

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
APPLICATION FOR TRANSPORTATION  
ENHANCEMENT PROJECTS

**Project Title:** Lafayette Paseo Multimodal Corridor

**Project Sponsor** (municipal, county, state, or federal agency, or tribal council):  
City of Tallahassee, Florida (municipal government)

Contact \_\_\_\_\_ Title \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ FAX \_\_\_\_\_

Priority (relative to other applications submitted by the Project Sponsor). \_\_\_\_\_

Name of Applicant (If other than Project Sponsor): Indianhead Lehigh Neighborhood Assoc.

**1. Qualifying Enhancement Activities:**

Check the enhancement activity that the proposed project will address. **(NOTE: Checking all activities possible does not ensure or increase eligibility. Each activity checked must meet all criteria listed for that activity in Appendix A of FDOT Procedure #525-030-300, Transportation Enhancement Projects).**

- Provision of facilities for pedestrians and bicycles
- The provision of safety and educational activities for pedestrian and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs, (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

**2. Project Description:**

Use additional sheets as necessary to respond to the following:

(a) What type of work is being proposed? (Check all that apply)

- Planning Activities
- Project Development and Environmental Studies
- Engineering and Final Plans Preparation Work
- Right of Way Acquisition
- Construction
- Construction Engineering and Inspection Activities

- (b) Describe how the proposed project is related to the intermodal transportation system by either function, proximity or impact. (One or more may apply).
- (c) Where is the project located (and what is the project length and termini, if appropriate)? Include location map.
- (d) Summarize any special characteristics of project. Provide typical section drawings for appropriate projects.
- (e) Describe the project's existing right of way ownerships. This description shall identify when the right of way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys).
- (f) Describe any proposed right of way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right of way.
- (g) Describe any related project work phases that are already complete or currently underway.
- (h) Other specific project information that should be considered.

**3. Project Implementation Information:**

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's **Local Agency Program Manual** (topic no. 525-010-300).
- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).
- (c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.
- (d) Describe source of matching funds and any restrictions on availability.
- (e) Other specific implementation information that should be considered.

**4. Project Cost:**

What is the total estimated cost of the work requested to be funded as an enhancement project through this application?

Planning Activities.	\$	<u>0</u>
Project Development and Environmental Studies.	\$	<u>0</u>
Engineering and Final Plans Preparation Work.	\$	<u>85,880</u>
Right of Way Acquisition.	\$	<u>0</u>
Construction.	\$	<u>343,520</u>
Construction Engineering and Inspection Activities.	\$	<u>0</u>
Other. (Describe)	\$	<u>31,000 for permitting</u>
<b>TOTAL:</b>	\$	<u>460,400</u>

How will the project be funded?

FDOT Enhancement Funds \$ <sup>374,520</sup>\_\_\_\_\_ + Local \$ 85,880 = Total \$ 460,400


FDOT Enhancement Funds 81.4 % + Local <sup>18.6</sup>18.6 % = 100%

**CERTIFICATION OF PROJECT SPONSOR**

I hereby certify that the proposed project herein described is supported by City of Tallahassee,  
(municipal, county, state or federal agency, or tribal council)  
and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, and (4) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

This project will be administered using the department's Local Agency Program (check one) yes x no \_\_\_

FOR FDOT USE ONLY		
	YES	NO
Application Complete		
Project Eligible		
Implementation Feasible		
Include in Work Program	<u>      </u>	<u>      </u>

  
 \_\_\_\_\_  
 Signature  
GABRIEL MENDEZ  
 Name (please type or print)  
Director of Public Works  
 Title  
5/12/11  
 Date



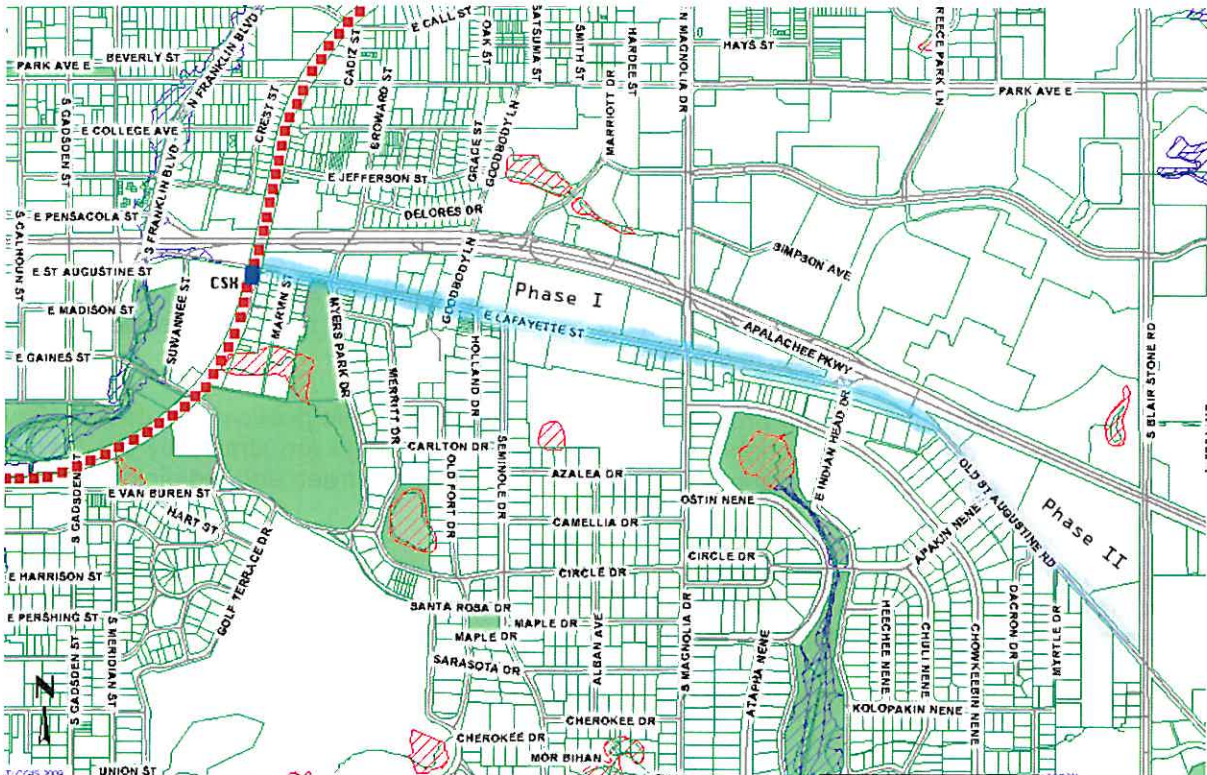
# ATTACHMENT #1: TE Application Responses [Additional Sheets]

**Response 2(b)** Describe how the proposed project is related to the intermodal transportation system by either function, proximity or impact. (One or more may apply).

The proposed multimodal corridor improvement would enhance bicycle, pedestrian, and transit mobility along County Route 2196 (Lafayette Street - Old St. Augustine Road), as well as increase accessibility by persons traveling via these modes to businesses, recreational opportunities, and other destinations along the corridor. Additionally, the corridor is immediately proximate to the heavily traveled Apalachee Parkway (State Route 20), and intersection with Magnolia Drive, and Blair Stone Road (State Route 373); the proposed project would provide multimodal connections to these facilities.

**Response 2(c)** Where is the project located (and what is the project length and termini, if appropriate)? Include location map.

The proposed Lafayette Paseo multimodal corridor improvement is located within the central portion of the City of Tallahassee (entirely within the City's limits), in Leon County, Florida. Project is runs along Lafayette street. The western project terminus is the pedestrian tunnel at the CSX bridge and the eastern terminus is at the intersection with Winchester Drive; the corridor is approximately 1.1 miles long. A map of the project is located immediately below.

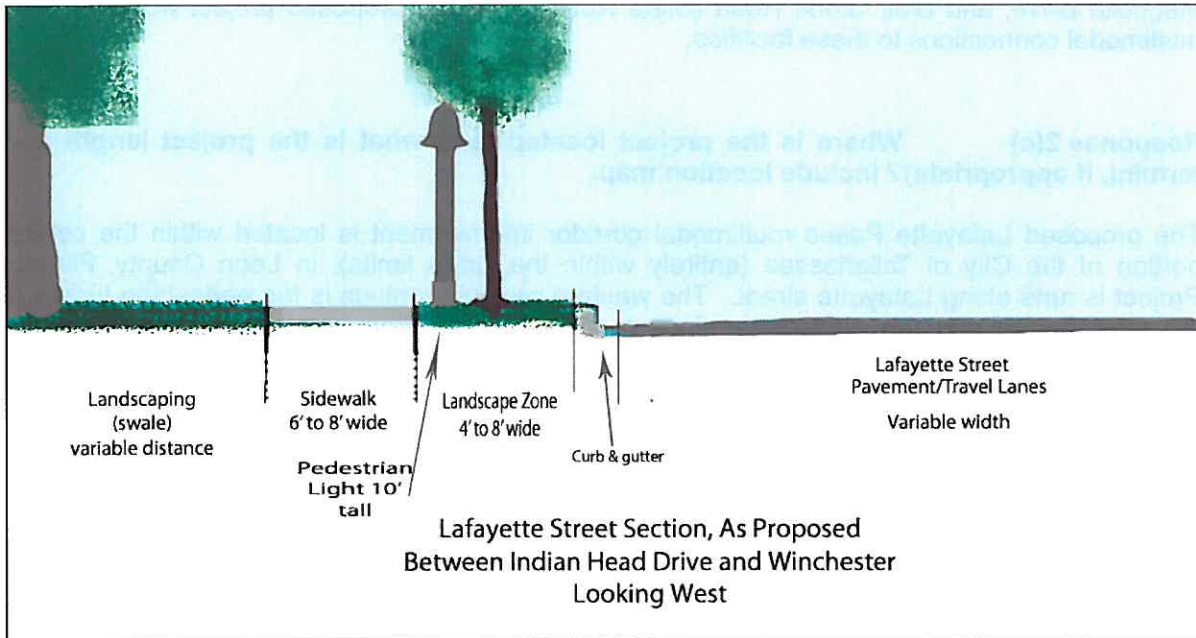


Phase II, not included in this request, extends the multimodal corridor eastward along Old Saint Augustine Road to its intersection at Blair Stone Road.

**Response 2(d) Summarize any special characteristics of project. Provide typical section drawings for appropriate projects.**

The proposed multimodal corridor project is intended to provide an intact, continuous pedestrian system and transit system along the entirety of the described corridor. The project also includes improvements to the bicycle mobility system and will provide for interlinkage of all of these modes. The proposal is more completely described in Attachment 4, the Lafayette Paseo Multimodal Corridor TE proposal.

Typical Section is provided below.



**Response 2(e) Describe the project's existing right of way ownerships. This description shall identify when the right of way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys).**

The proposed multimodal corridor project will be located entirely within public rights-of-way (City of Tallahassee and Leon County rights-of-way) and on lands held in fee simple by the City of Tallahassee (median and landscape areas between Lafayette Street and adjoining service road).

**Response 2(f) Describe any proposed right of way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right of way.**

No additional right-of-way acquisition will be required for this project.

