2: Goose Pond/Apalachee Parkway to St. Marks			Local							
T	Connector 3: Alford Arms Greenway to Miccosukee Canopy Road Greenway			Local							
T	Connector 4: Miccosukee Greenway Trailhead to Killlearn			Local							
T	Connector 5: Centerville Canopy Road to Maclay Gardens State Park			Local							

**Projects with Other Funding (Private)**

136	Thornton Road Extension	Centerville Road	Miccosukee Road	Private - New							
137	Shamrock Extension	Centerville Road	Mahan Drive	Private - New							
138	Betton Road Extension	Centerville Road	Miccosukee Road	Private - New							
139	Welaunee	Fleischmann Road	US 319	Private - New							
140	Welaunee	@ Interstate 10		Private - New							
141	Woodville Highway	Capital Circle, Southeast	Gaile Avenue	Private - New							



# Summary Map

- Legend**
- Projects
  - Blueprint 2000 Projects
  - Mobility District/Activity Nodes
  - Urban Service Area
  - Parks



15.05

**Board of County Commissioners**  
**Leon County, Florida**

**Policy No. 80-8**

Title: Resurfacing - Bikeway/Sidewalk/Construction  
Date Adopted: September 9, 1980  
Effective Date: September 9, 1980  
Reference: n/a  
Policy Superseded: n/a

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It shall be the policy of the Board of County Commissioners of Leon County, Florida that:

The construction of bikeways and/or sidewalks should be considered when designing resurfacing projects along County roads identified for such facilities in the Tallahassee-Leon County Bikeway and Pedestrian Plans.

The feasibility of such construction shall be based on, but not limited to, the following criteria:

1. Safety.
2. Availability of right-of-way; right-of-way will not be purchased.
3. Cost.
4. Current Bikeway/Sidewalk Design Standards.
5. Board of County Commissioners annual funding commitment for such construction.

Orange = City  
Yellow = County

Light Blue = FDOT

Safe Routes to Schools- Sidewalk Priorities  
2005

Side Walk Priorities # 1	Schools	Jurisdiction	Status
Sutor Rd from Apalachee Pkwy to Park Ave; Trojan Tr from Sutor Rd to Connor Blvd; Idlewild Dr from Apalachee Pkwy to Trojan	Apalachee and Lincoln	City	completed
Kinhega Dr from Deerlake to Thomasville Rd; Deerlake Rd S/W from Kinhega to Heatherbrook Dr (past Deerlake Middle)	Killearn Lakes, Deerlake and Chiles	County	completed ( 1 side)
Buck Lake Rd from Pedrick to Walden; Walden from Buck Lake to Mahan	Buck Lake, Swift Creek	to City Limits	completed (1 side)
Joe Louis from Indiana to Alabama; Joe Louis from Alabama to Preston	Riley, Griffin, Godby	City	Completed (1 side)
Lucy St from Magnolia to Hillcrest; Miccosukee from Meridian St to Hillcrest; Ingleside at end of sidewalk E of Martin to Terrace; Georgia St from Miccosukee to Hillcrest	Kate Sullivan, Cobb, Leon	City	Lucy, Miccosukee, Ingleside- Completed Georgia - not complete
Blountstown Hwy/SR 20 from Ft. Braden to Library (W of Joe Thomas);Blountstown Hwy/SR 20 at Ft. Braden	Ft. Braden	FDOT	Not Complete
Magnolia Dr from S Adams St to Apalachee Pkwy (County S. Monroe to Parkway)	Hartsfield, Rickards	County	Small extention to Circle Dr. under construction Remaining needs R/W , drainage and funding
Chaires Cross Rd from Capitola Rd to Green Oak Dr.	Chaires	County	Preliminary Feasibility Route Selection Underway
Pimlico from Centerville to Whirlaway Tr.	Roberts	County	completed ( 1 side)
Orange Ave W of Nims, crossing Springhill Rd, connecting to Liberty Park neighborhood and Orange Ave to Springhill Rd, connecting to Springsax Park neighborhood and Orange Ave to Springhill Rd, connecting to Springsax Park	Nims	City	Springsax-complete-1 side Orange Ave west of Nims to Springhill- not complete

Orange = City  
Yellow = County

Light Blue = FDOT

Safe Routes to Schools- Sidewalk Priorities  
2005

Side Walk Priorities # 2	Schools	Jurisdiction	Status
Fred George Rd from Capital Circle NW to N Monroe *	Springwood	County	Construction to begin in April 2013 for Monroe to Springwood Elementary segment
Portland Ave to Nuggett Lane, sidewalk on connecting curve	Astoria	City	Not complete
Ridgeway from Eisenhower to Harris St	Sabal Palm	City	Complete
Dale St from Roberts Ave to McElroy	Sabal Palm	City	From Ridgeway to McElroy-not complete
Lake Bradford from Orange to Orange	Pineview	City	
Lake Bradford/Orange Ave (E intersection)	Pineview	City	
Ross Rd from Woodville Hwy to Crawfordville Rd	Oak Ridge	County	completed ( 1 side)
Dempsey Mayo from Mahan to Miccosukee	Moore	County	completed ( 1 side)
Tharpe St & ML King Blvd (Tharpe/County-MLK/City)	Ruediger	County/City	side walks on both sides of the road
Bradford Rd (behind Albertsons) running from N Monroe to Meridian	Raa	City	Not completed between Hollywood and Greenwood
10th Ave/Bronough/Duval intersection	Raa	City	Complete
Fulton Rd/Grady Rd/Henderson from Sharer to Grady Rd N	Sealey	City	Complete (1 side)
Schoolside of Meadow Ridge to E entrance gate of driveway to Ox Bottom, Manor Dr on W	Hawks Rise	City	Complete
Maclay Blvd from Market St to Maclay Rd	Gilchrist	City	Mosswood Chase to Maclay-not complete
Timberlane School Rd from Timberlane Rd to Live Oak Plantation Rd (1/2 City & 1/2 County)	Gilchrist	County/City	County's segment is scheduled for construction
Velda Dairy from Bradfordville Rd to Kerry Forest Pkway	Desoto	County	completed (1 side)
4th Ave from Ford to West of Central	SAIL	City	Complete
6th Ave from Old Bainbridge to N. Monroe	SAIL	City	Complete

Orange = City  
Yellow = County

Light Blue = FDOT

Safe Routes to Schools- Sidewalk Priorities  
2005

Woodville Hwy from Oak Ridge Rd to Natural Wells Rd	Woodville	FDOT	Not Complete
<b>Side Walk Priorities # 2</b>			
	<b>Schools</b>	<b>Jurisdiction</b>	<b>Status</b>
Zillah Rd from Paul Russell Rd to Tram Rd	Fairview	City	Complete
Mabry St and RR Track and Roberts Ave	Belle Vue	City	Complete
<b>Side Walk Priorities # 3</b>			
	<b>Schools</b>	<b>Jurisdiction</b>	<b>Status</b>
Perkins Rd from N Monroe to Old Bainbridge	Canopy Oaks	County	completed ( 1 side)
Plant Street to Second Chance School	Second Chance	City	Not complete
<b>Criteria for Sidewalk Priorities:</b>			
Serving multiple schools			
Connecting schools to parks and essential services			
Best Return on Investment			

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**Board of County Commissioners**  
**Leon County, Florida**  
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**Agenda Item**  
**Executive Summary**

Tuesday, June 09, 2009

**Title:**  
Acceptance of a Status Report on the Leon County Sidewalk Program and its Guiding Policies

**Staff:**  
Parwez Alam, County Administrator  
Alan Rosenzweig, Assistant County Administrator  
Tony Park, P.E., Director of Public Works

**Issue Briefing:**

In response to Board direction provided at its April 9, 2009 regular meeting, this item is a status report regarding the Leon County Sidewalk Program and the policies that direct staff in its implementation.

**Fiscal Impact:**

This item has no fiscal impact.

**Staff Recommendation:**

Option #1: Accept the status report on the Leon County Sidewalk Program and its guiding policies.