**Response 2(g) Describe any related project work phases that are already complete or currently underway.**

The Lafayette Paseo Multimodal Corridor will:

- connect Cascades Park and Cascades Trail, two Blueprint 2000 projects in progress via a reconstructed, improved sidewalk system extending eastward to the pedestrian tunnel (a future Blueprint 2000 project);
- connect to the signalized pedestrian crossings of Apalachee Parkway, at the entrance of Governor's Square Mall, constructed by the CRTPA;
- utilize the recently completed pedestrian tunnel, under the CSX railroad, a City of Tallahassee project, to provide safe pedestrian connection between western and eastern segments of the corridor; and,
- include segments being improved by Leon County:

Leon County will soon begin construction of a drainage improvement project along Lafayette Street from the CSX tunnel to a point adjacent to The Moon nightclub. As part of this project, Leon County will reconstruct improved sidewalks, ranging from 6 to 8 feet in width.

Leon County will soon undertake the reworking of the Magnolia Drive/Lafayette Street intersection; this project will provide four signalized pedestrian crossings.

**Response 2(h) Other specific project information that should be considered.**

The proposal is more completely described in Attachment #3, the Lafayette Paseo Multimodal Corridor TE proposal.

**Response 3(a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's *Local Agency Program Manual* (topic no. 525-010-300).**

The project will be administered, in house, by the City of Tallahassee. Performance (construction) is anticipated to be accomplished through use of in-house (City of Tallahassee) resources with the possible exception of use of contracted resources for specialty/textured pavement construction.

**Response 3(b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).**

The Indianhead/Lehigh Neighborhood Association (IHLNA) supports City of Tallahassee, Leon County, and Capital Regional Transportation Planning Agency projects that will encourage community mobility and non-motor vehicle safety. We strongly believe Indianhead/Lehigh could serve as a model walkable, bikeable community for the City and County. The **2009 Indianhead/Lehigh Neighborhood Planning Survey (approximately 150 respondents)** demonstrated that Indianhead/Lehigh residents are ready to expand their mobility. What you have in Indianhead/Lehigh that you possibly do not have in other neighborhoods is a collective will to get out of our cars and walk and/or bike more.

Indeed, many neighbors want expansion of interior sidewalks, yet what they assigned a greater priority to safer ways to access local businesses and downtown. The survey respondents support construction of perimeter sidewalks over interior sidewalks by nearly 10%. Respondents prioritized sidewalks on St. Augustine Road over S. Magnolia Drive at 54.6% to 42.3%, although respondents expressed that both were important. They want to be able to safely walk or bike to New Leaf Market, to Cabo's, and across the Parkway to other nearby businesses. They would like to be able to safely connect to our Woodland Drives and Myers Park neighbors, to City Parks, and ultimately to downtown Tallahassee.

Neighbors would like a community marketplace and farmers' market – 76% percent of the respondents were interested in a farmers' or artisan market within or nearby the neighborhood. They strongly support implementation of the City and County's **1999 Lafayette Streetscape Study** that envisions "walkable" mixed-use development, community open space, safe pedestrian crossings, and sidewalk construction. Over 70% of the respondents rated the **Lafayette Streetscape Study** as very important or important. This plan not only benefits Indianhead/Lehigh, but also our Woodland Drives, Myers Park, Country Club, and Smoky Hollow neighbors.

The survey data supports that given safer crossings, exterior sidewalks, and bike lanes -- residents *will* make use of them. City and County government projects which support increased mobility in and around Indianhead/Lehigh should be given greater priority. Building sidewalks anywhere is probably going to benefit some citizens, but is assumptive; building sidewalks where there is evidence proving that they will be used, improve safety, and inspire increased community-living is unarguably the right thing to do. By supporting and prioritizing projects that increase mobility for Indianhead/Lehigh and adjacent neighborhoods, you are truly fostering a sustainable future for Tallahassee.

For additional information, see **Attachment #2: Indianhead/Lehigh Mobility Plan & Survey Results**

**Response 3(c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.**

The City of Tallahassee shall be responsible for the ownership and maintenance of project upon its completion.

**Response 3(d) Describe source of matching funds and any restrictions on availability.**

The City of Tallahassee will utilize existing current staff resources for design, engineering, and permitting activities. Funding for these activities shall be appropriated from the City's budget.

**Response 3(e) Other specific implementation information that should be considered.**

The proposal is more completely described in Attachment #3, the Lafayette Paseo Multimodal Corridor TE proposal.

## ATTACHMENT #2: Indianhead/Lehigh Mobility Plan & Survey Results

### Indianhead/Lehigh Neighborhood Mobility Priority Projects

*L.I.N.C. Us Now!*  
*Launch In-Town Neighborhood Connectivity*

#### Priority Projects

1. Improvements to crosswalk and signal at **Magnolia Drive and Lafayette Street intersection** to safely access nearby businesses and neighborhoods.
2. Extension of sidewalks from **Lafayette Street to St. Augustine Road to the Blairstone intersection.**
3. Construction of sidewalks and bike lanes on **Magnolia Drive from Jim Lee Road to Lafayette Street** connecting the Southside corridor to nearby businesses.
4. Implementation of the **Lafayette Streetscape Study**, including a community marketplace and a walkable destination.
5. Improvements for safe pedestrian crossings at the **intersection of Magnolia Drive Apalachee Parkway.**
6. Enhancements to traffic safety at **Hartsfield Elementary** to ensure a walkable, bikeable neighborhood school.

#### Linking Neighborhood Priorities to Existing Planning Initiatives

Indianhead/Lehigh Priorities	CRPTA Trans. Improve. Plan (CIP Project)	Bike/Pedestrian Master Plan	Multi-Modal District Project List	2030 Long Range Transportation Plan*	Questions/Status
Magnolia Drive & Lafayette Street intersection improvements	Magnolia Dr. & Lafayette St. Intersection, pg 63		FY 2008-2009		City/County Joint Project Agreement Pedestrian Enhancements added
St. Augustine Road Sidewalks to Blairstone		Community Priority # 46	Years 6-10	Project #76BP	TIGER Grant Application County Jurisdiction
S. Magnolia Drive Sidewalks		Community Priority #15	Years 6-10	Project #55BP	TIGER Grant Application County Jurisdiction
Lafayette Streetscape Study		Components of study are in Bike/ Ped Plan.	Years 6-10	Project #49BP	City/County Joint Project
Magnolia Drive & Parkway intersection improvements		Community Priority #7	Years 6-10	Related Project #55BP	Is this both County and State jurisdiction?

\*Currently undergoing updates and scheduled for adoption in 2010 as the "Regional Mobility Plan."

## **Narrative**

The Indianhead/Lehigh Neighborhood Association (IHLNA) supports City of Tallahassee, Leon County, and Capital Regional Transportation Planning Agency projects that will encourage community mobility and non-motor vehicle safety. We strongly believe Indianhead/Lehigh could serve as a model walkable, bikeable community for the City and County. The **2009 Indianhead/Lehigh Neighborhood Planning Survey** demonstrated that Indianhead/Lehigh residents are ready to expand their mobility. What you have in Indianhead/Lehigh that you possibly do not have in other neighborhoods is a collective will to get out of our cars and walk and/or bike more.

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## **About IHLNA Neighborhood Planning and the Neighbor Planning Survey**

The neighborhood has a long tradition of advocating for neighborhood priorities. The current initiative began at a community meeting where the following mission statement was developed:

*Develop specific plans to encourage and make safe pedestrian and non-motor vehicle access throughout the neighborhood and to area businesses and surrounding neighborhoods.*

The Neighborhood Planning Team began meeting in the fall of 2008 to develop a neighborhood plan for walkability, connectivity, and traffic safety. The **Neighborhood Planning Survey** was conducted in the spring of 2009. Over 150 responses were received from Indianhead/Lehigh neighbors. The survey was conducted using a Web based survey tool. The survey link was sent to the neighborhood e-mail list and was linked from the IHLNA Website. The survey consisted of 25 questions and a final comment/suggestion section. A summary of the survey responses and all open-ended answers can viewed be at [http://www.surveymonkey.com/sr.aspx?sm=gCi30N7IDjn6BeOGu6\\_2booTKJ0Y9XZTWOnDR\\_2b1xCjEHo\\_3d](http://www.surveymonkey.com/sr.aspx?sm=gCi30N7IDjn6BeOGu6_2booTKJ0Y9XZTWOnDR_2b1xCjEHo_3d)

## **About the Indianhead/Lehigh Neighborhood**

Indian Head Acres was platted in 1947 with development primarily in the 1950s. Lehigh was platted in the 1960s and development soon followed. The neighborhood is bordered by Blirstone Road to the east, Lafayette Street and St. Augustine Road to the north, S. Magnolia Drive and Jim Lee Road to the west and southwest and Orange Avenue to the south. The neighborhood is adjacent to newly established *multi-modal districts* and is an important link to the *Southside corridor*. The neighborhood association was incorporated in 1971 and since that time has been active in protecting and advancing the quality of life and interactivity of the neighborhood. Projects and community activities initiated or supported by the association are as follows:

- Spring & Fall Newsletters
- Neighborhood Meetings held in Fall & Spring
- Monthly Potlucks
- July 4<sup>th</sup> Bike Parade and Breakfast
- Community-Wide Halloween Party
- Neighborhood Yard Sale
- NeneFest, An Annual Neighborhood Festival
- New Neighbor Welcome
- Crime Watch
- Community Gardens
- Energy Challenge
- Greenway and Roadside Clean-Ups
- Hazardous Waste Round-Ups

The spirit and enthusiasm within this community for continuous improvement that is both respectful and enlightened are impossible to capture adequately with words. Evidence, however, is everywhere and can be encountered during a simple stroll through our streets or attendance at one of our gatherings. We are outside in our gardens, walking with our dogs, biking with our children, using our parks daily, gathering together for planned and spontaneous celebrations, tending to our homes and each others needs, and we are poised to support our local economy if enabled to safely commute by foot and bicycle to our community businesses. Investing in this plan empowers this and future generations to continue the legacy of this neighborhood as a responsible and engaged community.

***For more information contact:***

Patty Ceci Sharp  
Neighborhood Planning Team Coordinator  
[cecisharp@embarqmail.com](mailto:cecisharp@embarqmail.com)  
559-1410



**Attachment #3**  
**Lafayette Paseo Multimodal Corridor Transportation Enhancement Proposal**  
May 13, 2011



Google Earth Image, 2001

**Applicant: Indianhead Lehigh Neighborhood Association**

**Requested Sponsor: City of Tallahassee**

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## **Lafayette Paseo Multimodal Corridor Transportation Enhancement** *Statement of Proposal*

This proposal seeks \$374,220 in federal Transportation Enhancement funding to complete the linkage of pedestrian, bicycle, and transit systems along the Lafayette Street - Old Saint Augustine Road Corridor from the pedestrian tunnel beneath the CSX railroad bridge to Winchester Drive. Associated future phases will extend this corridor along Old St. Augustine Road to its intersection with Blair Stone Road.

This multimodal linkage would increase accessibility to businesses and recreation facilities along the corridor for the over 6000 persons living in the neighborhoods and apartment complexes between the southern edge of this corridor and Orange Avenue. Many of these persons who now travel by car would otherwise walk, bike and take a bus to shop or work at the businesses or visit the cultural and recreation facilities along the corridor, were adequate facilities in place.

Enhancement of these alternative travel modes along the corridor will also link destinations beyond the corridor, such as Cascades Park and trail system, downtown, Governor's Square mall and the recreational opportunities and apartment complexes located along Blair Stone Road.

This proposal seeks to build upon recently completed efforts and those soon to be undertaken that have made or will make significant improvements in accessibility along this corridor.

## **Lafayette Paseo Multimodal Corridor Transportation Enhancement Proposal**

### *General Description*

📍 Upgrading Lafayette Street to:

- \* Accommodate Safe and Convenient Bicycle, Pedestrian, and Transit Travel
- \* Fill in gaps in facilities for alternative travel modes
- \* Provide a multimodal linkage of major destinations and transportation facilities

📍 Proposed Project Extents:

- \* Westernmost point: Lafayette Street, at the pedestrian tunnel, beneath the CSX railroad bridge
- \* Easternmost point: Lafayette Street, at the intersection with Winchester Drive

📍 The long range goal: Create a complete continuous sidewalk, bikeway, and transit system along the 1.78 mile long Lafayette Street-Old St. Augustine Road corridor, from Cascades Park to Blair Stone Road.

📍 The proposal's objective: Fill in the gaps in the sidewalk, bikeway, and transit system along the 1.1 mile long segment of Lafayette Street, from the CSX pedestrian tunnel to Winchester Drive.

📍 This corridor provides multimodal linkage between Cascades Park, Myers Park, Cascades Trail, Magnolia Drive, the Gulfwinds Shopping Center, Governor's Square Mall, Blair Stone Road, and the Indianhead/Lehigh, Woodlands Drives, and Myers Park Neighborhoods.

📍 The proposal seeks funding for those elements of a complete multimodal corridor not yet planned or funded, including enhancements to the design and construction of sidewalks, signage, bicycle facilities, transit shelters, pedestrian lighting, on-street parking, frontage-and access road improvements, and landscaping.

📍 The Proposal seeks to generally implement the adopted Lafayette Streetscape Plan, as well as, related projects listed in the adopted CRTPA Long Range Plan, and the Tallahassee-Leon County Multimodal District Plan.

📍 All aspects of the proposal will be consistent with the Tallahassee-Leon County Comprehensive Plan, the Tallahassee Leon County Multimodal District Plan, and the U.S. DOT's Goals of mobility: protection of the human and natural environment; and community preservation, sustainability, and livability.

## The Proposal Qualifies in the Following Two Eligibility Categories for Transportation Enhancement Funding

Activity/Principle	Example
<ul style="list-style-type: none"> <li>•Provision of facilities for pedestrians and bicycles.</li> </ul>	<p>New or reconstructed sidewalks, walkways, or curb ramps; wide paved shoulders for nonmotorized use, bike lane striping, bike parking, and bus racks; construction or major rehabilitation of off-road shared use paths (nonmotorized transportation trails); trailside and trailhead facilities for shared use paths; bridges and underpasses for pedestrians and bicyclists and for trails.</p>
<ul style="list-style-type: none"> <li>•Landscaping and other scenic beautification.</li> </ul>	<p>Landscaping, street furniture, lighting, public art, and gateways along highways, streets, historic highways, trails, and waterfronts. Landscaping recommendation.</p>

## General Location of the Lafayette Paseo Multimodal Corridor

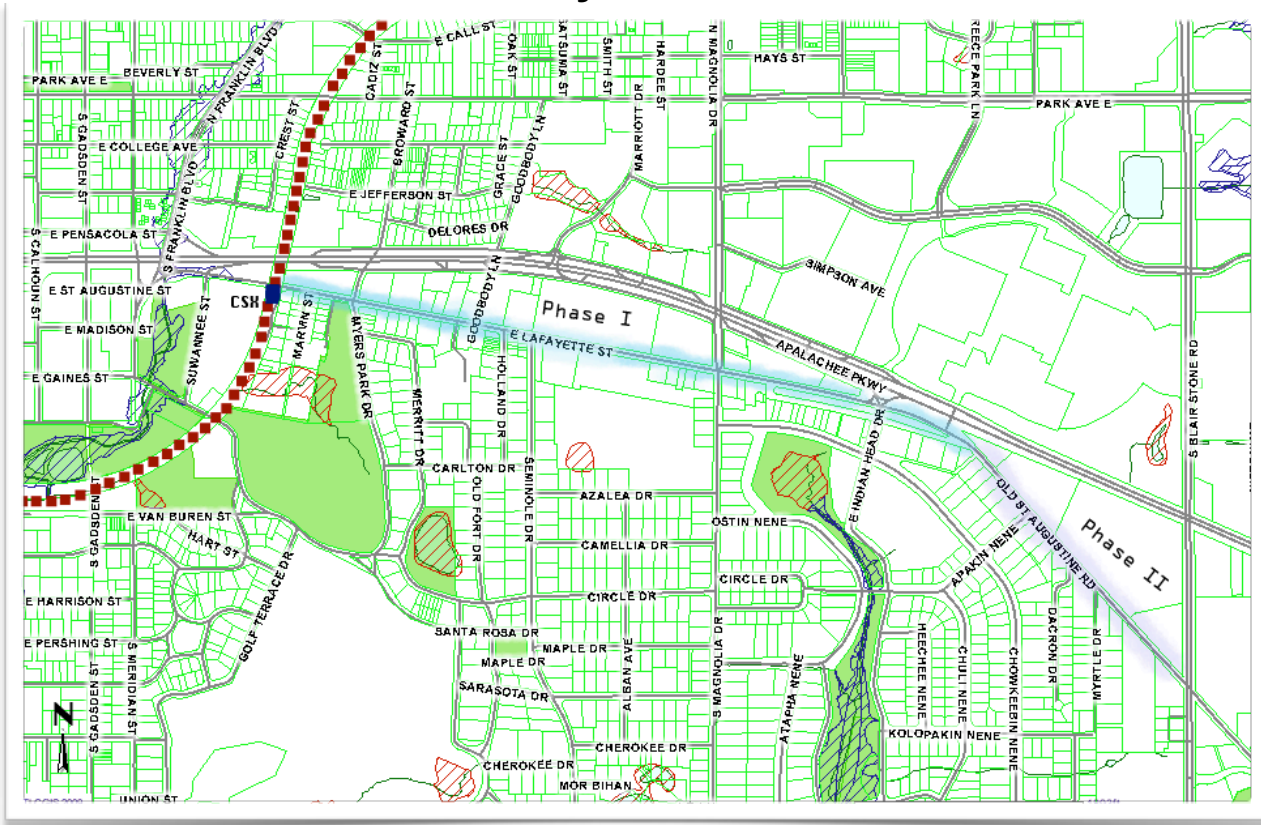


Figure 1. General Location Map

The Lafayette Paseo Multimodal Corridor is located along Lafayette Street, from the CSX pedestrian tunnel on the West to Winchester Drive on the East.

- ★ The corridor connects recreational resources: Cascades Park, Myers Park, and St. Augustine Road, a canopy road.
- ★ The corridor provides access to three historic resources: Smoky Hollow, the Governor Martin House, and, the DeSoto Encampment
- ★ The Lafayette Paseo Multimodal Corridor connects the over 6000 people living within the immediate areas to the south to numerous shopping and employment opportunities, including the Gulfwinds Shopping Center and Governors Square Mall, and numerous businesses along Lafayette Street.

The corridor is located within the Tallahassee-Leon County Multimodal District, as shown in Figure 2, below.

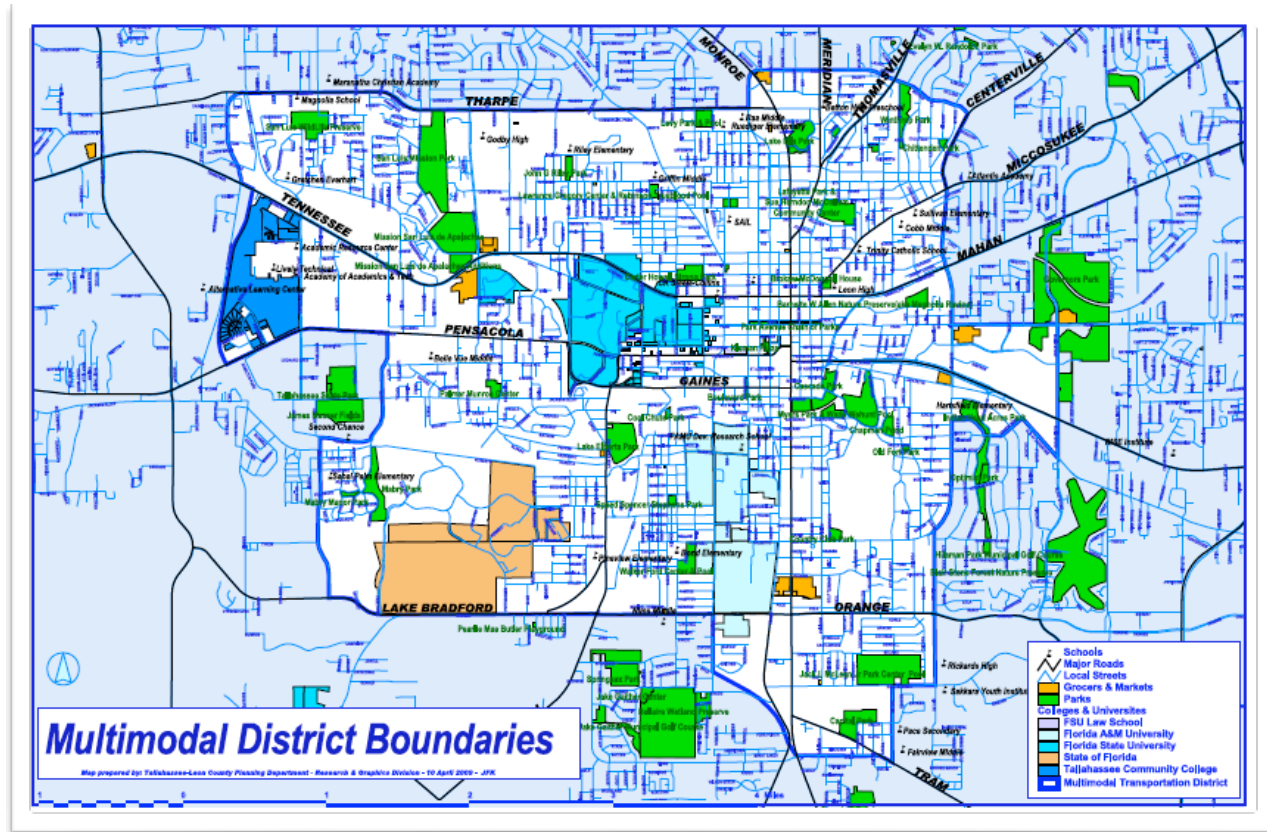
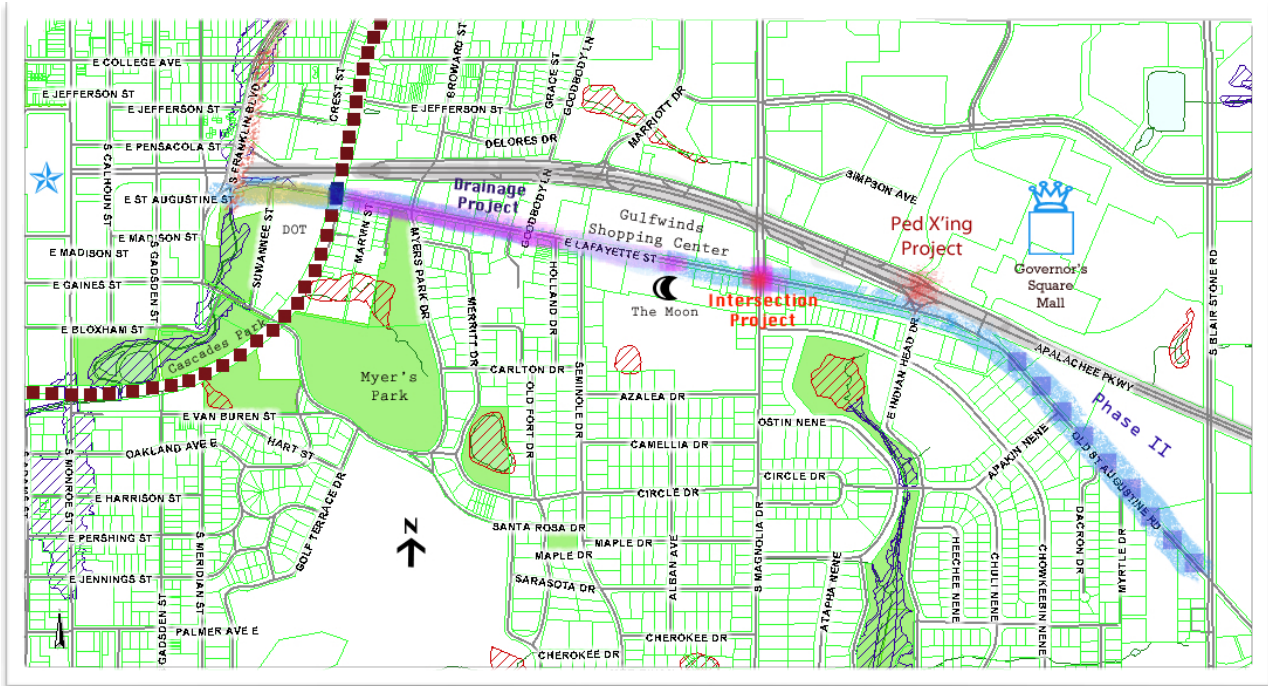