## Report and Discussion

### Background:

On October 26, 1999, the Board ratified actions taken at its October 12, 1999 Intersection Improvements/Sidewalk-Bikeways & Traffic Calming Programs Workshop (Attachment #1). Of primary interest to this discussion, the ratification accomplished the following:

1. Merged the three programs (Sidewalks, Bikeways, and Traffic Calming) into one program, entitled the Community Safety and Mobility Program (CSAM).
2. Directed that sidewalks and bikeways will only be built in the unincorporated areas to link neighborhoods within one mile of a school or when the sidewalk is considered essential to a traffic-calming project.
3. Directed that when sidewalk or bikeway projects are proposed within the Urban Services Area (USA), the project must be presented to the Board for approval.
4. Established three tiers of priority for such projects: 1) Schools, 2) Traffic-calming, and 3) other projects.

On May 16, 2000, the Board approved proposed modifications to the CSAM that included revising the tier priorities to make sidewalks that serve County parks the second tier of priority.

On November 18, 2003, the County entered into an Interlocal Agreement with the City of Tallahassee (COT) and the Leon County School Board (LCSB) regarding Public School Facility Planning (Attachment #2). In this Agreement, the three agencies agreed that sidewalk access to schools would be a top priority.

On June 8, 2004, the Board ratified actions taken at its May 11, 2004 Bike-Pedestrian Master Plan (BPMP) workshop. Issues significant to this discussion that were addressed by this action were:

1. Programs and projects that show connecting projects within two miles of a school were to be identified. This action was in response to the fact that the proposed Master Plan did not place top priority on school access.
2. The potential fiscal impacts to Leon County, associated with County construction of sidewalks on roads within the City limits, were to be evaluated. The proposed Master Plan assumed that the County would build such projects, which would violate 25 or more years of County and City statutory agreements that stated the County would not construct sidewalks within the City limits.

On September 27, 2005, the Capital Region Transportation Planning Agency (CRTPA) adopted an "Access to Schools" priority list of sidewalk projects and amended the BPMP to reflect that priority list. This project list reflected the Leon County School Board's sidewalk priorities that were developed by the LCSB in a joint effort between the LCSB, City, County, and State. On March 29, 2005, the LCSB approved the list for this CRTPA action (Attachment #3).

**Analysis:**

The Fiscal Year 2008/2009 County Budget includes a Capital Improvement Project (CIP) entitled Community Safety and Mobility. The project description is as follows:

*This project is for the planning, design and construction of sidewalks, bikeways and traffic calming devices. Upon special approval from the Board, it can also be used to acquire rights-of-way necessary for the construction of these facilities. Funding for the "Access Now" infrastructure corrections and continuation of the traffic calming program are also included. The sidewalk component is prioritized using access to schools as the first level of priority, access to parks as the second level of priority and other requests as the third level of priority.*

This CIP is currently funded at \$500,000 per year. The balance of the account, as of May 2009, was \$1.8M. With the current rate of project development, it is expected that this balance will be expended or committed to contracts prior to October 1, 2009. Of this balance, \$50,000 is allocated for payment to the City of Tallahassee as the County's responsible costs relative to the Access Now lawsuit settlement.

**Projects Completed as of October 1, 2009**

Table 1 reflects projects completed since 1999 under the CSAM Program. Costs indicated are actual costs at the time of project construction.

**Table 1.**

Road Name	Facility Served	Length (FT)	Cost
Pimlico Drive	Roberts	11,510	\$575,742
Ross Road	Oak Ridge	2,680	\$78,794
Aenon Church Road	Gum Road TPA	3,205	\$347,185
Tower Road	Tower Road Park	2,827	\$25,302
Pedrick/Buck Lake/Walden	Buck Lake Elementary	15,453	\$1,032,195
Deerlake	Killearn Lakes Elementary	4,814	\$93,155
Greenland Drive	Killearn Lakes Elementary	2,188	\$17,736
Killearn Commons Unit II	Killearn Lakes Elementary	4,476	\$41,511
Sharer Road	Sealey Memorial Elementary	1,684	\$64,612
Perkins	Canopy Oaks	1,400	\$18,437
Tram Road	Fairview	4,100	\$63,925.00
		<b>50,237</b>	<b>\$2,358,593</b>

Sidewalks Constructed as a Part of Other Capital Improvement Projects

Table 2 reflects sidewalk installations that were completed as a part of other Capital Improvement Projects by Leon County. Sidewalks are routinely added when major construction projects are developed, except where excessive additional right of way is required only for the sidewalk.

**Table 2.**

<b>Capital Improvement Project</b>	<b>Length (FT)</b>
Lake Bradford Road Bike Lane	5,537
Orange Avenue	18,410
Buck Lake Road	8,400
Timberlane Road	583
Miccosukee Rd	24,288
	<b>57,218</b>

Access to Schools Priority List Projects to be Completed

The LCSB identified priority projects for access to schools that have not been completed and which will be addressed as budget funds become available are presented in the Table 3. Note that this list identifies projects that are only outside of the City limits. Costs estimates shown in this report are based on an average cost of \$150 per linear foot of sidewalk. This cost includes, in addition to the cost of concrete pavement only (\$40/lf), costs for design, permitting, stormwater facilities, handrails, and other appurtenant project components.

**Table 3.**

<b>Road Name</b>	<b>Facility Served</b>	<b>Length (FT)</b>	<b>Cost</b>
Fred George Road	Springwood	4,841	\$726,000
Kinhega Drive	Killearn Lakes, Deerlake, Chiles	7,519	\$1,128,000
Deerlake Road S/W	Killearn Lakes, Deerlake, Chiles	17,764	\$2,665,000
Chaires Cross Road	Chaires	4,876	\$731,000
Timberlane School Road	Gilchrist	1,035	\$155,000
		<b>36,035</b>	<b>\$5,405,000</b>

Sidewalk Projects to be completed utilizing Federal Stimulus Funding

The following projects were deemed acceptable for funding with Federal Stimulus funds (Table 4):

**Table 4.**

Road Name	Facility Served	Length (FT)	Cost
Dempsey Mayo Road	Moore	4,710	\$342,893
Velda Dairy	DeSoto	5,923	\$484,376
Perkins Road	Canopy Oaks	412	\$97,738
		<b>11,045</b>	<b>\$925,007</b>

Sidewalk Projects by Private Development

Leon County development regulations require that sidewalks be constructed as a part of most new development within the Urban Services Area (USA). A partial listing of projects since 2004 demonstrating the impacts of this regulatory requirement on the sidewalk system with Leon County is presented in Table 5:

**Table 5.**

Development	Length (FT)
Fallschase Commercial	8,200
Pebble Brooke	7,154
Montejo	2,433
Jordan Pass	3,770
Rivers Landing Phase I	5,304
Sagebrook Mill	2,037
Velda Oaks Plantation	1,981
Sable Chase	2,856
Cavendish Cove	666
Pine Laurel	1,138
Killearn Lakes Plaza	770
	<b>36,309</b>

Issues Impeding the Progress of Sidewalk Development in Leon CountyFunding

Funding is always the major limiting issue with construction of any infrastructure. It is currently expected that, by the end of this fiscal year, all budgeted funds for sidewalks will have been expended or committed to construction contracts addressing remaining projects on the Access to Schools Priority List (Table 3). The recent history of budgeting versus expenditures for the CSAM is presented in Table 6. The expenditures shown are predominantly related to sidewalks, but some funds were also expended for Traffic Calming.

**Table 6.**

Funding History		
Year	Budgeted Funds	Expenditures
2002	254,000	219,000
2003	300,000	276,000
2004	250,000	133,000
2005	750,000	142,000
2006	500,000	1,052,000
2007	500,000	152,000
2008	1,200,000	112,000
2009	500,000*	2,114,000*

Totals	\$4,254,000	\$4,200,000
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\* Projected

*Most County Sidewalk Projects Require that existing roads be Retrofitted*

When new roads are designed and constructed, it is relatively easy to identify and set aside a corridor for sidewalk construction and to place other roadway features in a manner that conforms to the sidewalk. When a sidewalk project is proposed for an existing roadway, there is usually no corridor available and in many cases there is severely limited right of way. Shoulder grades, ditches, utilities, and other roadway features typically are not readily conducive to sidewalk placement. It has been staff's experience that the typical design process is not suited for this type of construction because the details of the conditions found in the field cannot be properly translated to paper for an in-house design. The solution to this problem, that is working very well, is to perform a limited conceptual design sufficient for permitting and bidding, and then have staff work with the contractor on-site, essentially designing every foot of sidewalk in the field. Public Works works with a continuing supply contractor for sidewalk construction because this contract gives us the flexibility to accomplish the on-site design and construction.