Figure 2. Map of Tallahassee-Leon County Multimodal District Boundaries



**Figure 3. Map of Lafayette Paseo Multimodal Corridor and Related Projects**

**The Proposal Builds Upon Other Efforts Underway:**

- The Lafayette Paseo Multimodal Corridor will build upon and fill in the gaps of a number of other improvement projects, recently completed or underway.
- The Lafayette Paseo Multimodal Corridor will connect Cascades Park and Cascades Trail, two Blueprint 2000 projects in progress.
- The Lafayette Paseo Multimodal Corridor will utilize the recently completed pedestrian tunnel, under the CSX railroad, a City of Tallahassee project, to provide safe pedestrian connection between western and eastern segments of the corridor.
- The Lafayette Paseo Multimodal Corridor will include segments being improved by Leon County:
  - Leon County will soon begin construction of a drainage improvement project along Lafayette Street from the CSX tunnel to a point adjacent to The Moon nightclub. As part of this project, Leon County will reconstruct improved sidewalks, ranging from 6 to 8 feet in width.
  - Leon County will soon undertake the reworking of the Magnolia Drive/Lafayette Street intersection; this project will provide four signalized pedestrian crossings.
- The Lafayette Paseo Multimodal Corridor will tie into the signalized pedestrian crossings of Apalachee Parkway, at the entrance of Governor's Square Mall, constructed by the CRTPA.

## Cost of the Proposal

☑ The projected total project costs are estimated to be \$460,400, of which \$343,520 are hard costs. Project design and engineering is estimated to cost \$85,880; and \$31,000 will be budgeted for permitting.

☑ The City of Tallahassee's contribution of soft costs, in the form of preliminary project, design and engineering, is equivalent to approximately 19% of the total project costs. Subtracting the City's proposed contribution, the total requested amount for the proposal is \$374,220.

☑ The major capital costs included in the proposal are \$55,000 for construction of 1700 linear feet of sidewalks; \$80,000 for 40 pedestrian lights; \$42,500 for landscaping; ~~\$80,000 for construction of 2500 linear feet of sidewalks~~; \$36,600 for construction of 2200 linear feet of curb and gutter; and, \$50,000 for three transit shelters with bike racks and related facilities.

A complete list of estimated component costs is provided in Table 1, below; a narrative description of each component cost is provided in Appendix A.

**Table 1, Complete Proposal Cost Estimate - By Line Item**

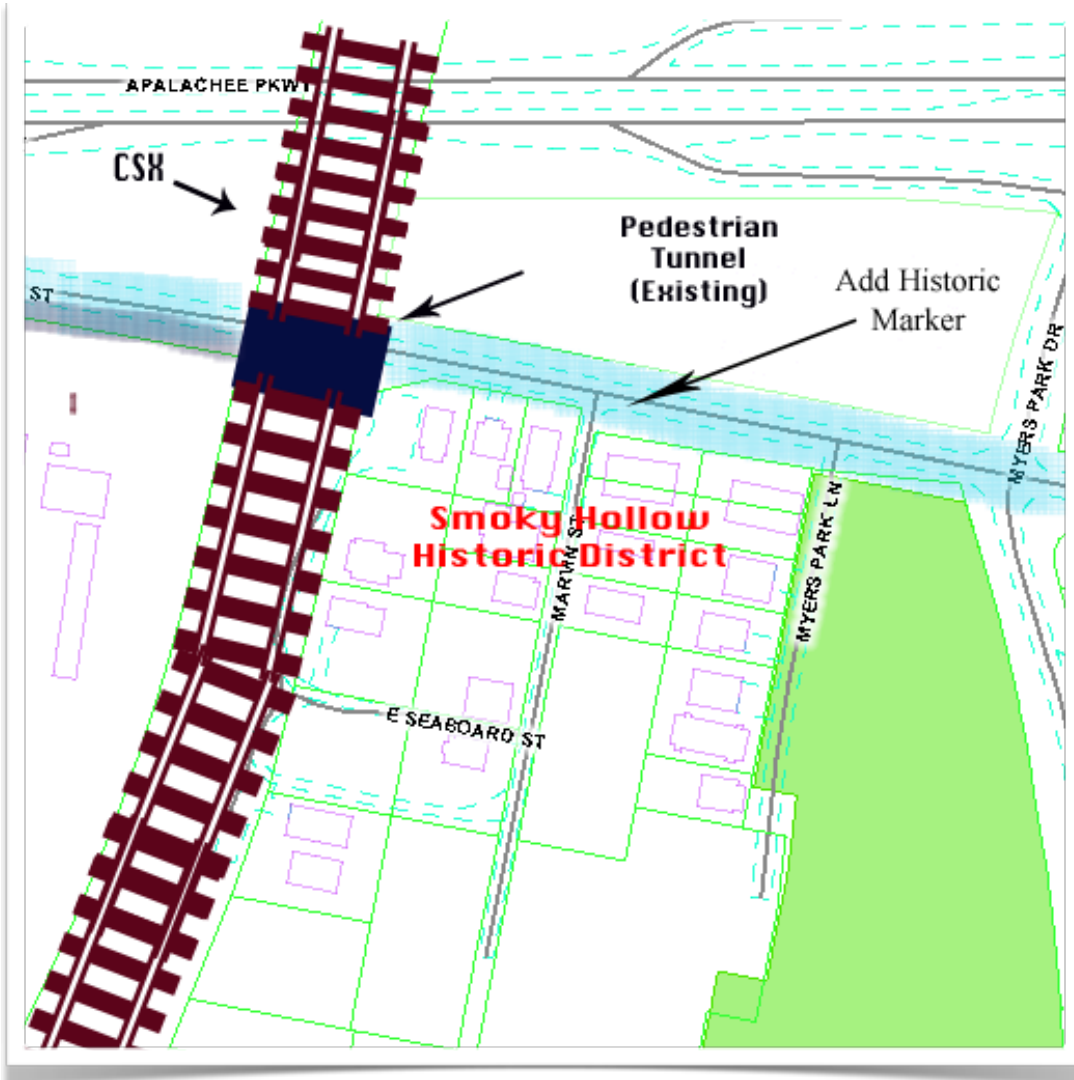
#	Cost Component Description	Quantity	Cost Basis	Cost
	<b>Hard Costs/Capital Improvements</b>			
1	Sidewalks, 6'-8' wide, new construction	1700 Linear Feet	\$32/Linear Foot	\$55,000
2	Curb and Gutter, new construction	2200 Linear Feet	\$18/Linear Foot	\$36,600
3	Pedestrian lighting, install complete decorative poles and luminaires	40 Fixtures	\$2000/Fixture	\$80,000
4	Transit Shelters, install complete facilities	3 Facilities	\$16,666/Shelter	\$50,000
5	Removal of existing substandard sidewalk (demolition)	300 square feet	\$20/square foot	\$6,000
6	Historical Marker Signs and posts	3 Signs	\$2000/Sign	\$6,000
7	Street Furnishings	2 Benches	\$1500/Bench	\$3,000
8	Signs, Information/Way-Finding, and posts	4 Signs	\$160/Sign	\$640
9	Signs, Bike Path, and posts	3 Signs	\$160/Sign	\$480
10	"Sharrows" Pavement Markings	1600 Linear Feet (apx 12 markings)	\$80/Marking	\$1,000
11	Restripe On-Street Parking Spaces	50 Spaces (apx 1000 Linear Feet of Striping)	\$1/Linear Foot of Striping	\$1,000
12	Install Brick Paver, Textured Asphalt, or Concrete Crosswalks; component costs include striping and textured pavement	5 Crosswalks	Based on Textured Asphalt @\$72.81/Sq. Yd. & Striping @\$1/LF	\$30,300
13	Signs, Pedestrian Crossing, and posts	8 Signs	\$160/Sign	\$1,000
14	Bicycle "mini-track" (separated bicycle facility)	100 Linear Feet	Unique Design	\$5,000
15	Asphalt removal	7500 square feet	\$3.33/Sq. Ft.	\$25,000
16	Landscaping: Trees, shrubbery, ground cover	Proposed Budget	Proposed Budget	\$42,500
	<b>SubTotal</b>			<b>\$343,520</b>
17	Design, & Engineering		25%+ of hard costs	\$85,880
18	Permitting		10%+ of hard costs	\$31,000
	<b>Total</b>			<b>\$460,400</b>

Cost estimates based on: FDOT District 3 Preliminary Estimates Section Transportation Costs, Revised 12/10; FDOT 2011 Basis of Estimates Manual; and, COT staff

## Proposal Description by Segment

This section provides a conceptual description of the proposal, by segment, from its western extent to its eastern, along with maps of the segments.

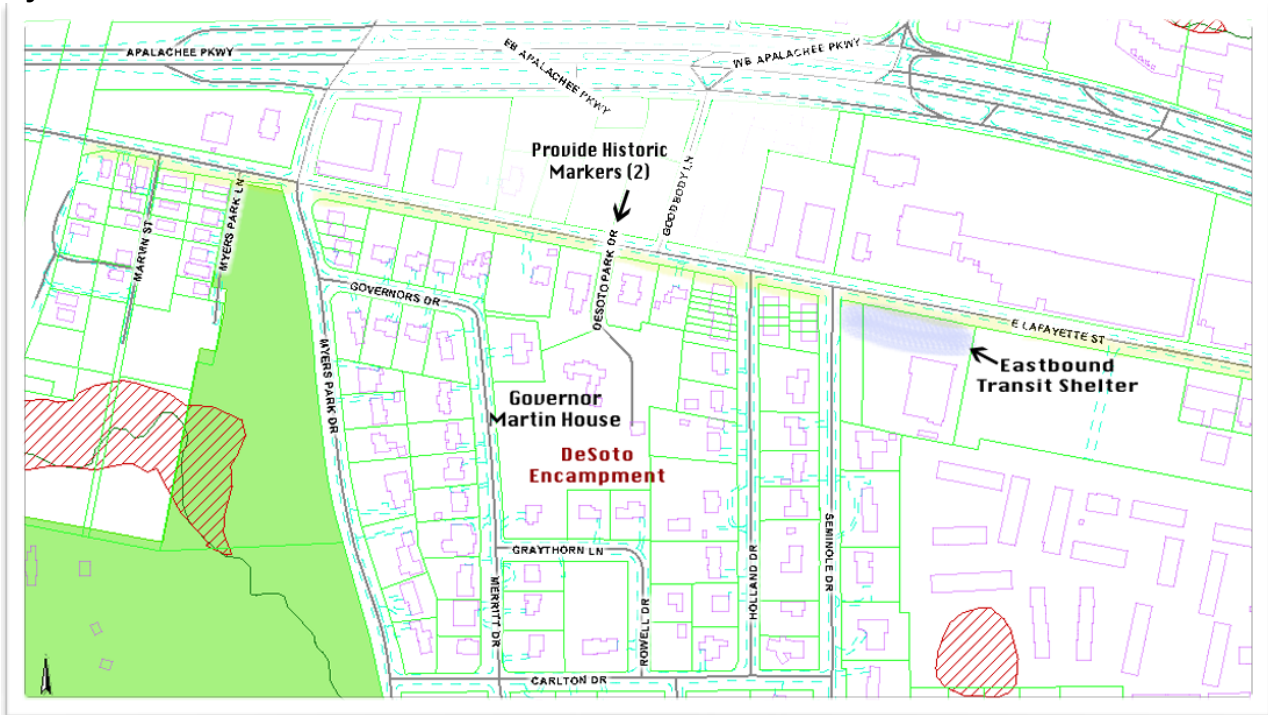
### CSX Pedestrian Tunnel to Myers Park Drive



**Figure 4. Map of Corridor Segment from CSX Pedestrian Tunnel to Myers Park Dr.**

1. This segment is included in the Leon County stormwater retrofit project, which will provide sidewalks along the south side of Lafayette Street. Sidewalk will be a minimum of 6 feet wide; 8-foot width preferred.
2. This TE Proposal requests funding for Smoky Hollow National Historic Register interpretative signage. The historic Smoky Hollow neighborhood is perched above the Lafayette Corridor, immediately to the south.

## Myers Park Drive to Watershed Divide

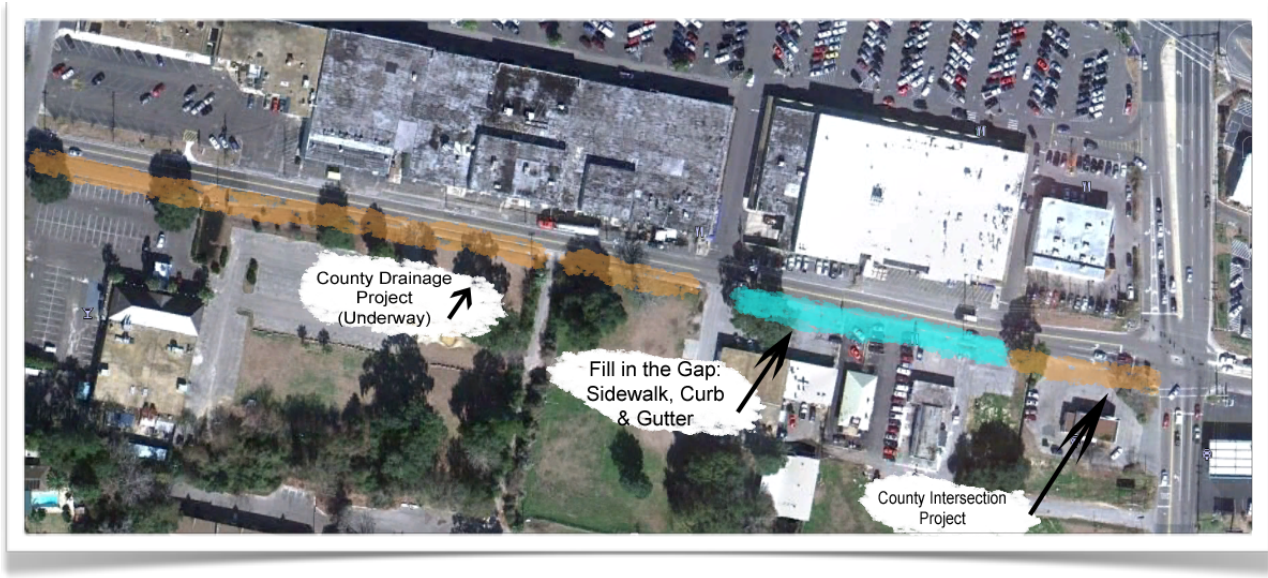


**Figure 5. Map of Corridor from CSX Tunnel to Watershed Divide**

1. The eastern end of this segment, coterminous with the eastern extent of the the Leon County stormwater retrofit project, is at the watershed divide adjacent to the The Moon (nightclub), across from Cabo's (restaurant) entrance.
2. This segment is included in the Leon County stormwater retrofit project, which will provide sidewalks along the south side of Lafayette Street. Sidewalk will be a minimum of 6 feet wide; 8-foot width preferred.
3. This TE Proposal requests funding for Governor Martin House Historic interpretative signage and DeSoto Encampment Historic Interpretative signage. The Governor Martin House and DeSoto Encampment are accessed from DeSoto Park Drive, which connects to the south side of this segment of Lafayette Street.
4. This TE proposal requests funding for a transit shelter with associated facilities located on the south side of Lafayette Street, to serve eastbound passengers. The shelter includes a pad, ADA compliant sidewalk access, trash receptacles, bike parking, and solar lighting. The general location of the shelter is east of Seminole Drive.



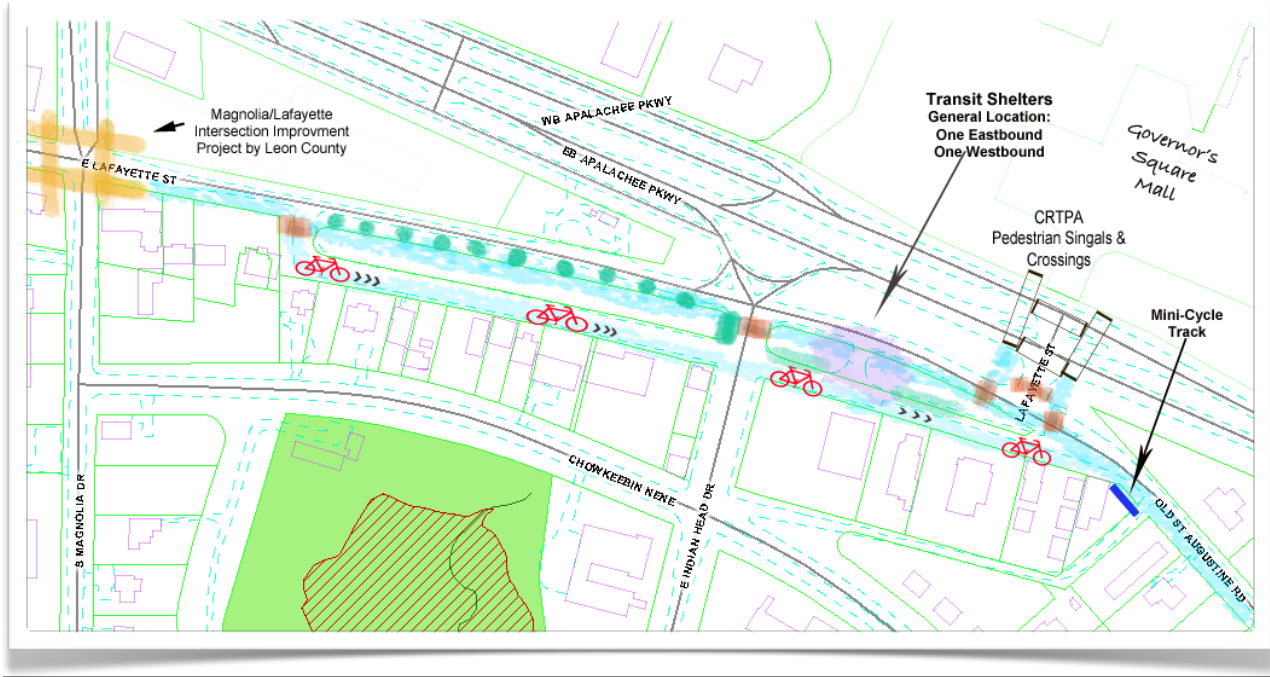
## Watershed Divide to Magnolia Drive



**Figure 6. Map of Corridor from Watershed Divide to Magnolia Drive**

1. The western end of this segment, is coterminous with the eastern extent of the the Leon County stormwater retrofit project, at the watershed divide adjacent to the The Moon (nightclub), across from Cabo's (restaurant) entrance. The County's Magnolia Drive/Lafayette Street intersection project's westernmost extent is approximately 350 further east. There is a gap between the two projects of approximately 350 linear feet that is essential a continuous apron of asphalt adjacent to Lafayette Street.
2. This TE proposal requests funding for approximately 350 linear feet of sidewalk and associated curb and gutter to fill in this gap. Access to existing businesses through adequate curb cut openings will be provided.
3. Install pedestrian lighting, in the landscaping zone between the curb and the sidewalk. Use spacing intervals of approximately 80 feet, as allowed by location of curb cut openings.
4. Install shrubbery or street trees in the landscaping zone between the curb and the sidewalk if spacing permits.