*City / County Disagreement Relative to Responsibilities – County Roads Inside City Limits*

Prior to 2004, the City and County staff had a clear understanding regarding sidewalks in County rights-of-way inside the City Limits. The City acknowledged responsibility for maintenance of such facilities and/or the construction of new facilities. During the development of the 2004 BPMP, however, that status changed, with the City staff asserting that the City was not responsible in any way for sidewalks on County roads inside the City Limits. In ensuing years, the discussion continued over this subject and, at one time, an Interlocal Agreement was proposed to resolve the issue. Before that agreement was completed, however, the City and County Attorneys agreed to submit the question to the State Attorney General for resolution, with both parties agreeing to abide by the Attorney General's ruling.

In summary, the Attorney General's opinion stated that the status that had existed prior to 2004 was correct, and that the City is responsible for maintenance and/or construction of new sidewalks in County rights-of-way inside the City Limits. While this issue has not been an impediment to sidewalk development within the unincorporated area of the County, it has been an issue absorbing staff time and attention.

#### *Environmental Permitting*

The 1999 action by the Board implied that permits were not to be required except if a project met certain criteria. The established criteria, however, was not sufficiently clear for enforcement and, as a result, most sidewalk projects undertaken by the County have been constructed in accordance with environmental permits. These requirements typically require that stormwater issues be addressed, either by treatment or storage. To avoid having to acquire property for stormwater facilities, the usual solution is to install ditch blocks in the roadside ditches to provide the stormwater functions. Due to roadside ditch configurations and limited right-of-way, however, this issue has delayed and complicated several projects to date, and could possibly prevent a project from being built. It is noted that the only agencies having permit review of such projects are the Northwest Florida Water Management District (NFWFMD) and the County's Growth and Environmental Management Department (GEM). The NFWFMD has established a process whereby most sidewalk projects are routinely exempted from permits. GEM is working on proposed Code revisions that would also provide for permit exemptions for such projects.

#### *Canopy Roads*

Canopy Roads are areas where County citizens have an interest in having sidewalks, and Code and Comprehensive Plan do not preclude sidewalks. The general concept, however, is that the sidewalk should meander around trees and other canopy road features. Unfortunately, in most instances, the County does not own the canopy road right-of-way, and actually only has maintenance rights from back of ditch to back of ditch. The area where the sidewalk would meander is private property and easements or ownership would have to be acquired before a project could go forward, typically escalating costs to a level that precludes the project.

An example of this is the segment of Miccosukee Road from Ginger Drive to Fleischman Road. This has been a segment where repeated requests for sidewalks have been made. However, by the time right-of-way is acquired for sidewalks and stormwater facilities, the project cost quickly exceeds \$1 million.

#### *Maintenance and ADA*

Some of the County sidewalk system is aging such that maintenance costs are becoming an issue. In addition, the American Disabilities Act (ADA) has come into existence since the County sidewalk program was initiated. The ADA provides requirements and standards for sidewalk construction that must be complied with when roads are reconstructed or sidewalks are significantly maintained.

An example of this is the Ross Road sidewalk that was reconstructed late last year for maintenance and to bring it up to current ADA requirements. Of the total 4,695 feet of sidewalk on the road, approximately 2,680 linear feet of sidewalk was replaced and \$78,794 of sidewalk funds was expended to accomplish this project.

City of Tallahassee's Sidewalk Program

The City of Tallahassee has maintenance crews on staff dedicated to sidewalk maintenance and replacement and occasional new sidewalk construction. They also follow the BPMP and the LCSB's priority list for prioritizing their construction activities, as well as call for sidewalk construction on new roads, private or public.

Summary and Conclusions

County staff believes that the current and on-going Leon County Sidewalk Program, as encompassed by the CSAM, inclusion in major CIPs and development regulations, is making proactive gains in the development and maintenance of sidewalks in Leon County.

Options:

1. Accept the status report on the Leon County Sidewalk Program and its guiding policies.
2. Do not accept the status report on the Leon County Sidewalk Program and its guiding policies.
3. Board Direction.

Recommendation:

Option #1.

Attachments:

1. [Intersection Improvements/Sidewalk-Bikeways & Traffic Calming Programs Workshop](#)
2. [Interlocal Agreement for Tallahassee-Leon County and Leon County Schools Public School Facility Planning](#)
3. ["Access to Schools" priority list](#)

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## Board of County Commissioners Agenda Request 14

Date of Meeting: October 26, 1999

Date Submitted: October 21, 1999

To: Honorable Chairman and Members of the Board  
From: Parwez Alam, County Administrator  
Michael C. Willett, Public Works Director  
Subject: Ratification of the October 12, 1999 Workshop Intersection Improvement/Sidewalk Bikeways & Traffic Calming Programs

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**Statement of Issue:**

Seeking the Board's approval of the decisions made during the October 12, 1999 Intersection Improvements/Sidewalk-Bikeways & Traffic Calming Programs Workshop.

**Background:**

On October 12, 1999, the Board of County Commissioners met, in workshop format, to discuss issues and set policy direction for the merging of the Intersection Improvement, Sidewalk/Bikeways and Traffic Calming Programs.

**Analysis:**

The following items were approved by the Board during the October 12, 1999 workshop:

1. The new name for the program that merges the three programs together will be the Leon County Community Safety and Mobility Program (CSAM).
2. Right-of-way acquisition and segmental sidewalk construction can be considered in providing sidewalk and bikeway facilities.
3. Sidewalks and bikeways can be excluded from the permitting process provided the following conditions are met:
  - a. Joint project review between Public Works and Community Services
  - b. Permit exclusion does not apply to new construction
  - c. If the sidewalk or bikeway requires curb and gutter, the project will be submitted for permitting review
  - d. If the sidewalk or bikeway abuts a roadway surface, the project will be submitted for permitting review
4. Execute a traffic operation study prior to a corridor study on all County roads identified as 21

needing expansion in the long Range Transportation Plan.

5. The County will only build sidewalks and bikeways in the unincorporated area, or within the urban service area, to link neighborhoods within one mile of a school or when the sidewalk is considered essential to a traffic calming project.
6. The County can consider building a sidewalk or bikeway within the Urban Service Area provided the project is presented to the Board of County Commissioners for approval.
7. Sidewalk and bikeway priority will be developed using a three tiered approach; (1) Schools, (2) Traffic Calming and, (3) other projects.

**Options:**

1. Adopt items one through seven above
2. Do not adopt items one through seven above
3. Board Direction.

**Recommendation**

Option #1.

## Board of County Commissioners Agenda Request 29

Date of Meeting: November 18, 2003  
Date Submitted: November 12, 2003

To: Honorable Chairman and Members of the Board  
From: Parwez Alam, County Administrator  
Subject: INTERLOCAL AGREEMENT FOR TALLAHASSEE-LEON COUNTY AND  
LEON COUNTY SCHOOLS PUBLIC SCHOOL FACILITY PLANNING

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### INTERLOCAL AGREEMENT FOR TALLAHASSEE-LEON COUNTY AND LEON COUNTY SCHOOLS PUBLIC SCHOOL FACILITY PLANNING

This agreement is entered into between the Tallahassee City Commission (hereinafter referred to as "City"), the Leon County Commission (hereinafter referred to as "County" and the School Board of Leon County (hereinafter referred to as "School Board").