## **Magnolia Drive to Winchester Drive**



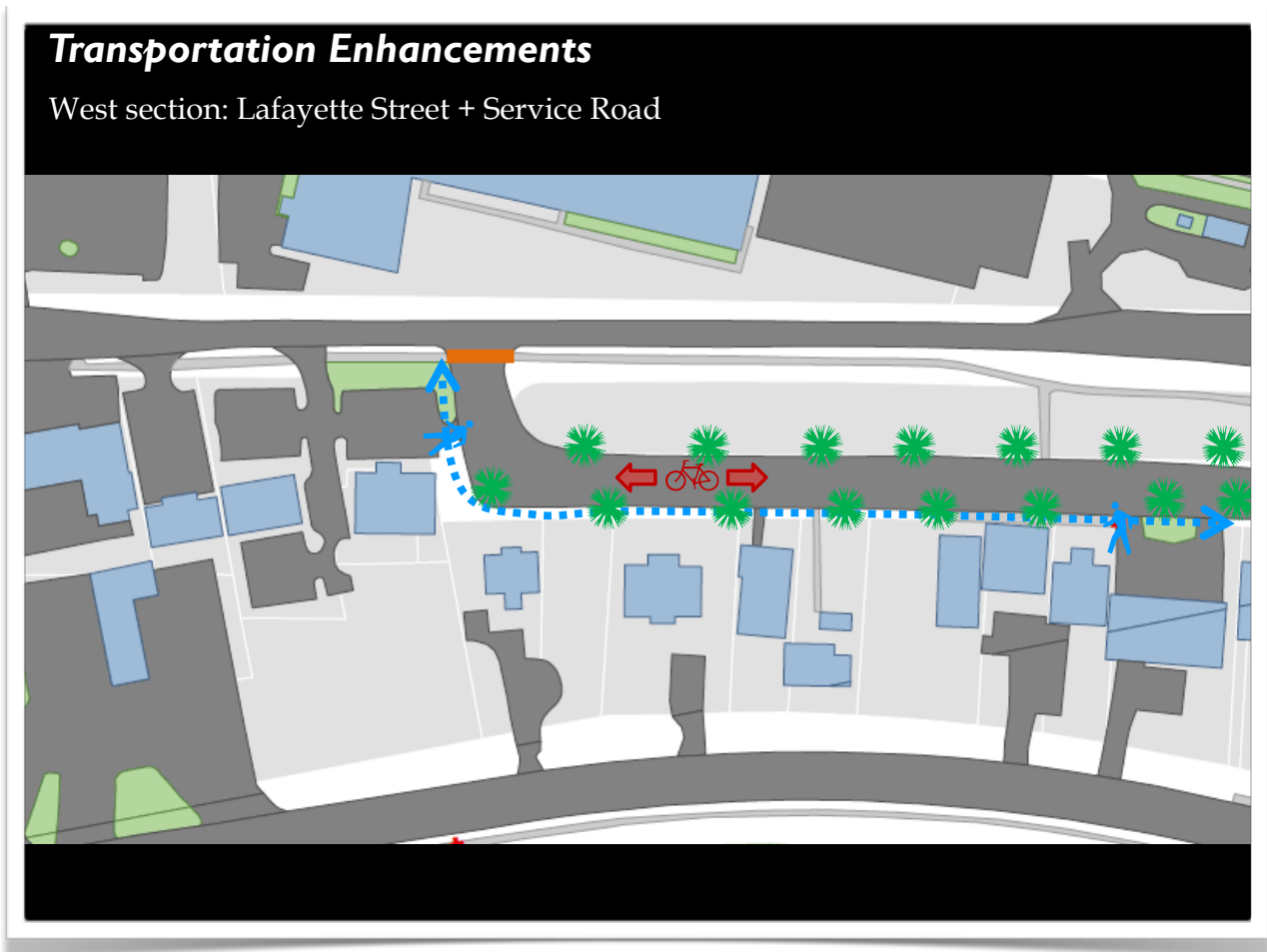
**Figure 7. Map of Corridor from Magnolia Drive to Winchester Drive**

### **General**

1. Install signage (bike path signage, and informational signage, see Appendix A for detail).
2. Reduce the width of Indianhead Drive south of Lafayette Street, by reducing southbound pavement width by approximately 10 feet; landscape "reclaimed area", thereby reducing impervious surface and calming traffic by narrowing street width. Alternatively, provide a 10-foot wide median within this portion of Indianhead Drive.

***More detailed information follows.***

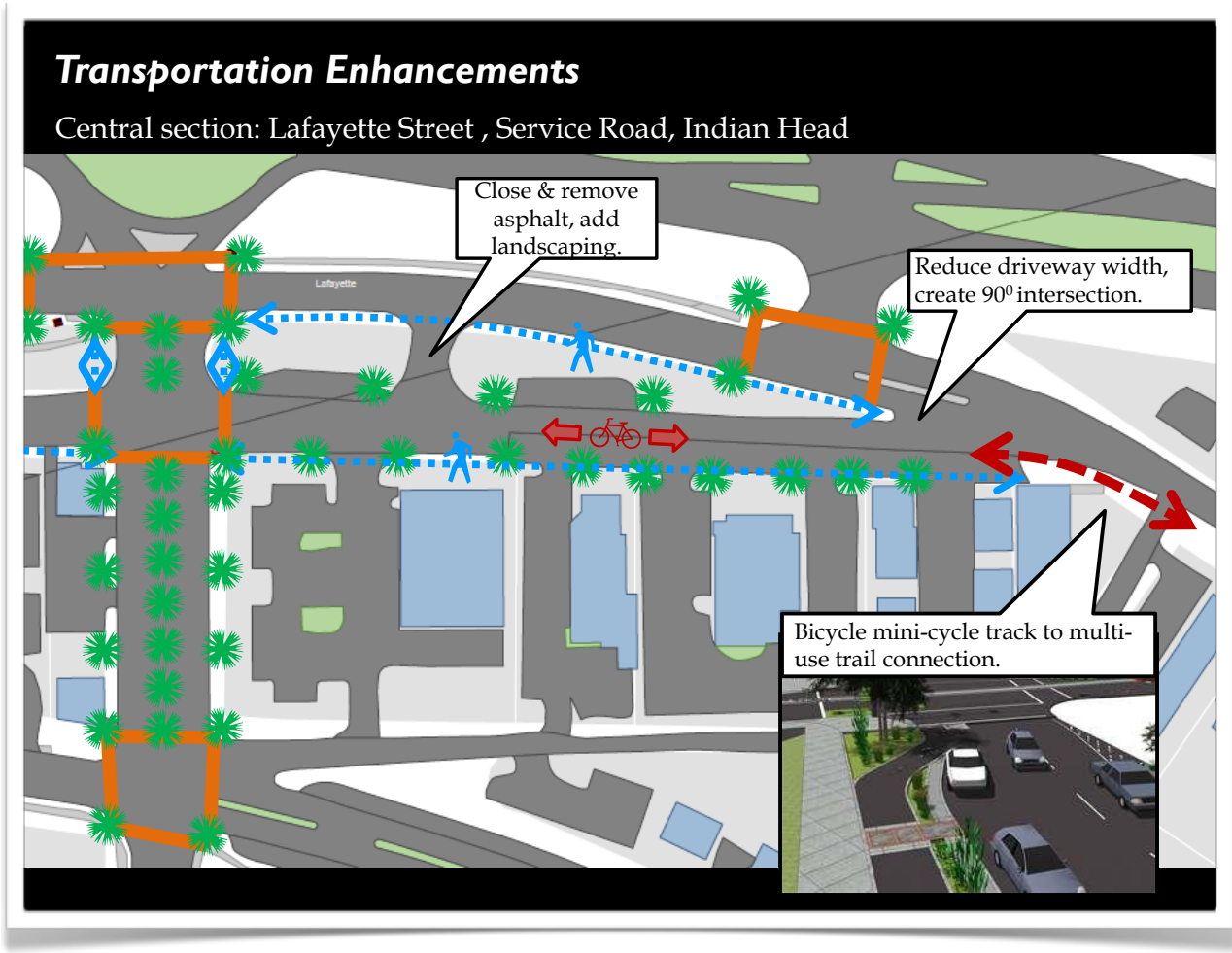
**Sub-Segment 6A: Magnolia Drive to Winchester Drive**



**Figure 8. Map of Corridor including western segment of Lafayette Street Service Road**

1. Paint sharrows on Lafayette Street service road -- See Appendix B for image of a *sharrow*.
2. Install pedestrian lighting. Use spacing intervals of approximately 80 feet.
3. Install street trees in the landscaping zone between the existing pathway/sidewalk and Lafayette Street.
4. Formalize the 90° parking in the service road with bulb-outs and tree plantings, thereby reducing impervious surface and calming traffic by narrowing street width.

**Sub-Segment 6B: Indianhead Drive to Winchester Drive**



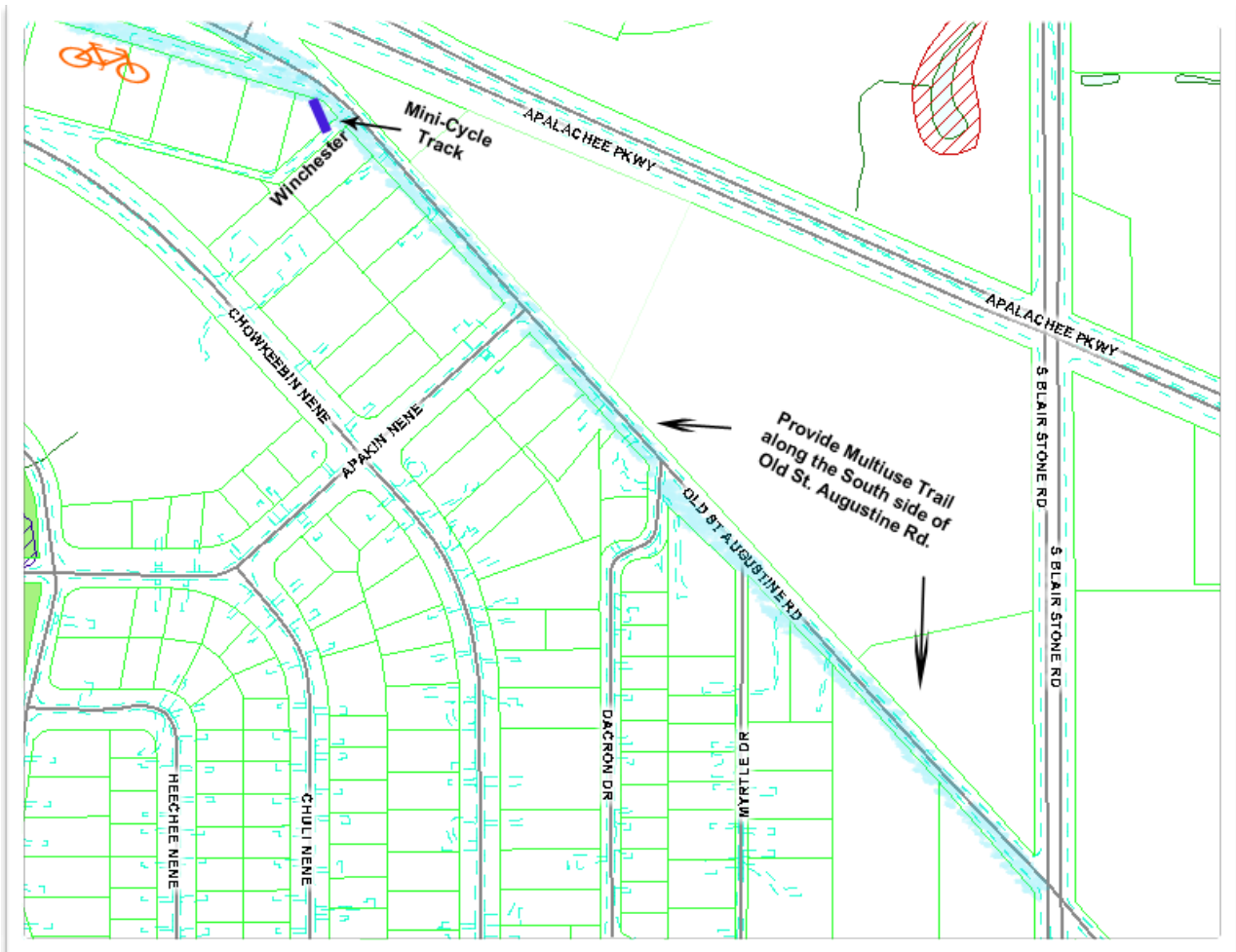
**Figure 9. Map of Corridor including eastern segment of Lafayette Street Service Road**

Indianhead to Winchester. This TE proposal requests funding for:

1. Construction of a sidewalk, 8-foot wide, approximately 750 linear feet, between Indianhead Drive and Winchester Drive
2. Provide five sets sets of textured asphalt or concrete pavement pedestrian crosswalks, see Component #14 in detailed description of component costs, in Appendix A.
3. Provide two Transit facilities (including pads, ADA compliant sidewalk access, trash receptacles, bike parking, and solar lighting) adjacent to area presently serving as a street connection between Lafayette and service road, immediately north of Pier 1 Imports. One facility to serve eastbound passengers and one to serve westbound.
4. Paint sharrows on Lafayette Street service road -- See Appendix B for image of a sharrow.