WHEREAS, the City, County and the School Board recognize their mutual obligation and responsibility for the education, nurture and general well-being of the children of Leon County; and

WHEREAS, the City, County and School Board recognize the benefits that will flow to the citizens and students of their community by more closely coordinating their comprehensive land use and school facilities planning programs: namely (1) better coordination of new schools in time and place with land development, (2) greater efficiency for the School Board and local governments by the placement of schools to take advantage of existing and planned roads, water, sewer, parks and drainage systems, (3) improved student access and safety by coordinating the construction of new and expanded schools with the road and sidewalk construction programs of the local governments, (4) the location and design of schools so that they serve as community focal points, (5) the location and design of schools with parks, ballfields, libraries, and other community facilities to take advantage of joint use opportunities, and (6) the location of new schools and expansion and rehabilitation of existing schools so as to reduce pressures contributing to urban sprawl and support existing neighborhoods; and

WHEREAS, Section 1013.33, Florida Statutes, requires that the location of public educational facilities must be consistent with the comprehensive plan and implementing land development regulations of the appropriate governing body; and

WHEREAS, Sections 163.3177(6)(h)1 and 2, Florida Statutes, requires each local government to adopt an intergovernmental coordination element as part of their comprehensive plan that states principles and guidelines to be used in the accomplishment of coordination of the adopted comprehensive plan with the plans of the school board, and describe the processes for collaborative planning and decision making on population projections and public school siting; and

WHEREAS, Section 163.3177(6)(h)2, Florida Statutes, further requires each county, all the municipalities within that county, and the district school board to establish by interlocal or other formal

agreement executed by all affected entities, the joint processes described above consistent with their adopted intergovernmental coordination element; and

WHEREAS, the City, the County and the School Board enter into this agreement in fulfillment of that statutory requirement and in recognition of the benefits accruing to their citizens and students described above; and

WHEREAS, the City, the County and the School Board have mutually agreed that coordination of school facility planning and comprehensive land use planning is in the best interest of the citizens of Leon County; and

WHEREAS, the City has jurisdiction for land use and growth management decisions within its boundary and the County has similar jurisdiction for land use and growth management decisions within its unincorporated boundary, and

WHEREAS, the School Board has the responsibility to provide school facilities to insure a free and adequate public education to the residents of Leon County, and

WHEREAS, the City, the County and the School Board agree that they can better fulfill their respective responsibilities by working in close cooperation to insure that adequate public school facilities are available for the residents of Leon County, and

WHEREAS, the parties are authorized to enter into this interlocal agreement pursuant to Section 163.01, Section 163.3177(6)(h)2, and Section 1013.33, Florida Statutes.

NOW THEREFORE, be it mutually agreed between the Tallahassee City Commission, the Leon County Commission and the Leon County School Board that the following procedures will be utilized to better coordinate public school facilities planning and land use planning:

**Section 1 – Joint Meetings**

- 1.1 Staff working groups from the Tallahassee-Leon County Planning Department (TLCPD) and School Board will meet on an as needed basis, but no less frequently than once per year, to formulate recommendations and discuss issues regarding coordination of land use and school facility planning, including such issues as population and student enrollment projections, development trends, transportation, school needs, collocation and joint use opportunities, and ancillary infrastructure improvements needed to support the school and ensure safe student access. The TLCPD Director, or designee, and School Board Superintendent, or designee, will be jointly responsible for making meeting arrangements and providing notification.
- 1.2 The City, the County and the School Board will meet at least once every year in a joint workshop session. The joint workshop session will provide the opportunity for the City, the County, and the School Board to set direction, discuss issues and reach understandings regarding issues of mutual concern such as coordination of land use and school facilities planning, including population and student growth, development trends, school needs, off-site improvements, and joint use opportunities. The TLCPD Director, or designee, and School Board Superintendent, or designee, will be jointly responsible for making meeting arrangements and providing notification.

**Section 2 – Student Enrollment and Population Projections**

- 2.1 In fulfillment of their respective planning duties, the City, the County, and the School Board agree to coordinate their plans upon the same projections of the amount, type, and distribution of population growth and student enrollment. Five-year population and student enrollment projections shall be revised annually to ensure that new residential development and redevelopment information provided by the City and County are reflected in the updated projections.
- 2.2 The School Board shall utilize the Department of Education (DOE) five-year county-wide student enrollment projections. The School Board may request that the DOE projections be adjusted to reflect actual enrollment and development trends not anticipated by the DOE projections. In formulating such a request, the School Board will coordinate with the City and County regarding future population projections and growth.
- 2.3 The City, working with the County, will use information on growth and development trends for municipal and unincorporated areas, such as census information on population and housing characteristics, persons-per-household figures, historic and projected growth rates, and the information described below in Section 3.2, to project residential units by type for five years (single family, multi-family and mobile home) and allocate these units into sub-county planning sectors, such as traffic analysis zones and census tracts, so that the countywide projections are not exceeded. These planning divisions will be established by mutual consent of the School Board and TLCPD. The allocation of residential units by type and planning divisions will be provided to the School Board by April 1 of each year.
- 2.4 The School Board will evaluate the planning division projections prepared by the TLCPD. The School Board, working with the TLCPD, will develop and apply student generation multipliers for residential units by type for schools of each type, taking into consideration past trends in student enrollment within specific planning divisions in order to project student enrollment. The school enrollment projections will be included in the educational facilities report provided to the City and County each year as specified in Section 3.1 below.
- 2.5 Coordination regarding the update of the Leon County population projections, their allocation into planning sectors, and conversion into projected student enrollment will occur on an annual basis at the staff working group meeting described in Section 1.1 above. The revised projections and the variables utilized in making the projections will be reviewed prior to the staff working group meeting and discussed by all parties at the staff meeting.

### Section 3. Coordinating and Sharing of Information

- 3.1 District Educational Facilities Report and Plan. By December 1 of each year, the School Board shall submit to the City and the County, the educational facilities report and plan. The plan will be consistent with the requirements of Section 1013.35, F.S. The report will contain information detailing existing and projected school enrollment, an inventory of existing educational facilities, their locations, information on the relocatables in use at each school, and projected space needs. The report will also contain the School Board's capital improvement plan, including planned facilities with funding over the next five (5) years, and the educational facilities representing the district's unmet need. The report will provide data for each individual school concerning school capacity based on

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Department of Education criteria and enrollment of each individual school based on actual counts. The report will show the generalized locations in which new schools will be needed and planned renovations, expansions and closures of existing schools. The report will indicate properties the School Board has already acquired through developer donation, or properties on which there is a developer obligation to provide the School Board, at the School Board's discretion, or properties acquired through other means that are potential school sites. The City and County shall review the plan and comment to the School Board within 30 days on the consistency of the plan with the local comprehensive plan, whether a comprehensive plan amendment will be necessary for any proposed educational facility, and whether the local government supports a necessary comprehensive plan amendment. If the local government does not support a comprehensive plan amendment, the matter shall be resolved pursuant to Section 10 of this agreement.

- 3.2 Educational Plant Survey. At least one year prior to preparation of the Educational Plant Survey update, the staff working group established in subsection 1.1 will assist the School Board in an advisory capacity in the preparation of the update. The Educational Plant Survey shall be consistent with the requirements of Section 1013.31, F.S., and include at least an inventory of existing educational facilities, recommendations for new and existing facilities, and the general location of each in coordination with the land use plan. The staff working group will evaluate and make recommendations regarding the location and need for new, significant renovation or expansion, and closures of educational facilities, and the consistency of such plans with the local government comprehensive plan and relevant issues listed in subsections 4.2, 6.6, 6.7, and 8.1 of this agreement.
- 3.3 Growth and Development Trends. On April 1 of each year the City and County will provide the School Board with 5-year projections of dwelling units, by type, for the agreed geographic regions within the County. The first set of these projections shall take place following the next update of the Tallahassee-Leon County Long Range Transportation Plan.
- 3.4 Student and Transportation Safety. Student and transportation safety shall be a major consideration at all School Board operated facilities and shall be an essential part of operation, renovation, expansion and future development. A joint committee made up of School Board members and/or district staff with appropriate Tallahassee Police Department, Leon County Sheriff Department, Tallahassee Fire Department, Juvenile Justice, other law enforcement officials, and community representatives shall be established to review the issue of school safety. This committee will have authority to make specific recommendations to the School Board, City or County Commissions, or other governmental agencies to enhance safety in and around district school facilities.
- 3.5 School Board facilities shall be made available at no cost to the City or County, when scheduling and school utilization permits, for public meetings related to land use, transportation planning, community improvement and other related topics. The City and County shall make available at no cost to the School Board, maps, GIS and other data related to school sites, attendance zones, and land use.

#### Section 4. School Site Selection

- 4.1 The School Board will establish a Site Selection Advisory Committee for the purpose of 21

reviewing potential sites for new schools and proposals for closure of existing schools, and making suggested recommendations to the Superintendent and the School Board. The Site Selection Advisory Committee will be a standing committee and will meet on an as needed basis. The membership will include appropriate members of the school district staff, one member each from the TLCPD, City Growth Management, and Leon County Growth and Environmental Management. The committee membership may also include representatives from the Sheriff and/or Police Department as needed. The committee membership will be expanded as needed to include representation from the subdivision/community in or near where a school is proposed. When the need for a new school is identified by the Superintendent/School Board, the school district staff will provide to the Site Selection Advisory Committee information pertaining to the type of proposed school or facility, acreage required, geographic boundaries of the area of need, and a listing of activities to occur on the site. The Site Selection Advisory Committee will request from the TLCPD a list of potential sites in the area of need targeted in the Education Plant Survey. The committee will review the potential sites and may add to or reduce the list of potential sites. The committee will submit to the TLCPD a list of sites for an informal assessment regarding consistency with the comprehensive plan. This assessment or general overview shall address the following:

- (a) environmental features,
- (b) transportation and pedestrian access,
- (c) availability of infrastructure and services,
- (d) safety concerns,
- (e) land use compatibility,
- (f) special planning areas, such as sector plans, the Southern Strategy Area, planned unit developments, etc.,
- (g) community vision,
- (h) other pertinent issues such as special programs or student assignment that have a bearing on site suitability.

The TLCPD will prepare the assessment(s) from existing data. The Site Selection Advisory Committee will review the assessments and any other relevant information. The Site Selection Advisory Committee and the TLCPD will also consider the issues identified in Section 4.2 based on available information as each potential site and each proposed school for expansion is evaluated. Based on the information gathered during this review, the Site Selection Committee will make a recommendation to the Superintendent and School Board, of one or more sites in order of preference.

- 4.2 The following issues will be considered by the Site Selection Advisory Committee, the TLCPD, the Superintendent and School Board when evaluating potential school sites or expansion or rebuilding of existing schools:
- a. The location of school sites that will provide logical focal points for community activities such as the community facilities itemized in section 8.1 below and serve as the cornerstone for innovative urban design standards, including opportunities for shared use and collocation of community facilities.
  - b. The location of new schools with dual access points and within reasonable walking and/or bicycle distance of primary residential dwelling units served by the schools, as practicable under the student assignment program.

- c. The location of new elementary and middle schools within the Urban Services Area or designated Rural Communities proximate to residential neighborhoods, and not located adjacent to limited access or major arterial roads, nor shall they have direct access from limited access, arterial or local roads.
- d. The location of new high schools or adult-vocational schools on the periphery of residential neighborhoods, inside the Urban Services Area and not located adjacent to limited access or major arterial roads, nor shall they have direct access from limited access, major arterial or local roads.
- e. Compatibility of the school site with present and projected uses of adjacent property.
- f. Encouraging community redevelopment and revitalization and efficient use of existing infrastructure and discouraging urban sprawl.
- g. Site acquisition and development cost.
- h. Safe access to and from the school site by pedestrians and vehicles, to include sidewalks, crosswalks, bike lanes, access road, traffic calming, signage, etc. where necessary.
- i. Adequate public facilities and services to support the proposed school are available, or will be available, concurrent with the impact of schools.
- j. Environmental constraints that would preclude development of a public school on the site or cannot be mitigated.
- k. Adverse impact on archaeological or historic sites listed in the National Register of Historic Places or designated by the affected local government as a locally significant historic or archaeological resource.
- l. The proposed site is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements.
- m. The proposed location is not in conflict with local government stormwater management plans or watershed management plans.
- n. Whether the proposed location is within a flood zone, a floodway, special development zone, or Lake Protection future land use district as delineated in the comprehensive plan.
- o. The proposed site can accommodate the required parking, circulation and queuing of vehicles onsite.
- p. Whether the proposed location lies outside the area regulated by Section 333.03, F.S., regarding the construction of public educational facilities in the vicinity of an airport or in heavy industrial areas.

4.3 City and County law enforcement and fire department officials shall review all proposed

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school facility sites and architectural plans for the expansion of current school facilities and the construction of new schools and provide recommendations for safety design or improvements.

- 4.4 At least 60 days prior to acquiring or leasing property that may be used for a new public educational facility, or initiating the expansion of an existing school, the School Board shall provide written notice of the acquisition to the TLCPD. The TLCPD, upon receipt of the notice, shall notify the School Board within 45 days if the proposed new school site or the proposed expansion of an existing school is consistent with the land use categories and policies of the comprehensive plan. This preliminary notice does not constitute the local government's determination of consistency pursuant to sections 1013.33 and 1013.34, F.S.
- 4.5 Following a finding of comprehensive plan consistency, the School Board staff shall within 15 days file an application for a Land Use Compliance Certificate with the City Land Use Administrator if the potential site or the school proposed for expansion is within the City, or for a Permitted Use Verification with the County Administrator or his designee if the potential site or school proposed for expansion is located in the unincorporated area. The City Land Use Administrator or County Administrator or his designee shall have 15 days to issue the Land Use Compliance Certificate or Permitted Use Verification, or provide a response explaining why the application for the certificate was denied.

#### **Section 5. Supporting Infrastructure**

- 5.1 In conjunction with the preliminary assessment described in Section 4.2 of this agreement, the School Board and affected local governments will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or proposed expansion or closure of an existing school, and will enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements.

#### **Section 6. Local Planning Agency, Comprehensive Plan Amendments, Rezonings, and Development Approvals**

- 6.1. The School Board will be afforded full voting membership on the Metropolitan Planning Organization and Planning Commission. The City and County will include a representative appointed by the School Board on the local planning agencies, or equivalent agencies, to attend those meetings at which the agencies consider comprehensive plan amendments and rezonings that would, if approved, increase residential density or otherwise have negative impact on the schools and/or students. The City and County may, at their discretion, grant voting status to the School Board representative.
- 6.2. The School Board will receive agendas and/or support materials from both City and County agencies regarding Comprehensive Planning, Transportation, Growth Management, etc., and will review and comment as appropriate.
- 6.3. The City and County will provide the School Board notification of land use applications and development proposals pending before them that may affect student enrollment, enrollment projections, transportation, safety, or school facilities. Such notice will be

- provided at least 14 days prior to approval of the application when the review time frames allow such notice. In those cases where the review process is less than 14 days, the School Board staff will receive notice at the same time as other City/County staff. This notice requirement applies to amendments to the comprehensive plan future land use map, rezonings, developments of regional impact, and other major residential or mixed-use development projects. Support material will be provided to the School Board staff on request.
- 6.4. After notification by the local government, the School Board will advise the local government of the school enrollment impacts anticipated to result from the proposed land use application or development proposal, and whether sufficient capacity exists or is planned to accommodate the impacts. School capacity will be reported consistent with Department of Education criteria.
- 6.5. Based on the Department of Education definition of adequate capacity, if adequate capacity is not available or planned to serve the development at the time of impact, the School Board shall specify how it proposes to meet the anticipated student enrollment demand; alternatively, the School Board, local government, and developer may collaborate to find means to ensure sufficient capacity will exist to accommodate the development, such as, developer contributions, project phasing, required facility improvements, etc.
- 6.6. The City and County will consider recommendations of the School Board or School Board staff on the following issues, prior to taking final actions on rezoning requests, comprehensive plan amendments, and development proposals:
- a. Providing school sites and facilities within planned neighborhoods.
  - b. Insuring the compatibility of land uses and infrastructure adjacent to existing schools and reserved school sites.
  - c. The collocation of parks, recreation and community facilities with school sites.
  - d. The linkage of schools, parks, libraries and other public facilities with bikeways, trails and sidewalks.
  - e. Insuring the development of traffic circulation plans to serve schools and surrounding neighborhood(s).
  - f. Providing offsite signalization, signage, access improvements and sidewalks to serve all schools.
  - g. The inclusion of school bus stops and turnarounds in new developments.
  - h. School Board comments on comprehensive plan amendments and other land use decisions.
  - i. Available school capacity or planned improvements to increase school capacity.
- 6.7 In formulating community development plans and programs, the City and the County will consider the following issues:

- a. Targeting community development improvements in older and distressed neighborhoods near schools.
- b. Giving priority to scheduling City and County programs and capital improvements that are coordinated with and meet the capital needs identified in the School Board's school facilities plan.
- c. Recognizing developments or property owners who provide incentives including, but not limited to, donation of site(s), reservation or sale of school sites at predevelopment prices, construction of new facilities or renovation to existing facilities, and providing transportation alternatives.