5. Install pedestrian lighting. Use spacing intervals of approximately 80 feet.
6. Install street trees in the landscaping zone between the sidewalk and Lafayette Street.
7. Formalize the 90° parking in the service road with bulb-outs and tree plantings, thereby reducing impervious surfaces and providing traffic calming by constricting road width.
8. Lafayette Service Road intersection with Lafayette (adjacent to Video 21, east side):
  - Reduce width of opening (pavement)
  - Create 90° intersection with Lafayette Street to give clear sight lines
  - Create bicycle-only mini-“cycle track” or “slip lane” to bisect newly created green space replacing removed asphalt, tying to multi-use trail to the east
  - Extend multi-use trail across Winchester and use brightly colored surface where crossing pavement (estimated 30 linear feet of trail after pavement width reduction noted above).

**Phase II Winchester Drive to Blairstone**



**Figure 10. Map of Corridor from Winchester Drive to Blair Stone Road**

## **Phase II      Winchester Drive to Blair Stone Road**

1. The improvements in Phase II will be accomplished through subsequent projects, are not included in this TE proposal. They are included here to provide context for the TE proposal and to guide future corridor planning efforts.
2. Phase II will feature a multiuse trail, of 8 to 12 feet width, for 2590 linear feet, from Winchester Drive to Blair Stone Road. The actual location and width of this trail will be determined based upon location of trees and other protected canopy road resources, property lines, road edge, and safety factors. [Winchester to Apakin Nene: 650 linear feet; Apakin Nene to Dacron: 500 linear feet; Dacron to Myrtle: 310 linear feet; Myrtle to Blairstone: 1130 linear feet.]
3. Any portions of this multiuse trail that crosses area streets will be include appropriate pavement markings, designating the trail, along with applicable signage.

## Notes:

- 1) All facilities shall be designed to meet or exceed minimum ADA accessibility standards.
- 2) Where possible, sidewalks should be eight feet wide. The minimum width of a sidewalk when placed at back of curb should be six feet.
- 3) Pedestrian lighting fixtures should be 10 - 14 feet in height, with full cut off shielding. Lighting should produce full-spectrum low-intensity illumination. Fixtures should more closely spaced than street lighting along the entire corridor, at suggested intervals of 50-100 feet. It is presumed that the Leon-County managed improvement projects will include lighting and that none of the lighting included in this proposal would be needed for the segments included in those projects. Estimates for lighting included in this proposal are based upon #715-516-210 (FDOT 2011 Basis of Estimates Manual) a "complete" light pole, special (decorative") design, steel, 10 foot height. Additional cost is included in the estimate for bulbs and related components.
- 4) The appropriate location of benches, lighting, and landscaping shall be determined by the City of Tallahassee during the project planning phase
- 5) The specific location and design of transit shelters shall be determined by the City of Tallahassee during project planning phase and final design.
- 6) The specific location and design of all components may be subject to change due to availability, pricing, labor costs, site conditions, and technological improvements.
- 7) The proposal is consistent with the Tallahassee-Leon County Comprehensive Plan and the Tallahassee-Leon County Multimodal District Plan. Supportive Goals, Objectives, and Policies from the Comprehensive Plan are provided in Appendix D. Supportive Multimodal District Plan Vision and Principles are provided in Appendix E. Related Multimodal District projects are listed in Appendix F.

## APPENDICES



Magnolia Drive and Lafayette Street Intersection, January 14, 2011, Google Earth

## **APPENDIX A: Lafayette Paseo Multimodal Corridor TE Proposal**

### **Detailed Description of Component Costs**

Component number in left margin corresponds to component number in **Table: Complete Proposal Cost Estimate - By Line Item**

- |  |                 |
|--|-----------------|
| <b>1. Sidewalk, 6' to 8' wide -- 1700 linear feet</b>  | <b>\$55,000</b> |
| Includes 250 linear feet of new sidewalk to replace substandard existing sidewalk east of Magnolia   |                 |
| Includes 130 linear feet sidewalks across public lands/right-of-way between the south side of Apalachee Parkway and Lafayette Street, connecting to the new, CRTPA-constructed, signalized pedestrian crossings aligned with and connecting to the entrance to Governor's Square mall  |                 |
| <b>2. Total curb &amp; gutter</b>  | <b>\$36,600</b> |
| a) Curb & gutter 1700 linear feet, along sidewalks   | \$27,600        |
| b) Curb & gutter 500 linear feet, miscellaneous (reconfiguration of Lafayette/Indianhead Service Road and associated intersections "formalizing street edge")  | \$9,000         |
| <b>3. Pedestrian lighting fixtures -- 40 fixtures</b>  | <b>\$80,000</b> |
| <b>4. Transit shelter facilities (includes pad, ADA compliant sidewalk access, trash receptacles, bike parking): three (3) facilities – two (2) in or adjacent to pavement area (street connection between Lafayette and service road) presently immediately north of Pier 1 Imports, one each serving east-bound and west-bound travel; and, one (1) serving eastbound travel, far side of Seminole Drive, adjacent to the Moon</b> | <b>\$50,000</b> |
| <b>5. Removal of existing substandard sidewalk segments -- approximately 300 square feet</b>   | <b>\$6,000</b>  |
| <b>6. Historical Marker signage – 3 signs: Smoky Hollow, Governor Martin House, DeSoto Encampment</b>  | <b>\$6,000</b>  |
| <b>7. Street furnishing (pedestrian use) – 2 benches</b>   | <b>\$3,000</b>  |
| <b>8. Signs – ("Paseo Lafayette, A Multimodal Corridor, Celebrating Tallahassee's Multicultural Heritage") 4 sign posts &amp; signs</b>  | <b>\$640</b>    |
| <b>9. Signs – Bike path signs, above described construction – 3 posts &amp; signs</b>  | <b>\$480</b>    |
| <b>10. Provide pavement markings ("Sharrows") along the service road parallel to Lafayette Street in vicinity of Veterinarian, Clotheshanger, Pier 1 Imports, Ming Tree, indicating this portion of the service road as a bicycle facility</b>   | <b>\$1000</b>   |
| <b>11. Mark on-street parking spaces along service road parallel to Lafayette Street in vicinity of Pier 1 Imports, Ming Tree</b>  | <b>\$1,000</b>  |

<b>12. Provide 5 sets of brick paver, textured asphalt, or concrete pavement pedestrian crosswalks:</b>	<b>\$30,300</b>
a) two (2) crossing Lafayette Street extending south from the aforementioned CRTPA-constructed sidewalks (see #1 and Appendix C), that will connect perpendicularly with the proposed sidewalk to be constructed along this segment of Lafayette Street and one (1) east-west pedestrian crossing of street connection from Lafayette into Gov Sq. Mall (along the north side of Lafayette Street)	@ \$15,300
b) two (2) pedestrian crossings with textured asphalt or concrete pavement across Indianhead Drive and Winchester Drive connecting to the proposed sidewalk to be constructed along this segment of Lafayette Street	@ \$15,000
<b>13. Provide eight (8) sets of pedestrian crossing sign posts &amp; signs</b>	<b>\$1300</b>
<b>14. Provided separated, dedicated bicycle facility “mini cycle track,” 100 linear feet, between eastern terminus of service road and Winchester, within right-of-way adjacent to Video 21 business</b>	<b>\$5,000</b>
<b>15. Remove approximately 7,500 sq. ft. “excess” impervious surface in what is presently un-marked parking area in service road parallel to Lafayette Street in vicinity of Pier 1 Imports, Ming Tree; plant “reclaimed area” with a limited number of trees (landscaping costs included in #18, below)</b>	<b>\$25,000</b>
<b>16. Provide tree plantings, and shrubbery, per Lafayette Streetscape Plan, in landscape zone between southside of Lafayette street pavement/curb and sidewalk, along the apx. 360 foot long segment west of Magnolia, not included in County drainage project and not included in County Lafayette/Magnolia Intersection project; and, between Magnolia Dr. and Winchester Dr.</b>	<b>\$42,500</b>
<b>Total hard costs:</b>	<b>\$343,520</b>
<b>17. Design and engineering @ 25%+ of hard costs:</b>	<b>\$85,880</b>
<b>22. Permitting @9% of hard costs</b>	<b>\$31,000</b>
<b>Total Proposal Costs:</b>	<b>\$460,400</b>

**Project requires no right-of-way acquisition.**

**Project reflects a 18.6% contribution from the City of Tallahassee reflecting design and engineering services to be provided by the City.**

For clarifications and guidance, the Lafayette Streetscape Construction Plan should be used as the basis for project improvements; revisions and updates to the Plan may be made as necessary.

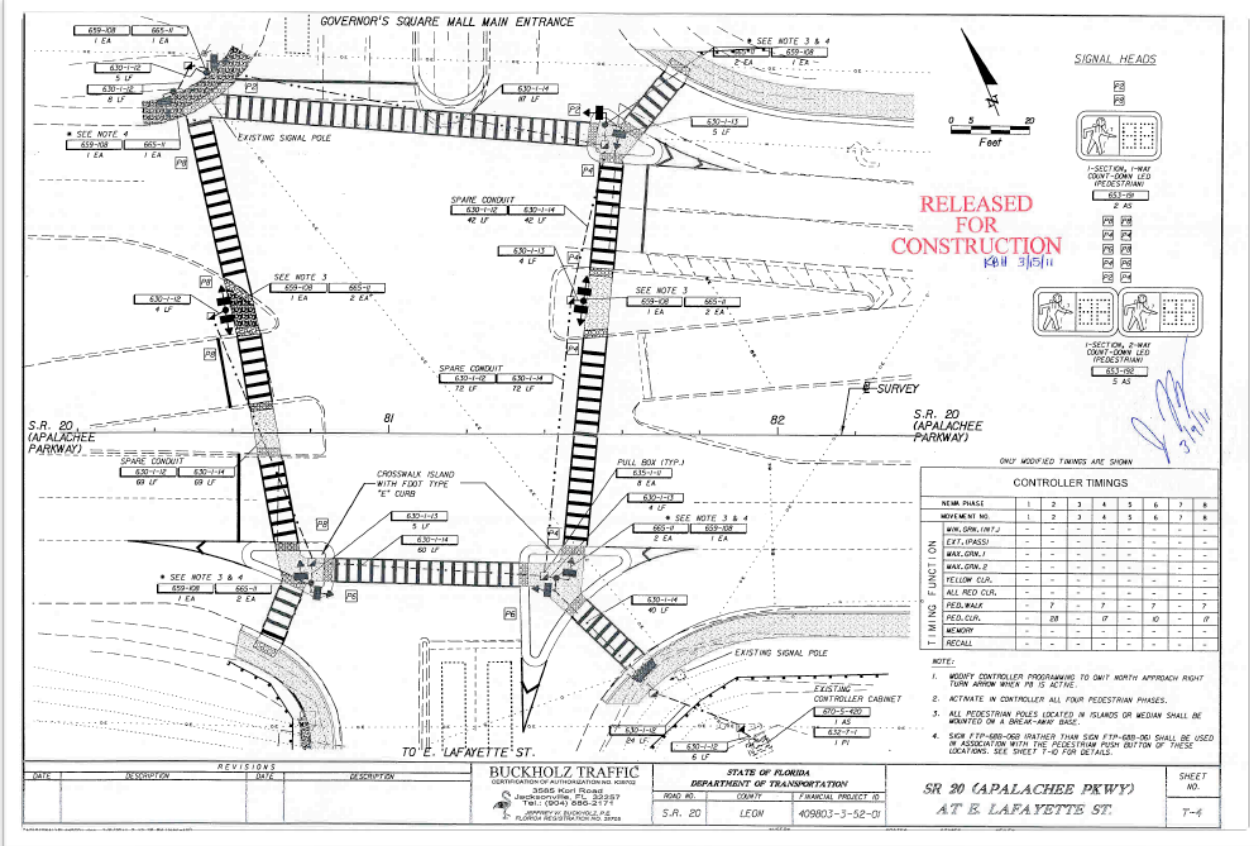
## APPENDIX B: Illustration of a “Sharrow”