### **Section 7. Educational Plant Survey and Five-Year District Facilities Work Program**

- 7.1 The School Board will provide the proposed annual update of the five-year district facilities work plan to each local government for review and comment for consistency with the local government comprehensive plan prior to adoption. Local governments may provide written comments to the School Board following receipt of the proposed work program.

### **Section 8. Collocation and Shared Use**

- 8.1 Collocation and shared use of facilities are important to both the School Board and local governments. The School Board will look for opportunities to collocate and share use of school facilities and civic facilities when preparing the Educational School Plant Survey. Likewise, collocation and share use opportunities will be considered by local governments when preparing the annual update to their comprehensive plan's schedule of capital improvements and when planning and designing new, or renovating existing, community facilities. For example, opportunities for collocation and shared use will be considered for libraries, parks, recreation facilities, community centers, auditoriums, learning centers, museums, performing arts centers, and stadiums. In addition, where applicable, collocation and shared use of school and governmental facilities for health care and social services will be considered.
- 8.2 A separate agreement will be developed for each instance of collocation and shared use that addresses legal liability, operating and maintenance costs, scheduling of use, and facility supervision.

### **Section 9. Oversight Process**

- 9.1 The School Board, the City, and the County shall each appoint a citizen member to serve on an oversight committee to monitor implementation of the interlocal agreement. Committee members shall be invited to attend all meetings referenced in Sections 1 and 4 and shall receive copies of all reports and documents produced pursuant to this interlocal agreement. The committee shall appoint a chairperson, meet at least annually, and report to participating local governments, the School Board and the general public on the effectiveness with which the interlocal agreement is being implemented:

### **Section 10. Resolution of Disputes**

ATTEST:  
Bob Inzer, Clerk of the Court

By: \_\_\_\_\_

APPROVED AS TO FORM:  
County Attorney's Office  
Leon County, Florida

By: \_\_\_\_\_  
Herbert W. A. Thiele, Esq.  
County Attorney

<i>September 27, 2005</i>	
<small>Capital Region Transportation Planning Agency</small> <b>CRTPA</b>	
<b>AGENDA ITEM 6</b>	
<b>BICYCLE AND PEDESTRIAN MASTER PLAN</b>	
REQUESTED BY: CRTPA Members	TYPE OF ITEM: Discussion

**STATEMENT OF ISSUE**

At the direction of the Capital Region Transportation Planning Agency (CRTPA) in May 2005 staff has requested additional information from the Leon County School Board (LCSB) regarding the development of the "Access to Schools" Priority List. CRTPA staff has received this information and is providing it to the CRTPA to use as background for approving the Access to Schools Priority List.

In addition to the rationale behind the order of the Access to Schools Priority List, CRTPA members requested the cost data for each of these projects. Staff is still working towards the development of the cost of the projects to present to the CRTPA. However, it should be noted that there are limited funds that can be used for these projects, which was the impetus for staff recommending that the CRTPA prioritize funding for the Access to Schools (to utilize as a continuous funding stream) as the highest priority for the CRTPA. Without these funds there will be a severely limited ways for the CRTPA to implement projects contained in the Bicycle and Pedestrian Master Plan (BPMP).

**RECOMMENDED ACTION**

- Option 1: Approve the Leon County School Board Sidewalk Priority List.
- Option 2: Amend the BPMP to reflect the Leon County School Board Priority Sidewalk List.

**HISTORY AND ANALYSIS**

**Leon County School Board Priority List Information**

At the direction of the CRTPA, staff requested additional information from the Leon County School Board (LCSB) regarding the development of the Access to Schools Priority List. The following is the response that was provided to staff.

**How was the Access to Schools List Developed?**

1. LCS Planning & Policy Office met with Bicycle & Pedestrian Program Planner met in November 2004 to review maps of existing sidewalks and developed a list of projects.

2. Copies of the project list by schools with maps were sent to each LCS Principal with a request to review, add and prioritize the projects with the School Advisory Committee or other parent group. The deadline was early January 2005.
3. LCS Planning & Policy Office met with Bicycle & Pedestrian Program Planner met to establish criteria for creating a listing of top project priorities from those submitted by each school. The criteria were used to create a grouping of priority 1, 2 and 3 level projects.
4. The list of top priorities was presented to the District Advisory Council (DAC) for review and input. Based on input the list was revised and approved by the DAC in March 2005 for submittal to the School Board.
5. The School Board adopted the priority list on March 29, 2005.

What criterion was used to rank the projects?

1. Serving multiple schools
2. Connecting schools to parks and essential services
3. Anticipated Best Return on Investment

Is the list that was submitted in priority order?

The list has three (3) categories of priorities and is intended to provide a list of projects in each category from which individual projects might be selected based on availability of funding and/or coordination with existing projects on City/County list. This should provide a better opportunity to get more return on the investment for all.

Representatives from the LCSB will be in attendance should the CRTPA have additional questions.

**The Purpose of the Master Plan**

The purpose of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) is to provide a foundation for the long-term growth and continued enhancement of the bicycling and walking environment throughout Leon County. As such, it focuses not only on needed bicycle and pedestrian facilities and projects, but also on programs and policies needed to support increased use of existing and planned facilities:

According to the Scope of Services for development of the Master Plan approved by the MPO, the Master Plan was to:

- Establish an overall vision for encouraging greater bicycle and pedestrian use within Tallahassee-Leon County;
- Coordinate and reconcile the policies and programs of the various jurisdictions and agencies within Tallahassee-Leon County;
- Identify policies for providing improved bicycle and pedestrian facilities (including design guidelines), a system of bicycle and pedestrian facilities, and financial resources for funding projects and programs (including maintenance);

- Identify ways to improve connections between bicycles and pedestrians and other modes of travel (including transit) and to improve the safety and efficiency of bicycling and walking;
- Identify a Needs Plan and a Cost Feasible Plan, with a horizon year of 2025, for bicycle and pedestrian facilities and programs in Tallahassee-Leon County;
- Identify bicycle and pedestrian facilities and programs needed to provide safe access to schools, parks, commercial hubs, high density residential areas, and major employment centers;
- Identify areas which have potential for major pedestrian and bicycle transportation, such as areas around Florida State University and Florida A & M University;
- Identify education, safety, encouragement and enforcement programs to provide a safe and efficient system of transportation for bicyclists and pedestrians, including the seniors, persons with disabilities, and students, and
- Build on input from all local jurisdictions, agencies and the general public.

#### **MASTER PLAN COMPONENTS**

The major work products that were completed during the Master Plan project include the *Project Approach Report*, *Public Involvement Program*, *Inventory and Analysis of Existing Conditions*, *Issues and Options Report*, *Financial Resources Document*, *Needs Plan*, *Cost Feasible Plan*, *Master Plan Document*, *Design Guidelines*, *Final Report and Executive Summary brochure*. Each of the major documents was accepted or approved by the MPO at various points during the plan development. For specific dates, see the "Key Actions" section below. The following section discusses these work products in greater detail:

#### ***Project Approach Report & Public Involvement Program***

The *Project Approach Report* describes the project approach and the schedules for completion of various tasks. The *Public Involvement Program* identified ways to inform the public and seek input from the community, including outreach to schools and various community organizations. The *Bicycle & Pedestrian Master Plan* reflects the extensive public comments received from a series of community workshops, focus group discussions, advisory committee meetings and interviews with various public, private and non-profit representatives over the entire planning process.

#### ***Inventory and Analysis of Existing Conditions***

The consultant developed an *Inventory and Analysis of Existing Conditions* for bicycling and walking, including an assessment of deficiencies and obstacles to creating a network of facilities and analysis of existing Level of Service for bicyclists and pedestrians on collector and arterial roadways. The *Inventory & Analysis of Existing Conditions* provides a compilation of data and analysis that form a comprehensive summary of conditions for bicycling and walking in Tallahassee and Leon County and serves as a foundation for the development of the *Master Plan*.

#### ***Issues and Options Report***

The *Issues and Options Report* identifies the major concerns and opportunities that exist in Tallahassee-Leon County relating to bicycle and pedestrian transportation. The *Issues and Options Report* provides a community profile outlining a conceptual system plan for each mobility district and the county as a whole, summarizes the issues and options, and presents guiding principles that should be considered to address gaps and deficiencies and enhance the connectivity, accessibility and safety of existing facilitation and destinations. The *Issues & Options Report* also includes a set of goals, objectives and evaluation measures to guide development and implementation of the Master Plan.

### ***Financial Resources Document***

The *Financial Resources Document* provides a summary of existing funding sources available for bicycle & pedestrian projects and programs, including City and County Capital Budgets, FDOT's Work Program, and Local Option Sales Tax Revenues, as well as maintenance, safety and education program resources. The *Document* includes a projection of available funding through the planning horizon (2025), based on current City, County and State funding, which estimated that \$199,532,473 would be available for bicycle & pedestrian capital projects between the years 2004 and 2025. The *Financial Resources Document* also includes an exhaustive list of potential funding sources from various state, federal, and private programs and descriptions of innovative strategies that can be implemented at the local level.

### ***2025 Needs Plan***

The *2025 Needs Plan* presents the recommended 2025 bicycle and pedestrian system Needs Plan for Tallahassee and Leon County, including a long-range plan for the projects, programs and facilities 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. The *2025 Needs Plan* also outlines proposed evaluation criteria to guide the selection and ranking of projects into the *2025 Cost Feasible Plan*.

### ***Goals, Objectives & Evaluation Measures***

The *Goals, Objectives, and Evaluation Measures* were developed as part of the *Issues & Options Report*, accepted by the MPO in December 2003, to guide the development and implementation of the Master Plan. They provide direction for future decisions related to transportation options, as well as measures by which we can evaluate our progress toward achieving the goals of the Master Plan.

### ***The 2025 Cost Feasible Plan***

The *2025 Cost Feasible Plan* builds upon the *2025 Needs Plan* by assigning costs, conducting a technical ranking, and weighing priorities from the public for needed bicycle and pedestrian projects and programs countywide. The *2025 Cost Feasible Plan* serves as the guiding document to develop the MPO's Priority Project List and should be used extensively by the City and County to prioritize pedestrian and bicycle projects. This plan also serves as a benchmark for programs to address the educational, engineering, encouragement, and enforcement components of the bicycle and pedestrian system as well as providing direction to staff in addressing programmatic needs for future budgets and work effort. Additionally, the *2025 Cost Feasible Plan* includes a prioritized list of programs and projects with estimated costs, and proposes to allocate all estimated available funding to the highest priority programs and projects, regardless of the jurisdictional responsibility identified and the amount of funding available from each entity.

### ***Design Guidelines***

The *Design Guidelines* provide guidance for both public and private sectors in the planning, design and construction of buildings, roadways, parking areas and public spaces to create a stronger pedestrian and bicycle environment in Tallahassee-Leon County. These *Design Guidelines* can be used to identify potential changes in the Comprehensive Plan and Land Development Codes. This document presents a framework for creating a stronger pedestrian and bicycle environment in Tallahassee and Leon County. It provides guidance for both public and private sectors in the planning, design and construction of buildings, roadways, parking areas and public spaces. The focus is on ways to accommodate safe and convenient pedestrian, bicycle, and transit access for new development and redevelopment.

### ***Final Report & Executive Summary Brochure***

The *Final Report* represents a summation of the research and analysis performed for the *Bicycle & Pedestrian Master Plan*, culminating in the Implementation Plan. The document reviews the high points of each of the interim technical reports and memoranda, describes the Master Plan and provides an Implementation Plan for moving forward. The *Executive Summary Brochure* is a brief visual representation of the main concepts and vision of the *Master Plan* for distribution to the public.

### ***Key Actions in the Development of the Bicycle & Pedestrian Master Plan***

- **June 17, 2002:** The MPO approved the Bicycle & Pedestrian Master Plan Request for Proposals.
- **June 24, 2002:** The Request for Proposals was released through the City of Tallahassee Procurement Process.
- **September 23, 2002:** The MPO approved the Selection Committee's ranking of the proposals.
- **September 25, 2002:** The City Commission authorized execution of a Joint Project Agreement between the FDOT and the City of Tallahassee for the development of a Bicycle and Pedestrian Master Plan, approved the ranking of the proposals by the selection committee, and authorized negotiation and execution of an agreement with the highest ranked firm, Renaissance Planning Group (RPG).
- **December 13, 2002:** Project Kick-Off meeting held with City and County staff, Leon County School Board, and FDOT representatives.
- **April 2003:** Four Mobility District Workshops were held around the County to provide citizens with an overview of the process and get their input on priorities, problems, and opportunities.
- **January 27, 2003:** The MPO was provided with an update on the Master Plan process at the MPO meeting.
- **February 3, 2003:** Final *Project Approach Report*, *Public Involvement Program* and *Project Schedule* received from RPG.
- **March 17, 2003:** The MPO was provided with an update on the Master Plan process at the MPO meeting.
- **June 16, 2003:** The MPO accepted the Tallahassee-Leon County Bicycle & Pedestrian Master Plan *Inventory & Analysis of Existing Conditions (Technical Memorandum 2)* as a completed planning document.
- **October 9, 2003:** A Community Open House and Workshop was held to get input from the community on the proposed conceptual network and goals, objectives and evaluation measures.
- **December 4, 2003:** The MPO accepted the Tallahassee-Leon County Bicycle & Pedestrian Master Plan *Financial Resources Document (Technical Memorandum 3)* and the *Issues and*

*Options Report (Report 2)* as completed planning documents (Meeting rescheduled from November 17, 2003).

- **January 15, 2004:** A Community Open House and Workshop was held to get input on the draft *2025 Needs Plan and Evaluation Criteria*.
- **March 15, 2004:** The MPO approved the Tallahassee-Leon County Bicycle & Pedestrian Master Plan *2025 Needs Plan* and approve a Public Hearing for Adoption of the *Cost Feasible Plan* to be held on May 17, 2004 at 5:00 PM, in conjunction with the regular MPO meeting scheduled for that date.
- **April 1, 2004:** A Community Open House and Workshop was held to get input from the community on setting the priorities for allocation of resources for programs and projects.
- **April 13, 2004:** A work session was held with technical staff from City, County, State and other agencies to get input from staff on prioritization and feasibility of projects, refine cost estimates and identify short- and long-term projects.
- **May 11, 2004:** A workshop was held by the Leon County Board of County Commissioners to provide an update on the Bicycle & Pedestrian Master Plan.
- **May 17, 2004:** The MPO approved the Tallahassee-Leon County Bicycle & Pedestrian Master Plan Cost Feasible Plan and directed staff to develop a list of projects to implement the #1 priority *Access to Schools Program*.
- **September and October 2004:** MPO staff and consultants completed preparation of final Master Plan documentation and brochure.

#### **IMPLEMENTATION OF THE BICYCLE & PEDESTRIAN MASTER PLAN**

##### ***Access to Schools Program***

At the May 17, 2004 MPO meeting, staff was directed to work with LCS staff to develop a list of projects connecting neighborhoods to schools to implement the Access to Schools program. At that meeting, staff and consultants presented a proposed implementation plan for the Access to Schools program that involved working with the Leon County Schools (LCS) Planning Department, LCS Transportation Department, School Administrators, City, County, State and MPO staff to:

1. Review the Hazardous Walking Conditions list and identify projects within and adjacent to neighborhoods to address those problems.
2. Use the school district boundaries (for each school) to identify bicycle and pedestrian facilities needs that will provide the needed connectivity between schools and the neighborhoods which have dense populations of students who are likely to walk or bike to school.
3. Set priorities for those needs relative to other proposed and committed projects.
4. Provide the projects and priorities to the School Advisory Council at each school for review and input.
5. Work with City, County and State agencies and other funding agencies to implement projects.

##### ***Access to Schools Program Implementation To Date***

A summary of the work done to date is included below.

JUN 21

- **May 25 and 27, 2004:** MPO staff met LCS, City, County and State staff to develop a preliminary list of proposed projects for all public schools in Leon County.
- **June 21, 2004:** An update was provided to MPO members at the June meeting.
- **September 7-8, 2004:** MPO staff attended training workshops on Safe Routes to Schools programs in the U.S. and Canada.
- **September 13, 2004:** An update was provided to MPO members at the September meeting.
- **June through September 2004:** MPO staff refined list, conducted some field surveys, developed GIS data and prepared maps and project lists for each school's use in prioritizing projects.
- **November 15, 2004:** An update was provided to CRTPA members at the November meeting.
- **November 17, 2004:** LCS Planning staff distributed maps and project lists to school principals for input and prioritization by January 21, 2005.
- **March 29, 2005:** Leon County School Board approves the Sidewalk Priority List for submittal to the CRTPA .

The following section provides more details on the above work efforts.

Since the May 17, 2004 MPO meeting, staff has met with LCS Planning, LCS Transportation, LCS Facilities, City of Tallahassee Public Works, Leon County Public Works, Florida Department of Transportation, and the Tallahassee-Leon County Planning Department. At a meeting held on May 25, 2004, maps showing the area within two miles of each elementary school were reviewed and projects needed to provide connectivity from neighborhoods to schools were identified. The school bus routes and stop locations were reviewed during that process. Subsequently, on May 27, 2004, MPO staff met LCS Planning staff to complete the review for the middle and high schools. LCS Planning staff has also updated the Leon County School Board on this process. CRTPA and LCS staff held several additional meetings over the summer to refine the process, and CRTPA staff worked to refine the list of projects and prepare materials to be distributed to each school principal for review by the School Advisory Council. Maps and lists of projects were provided to each school principal on November 17, 2004 at a meeting of school principals. Copies of the project list by schools with maps were sent to each LCS Principal with a request to review, add and prioritize the projects with a deadline of January 2005. The list of top priorities was presented to the District Advisory Council (DAC) for review and input. Based on this input the list was revised and approved by the DAC in March 2005. Finally, this list was presented and approved by the School Board on March 29, 2005.

A comprehensive Safe Routes to School program consists of more than capital improvements. Education and safety programs and parent and community involvement are all essential components to a Safe Routes to Schools program that allows children to walk and bike to school safely. Therefore, concurrent with the development of the priority list of projects, CRTPA staff is working with LCS staff to develop and implement education and safety programs as recommended in the BPMP. The Florida Statutes already include a provision for the Florida Department of Transportation to establish a Safe Paths to School program, though no funding is currently allocated for that program. It is anticipated that the upcoming reauthorization of the Federal Transportation Act will include a Safe Routes to School program. It is imperative that the CRTPA be prepared for any funding opportunities that arise to address safety for children walking and biking to school.

**Other Implementation Issues**

CRTPA staff is also beginning work on implementation of other programs and projects as identified in the Master Plan. Several projects were included on the Project Priority List submitted to the Florida

Department of Transportation (FDOT) for funding consideration, including sidewalks and bikes for Apalachee Parkway and a feasibility study for Tennessee Street.

The BPMP implementation plan recommends organizing a BikeWalk Network as the primary vehicle for coordinating implementation of bicycle and pedestrian projects, policies and programs consistent with the BPMP. The BikeWalk Network will connect a wide variety of people from public agencies, private nonprofit organizations, and those with links to the business community. The BPMP identifies the following organizations as participants in the BikeWalk Network:

- CRTPA (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
- Downtown Improvement Authority
- Commuter Services of North Florida
- Transportation Disadvantaged Coordinating Board
- FSU, FAMU and TCC staff and student representatives
- 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 1st, Florida Council for the Blind, and Florida Institute for Rehabilitation Education (FIRE)
- YMCA

The list of organizations was initially developed for Tallahassee-Leon County. CRTPA staff intends to expand the BikeWalk Network to include the whole CRTPA Planning Area and will identify similar agencies and organizations within those areas that should participate in the Network. The CRTPA will issue invitations to an initial meeting, which will be followed by two strategic planning sessions to develop an action plan for its first year and goals for the coming three to five years, on the basis of the BPMP. The group will continue to meet regularly (perhaps quarterly) to support member activities, discuss new opportunities, share information, update goals, and prepare an annual briefing for the CRTPA. More information on the BikeWalk Network can be found in Sections 3.2.3.1 and 4.4.1 of the BPMP Final Report.

#### OPTIONS

- Option 1: Approve the Leon County School Board Sidewalk Priority List.
- Option 2: Amend the BPMP to reflect the Leon County School Board Priority Sidewalk List.
- Option 3: Provide other direction.

**RECOMMENDED ACTION**

- Option 1: Approve the Leon County School Board Sidewalk Priority List.
- Option 2: Amend the BPMP to reflect the Leon County School Board Priority Sidewalk List.

**ATTACHMENTS**

Attachment 1: Leon County School Board Sidewalk Priority List

Leon County Schools Sidewalk Priorities

Agenda Item 6  
 Attachment 1  
 Page 1 of 1

Sidewalk Priorities - #1	Schools
• Sutor Rd from Apalachee Pkwy to Park Ave; Trojan Tr from Sutor Rd to Connor Blvd; Idlewild Dr from Apalachee Pkwy to Trojan Trail	Apalachee and Lincoln
• Kinhega Dr from Deerlake to Thomasville Rd; Deerlake Rd S/W from Kinhega to Heatherbrook Dr (past Deerlake Middle)	Killearn Lakes, Deerlake and Chiles
• Buck Lake Rd from Pedrick to Walden; Walden from Buck Lake to Mahan	Buck Lake, Swift Creek
• Joe Louis from Indiana to Alabama; Joe Louis from Alabama to Preston	Riley, Griffin, Godby
• Lucy St from Magnolia to Hillcrest; Miccosukee from Meridian St to Hillcrest; Ingleside at end of sidewalk E of Martin to Terrace; Georgia St from Miccosukee to Hillcrest	Kate Sullivan, Cobb, Leon
• Blountstown Hwy/SR 20 from Ft. Braden to Library (W of Joe Thomas); Blountstown Hwy/SR 20 at Ft. Braden	Ft. Braden
• Magnolia Dr from S Adams St to Apalachee Pkwy	Hartsfield, Rickards
• Chaires Cross Rd from Capitola Rd to Green Oak Dr	Chaires
• Pimlico from Centerville to Whirlaway Tr	Roberts
• Orange Ave W of Nims, crossing Springhill Rd, connecting to Liberty Park neighborhood and Orange Ave to Springhill Rd, connecting to Springsax Park	Nims
<b>Sidewalk Priorities #2</b>	<b>Schools</b>
• Fred George Rd from Capital Circle NW to N Monroe	Springwood
• Portland Ave to Nuggett Lane, sidewalk on connecting curve	Astoria
• Ridgeway from Eisenhower to Harris St	Sabal Palm
• Dale St from Roberts Ave to McElroy	Sabal Palm
• Lake Bradford from Orange to Orange	Pineview
• Lake Bradford/Orange Ave (E intersection)	Pineview
• Ross Rd from Woodville Hwy to Crawfordville Rd	Oak Ridge
• Dempsey Mayo from Mahan to Miccosukee	Moore
• Tharpe St & ML King Blvd	Ruediger
• Bradford Rd (behind Albertsons) running from N Monroe to Meridian	Raa
• 10th Ave/Bronough/Duval intersection	Raa
• Fullon Rd/Grady Rd/Henderson from Sharer to Grady Rd N	Sealey
• Schoolside of Meadow Ridge to E entrance gate of driveway to Ox Bottom Manor Dr on W	Hawks Rise
• Maclay Blvd from Market St to Maclay Rd	Gilchrist
• Timberlane School Rd from Timberlane Rd to Live Oak Plantation Rd	Gilchrist
• Velda Dairy from Bradfordville Rd to Kerry Forest Pkwy	Desoto
• 4th Ave from Ford to West of Central	SAIL
• 6th Ave from Old Bainbridge to N. Monroe	SAIL
• Woodville Hwy from Oak Ridge Rd to Natural Wells Rd	Woodville
• Zillah Rd from Paul Russell Rd to Tram Rd	Fairview
• Mabry St and RR Track and Roberts Ave	Belle Vue
<b>Sidewalk Priorities - #3</b>	<b>Schools</b>
• Perkins Rd from N Monroe to Old Bainbridge	Canopy Oaks
• Plant Street to Second Chance School	Second Chance
<b>Criteria for Sidewalk Priorities:</b>	
• Serving multiple schools	
• Connecting schools to parks and essential services	
• Best Return on Investment	