***Sharrow:***

Source: [www.google.com/imgres?imgurl=http://2.bp.blogspot.com/\\_VLjJ1Eg40aM/S18n5FJsQhI/AAAAAAAAATM/QoC4iYF9W7w/s400/bike%2Bsharrow.jpg&imgrefurl=http://www.universalhub.com/2010/artists-rendering-black-helicopter-markings-longwo&usq=\\_\\_xnCcuT6q1iig3kxxi3OeAcTP1Zl=&h=400&w=300&sz=32&hl=en&start=29&zoom=1&tbnid=03Nd8vQiXJwnPM:&tbnh=160&tbnw=120&ei=sCiyTajYNaPiiAKmiomwBg&prev=/search%3Fq%3Dblue%2Bsharrow%26um%3D1%26hl%3Den%26client%3Dsafari%26sa%3DN%26rls%3Den%26biw%3D1099%26bih%3D658%26tbnm%3Disch0%2C818&um=1&itbs=1&iact=hc&vpx=495&vpy=302&dur=325&hovh=162&hovw=122&tx=97&ty=176&page=3&ndsp=16&ved=1t:429,r:2,s:29&biw=1099&bih=658](http://www.google.com/imgres?imgurl=http://2.bp.blogspot.com/_VLjJ1Eg40aM/S18n5FJsQhI/AAAAAAAAATM/QoC4iYF9W7w/s400/bike%2Bsharrow.jpg&imgrefurl=http://www.universalhub.com/2010/artists-rendering-black-helicopter-markings-longwo&usq=__xnCcuT6q1iig3kxxi3OeAcTP1Zl=&h=400&w=300&sz=32&hl=en&start=29&zoom=1&tbnid=03Nd8vQiXJwnPM:&tbnh=160&tbnw=120&ei=sCiyTajYNaPiiAKmiomwBg&prev=/search%3Fq%3Dblue%2Bsharrow%26um%3D1%26hl%3Den%26client%3Dsafari%26sa%3DN%26rls%3Den%26biw%3D1099%26bih%3D658%26tbnm%3Disch0%2C818&um=1&itbs=1&iact=hc&vpx=495&vpy=302&dur=325&hovh=162&hovw=122&tx=97&ty=176&page=3&ndsp=16&ved=1t:429,r:2,s:29&biw=1099&bih=658)

# APPENDIX C: Signalized Pedestrian Crossings of Apalachee Parkway at the Entrance to Governor's Square Mall, Constructed by CRTPA, Connecting to the North Side of Lafayette Street Near Video 21



## **APPENDIX D: Tallahassee-Leon County Comprehensive Plan Supportive Goals, Objectives, Policies**

**BICYCLE AND PEDESTRIAN TRANSPORTATION Objective 1.8:** [T] *(Effective 7/16/90)* Promote bicycle and pedestrian transportation by incorporating facilities into the existing and future traffic circulation system.

**Policy 1.8.1:** [T] *(Rev. Effective 8/17/92)* A revised Tallahassee-Leon County Bikeway plan showing existing and proposed routes shall be developed, adopted and maintained. Funding for bikeway and sidewalk projects will be included as an incidental cost of roadway multi-laning and upgrading projects and designated resurfacing projects. Additional funding sources will be identified on a continuous basis for construction of bikeway and sidewalk projects independent of other roadway upgrades.

**Policy 1.8.2:** [T] *(Effective 7/16/90)* Establish and maintain a safe and effective system of bicycle lanes, bicycle paths, and sidewalks in conjunction with existing and planned roadways. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Access should be provided between neighborhoods, apartment complexes, shopping and employment centers, educational facilities, parks, and other traffic generators. Provide adequate and secure bicycle parking facilities at major destinations.

**Policy 1.8.3:** [T] *(Effective 7/16/90)* Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction. Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enforce recognition of bicycle lanes and pedestrian crossings.

**Policy 1.8.7** [T] *(Effective 4/10/09)* All City and County resurfacing projects shall be evaluated for the addition bicycle lanes or paved shoulders and transit shelters where they did not previously exist.

**ROADWAY DESIGN Objective 1.9:** [T] *(Effective 7/16/90)* Incorporate into all transportation system decisions an aesthetic component by adopting policies which will result in a less intrusive roadway system.

**Policy 1.9.1:** [T] *(Effective 7/16/90)* Require an integrated and comprehensive streetscape and landscape system for downtown and for arterials and collectors within neighborhoods.

### **MULTIMODAL TRANSPORTATION DISTRICTS Objective 2.1:** [T] **(Effective 4/10/09)**

Establish multimodal transportation district(s) within the community where secondary priority is placed on vehicle mobility and primary priority is placed on providing a safe, comfortable and attractive environment for pedestrians and bicyclists with convenient access to transit, thereby encouraging the use of multiple modes of transportation and leading to a reduction in automobile use and vehicle miles traveled.

**Policy 2.1.10:** [T] *(Effective 4/10/09)* **Transit.** The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside of the MMTD, transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made where feasible.

1. Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving the MMTD.
2. StarMetro shall coordinate with the Capital Region Transportation Planning Agency regarding the provision of transit centers, super stops, and other facilities for the transfer of passengers to and from the MMTD through potential regional connections.
3. Benches, signage, lights, and covered or enclosed waiting areas shall be used to create safe, comfortable transit stops.
4. Bicycle parking at transit stops and bicycle racks on buses shall be provided as a means to interface bicycle travel with public transit.

**Policy 2.1.11: [T]** *(Effective 4/10/09)*

**Connections to Surrounding Areas.** The nature of a multimodal district is such that it serves as an activity center, attracting visitors and employees from surrounding areas. Visitors may be from just outside the district, or from the larger region. Therefore, the transit, bike, and pedestrian networks within the MMTD shall be developed such that they logically interconnect with and service the surrounding areas.

**MASS TRANSIT GOALS, OBJECTIVES, AND POLICIES**

**Goal 2:** *(Effective 7/16/90)* **Develop and improve the mass transit system so that it becomes an alternative to the automobile as a means of transportation.**

## **The Tallahassee-Leon County Multimodal District Vision and Principles**

*This Multimodal District is a vibrant, multifaceted city within a city supporting a life style that frees the individual from the automobile for completing the activities of daily living. Within it, you will be able to go to work or school, shop, meet health care needs, have a choice in housing and entertainment - without an automobile - because the pedestrian, bicycle and transit facilities will meet your mobility needs. Walking or cycling down a major thoroughfare to the coffee shop, you feel safe sharing the street with cars, and are pleased by the shops, offices, and dwellings opening onto the sidewalks. Whether you live in a single-family neighborhood or in a high-rise apartment building, you can quickly access all the services and products you need. Because many uses and dwellings are located close together generating many people coming and going, transit comes frequently and you can reach any other part of the District with ease.* To create this ideal, the Tallahassee-Leon County Multimodal Transportation District is founded on the following principles:

- 1. A healthy, vibrant urban core is more than just a downtown business district. It is an interconnected network of neighborhood and employment centers containing a mix of residential types and densities, job opportunities, retail, and open space.**
- 2. Multimodal infrastructure investment by the government is critical, but real changes to the urban fabric will occur through private development and redevelopment along major corridors and at neighborhood and employment centers. A simplified regulatory environment should foster this development and redevelopment, recognizing that “time is money” for potential investors from the private sector.**
- 3. The district should be large enough to truly provide mobility options by offering a choice in housing types, connecting neighborhoods to services and jobs via all modes, thereby:**
  - reducing greenhouse gases
  - supporting active, healthy lifestyles
  - preserving capacity on roadways for longer regional trips
  - relieving pressure on rural lands in light of the 100,000 population increase projected in Leon County over the next 20-25 years.
- 4. Urban design along corridors and at centers should recognize that existing, stable residential neighborhoods are the backbone of a healthy urban core.**
- 5. Central core development standards should allow more intense development than those for suburban areas, and should allow various residential types and a mixture of uses with enough intensity to support frequent transit headways, establishing transit as a true mobility choice.**

**6. The district boundaries should include existing commercial areas that are likely to redevelop within the next ten years.**

**7. A safe, efficient system of bikeways and greenways should support bicycling as a true mobility choice.**

**8. The transportation system should have three layers:**

- Residents and employees should have access via sidewalks, shared use paths, and bike lanes to corridors and neighborhood centers where they can shop, be entertained, eat, play, and visit.

- At the neighborhood centers, convenient access to transit should provide connections to other centers that may be out of walking distance, and to other parts of the City, County, and region.

- An interconnected system of bike routes should also connect these centers and regional destinations.

**9. Funding to create this mobility infrastructure should come from a combination of local, state, federal, and developer proportionate fair-share funds.**

**APPENDIX F: Related Projects Established in the Tallahassee-Leon County Multimodal District Plan**

***Planned “Pedestrian Supportive Intersections” cited in the Tallahassee-Leon County Mobility Plan:***

**\**Blair Stone and St. Augustine, \$500,000 (not committed)***

**\**Magnolia Dr & Lafayette Street, estimated cost \$695,626, CoT/LC funding; design phase***

**\**Planned sidewalk along one side of St. Augustine***

**\**Cascades Park Trail – East Extension on the west side***

## **APPENDIX G: CRTPA Regional Mobility Plan Supportive Goals and Objectives**

### **CRTPA Regional Mobility Plan Goals and Objectives**

#### **MULTIMODALISM**

Create and maintain a diversified transportation network that facilitates the movement of and connections among people, jobs, goods and services.

##### **Objectives:**

1. Minimize congestion on roadways and at intersections through increased mode split.
2. Provide more sidewalks and bicycle facilities.
3. Provide infrastructure to facilitate and support transit riders, pedestrians, bicyclists, carpools and vanpools.
4. Improve intermodal connectivity and access to intermodal facilities and activity centers.
5. Provide efficient, frequent, reliable and convenient transit service that is easy to use and understand.
8. Maintain consistency with county and municipal comprehensive plans.

#### **CONNECTIVITY**

Increase local and regional connectivity to effectively move people and goods utilizing multiple modes of transportation.

##### **Objectives**

1. Connect and complete streets, sidewalks, shared-used paths and other trails, and transit to provide seamless, safe, and complete connections among all modes and uses of transportation, including pedestrian, bicycle, transit, and motor vehicles, for all users.
2. Support compact, walkable, mixed-use infill development and redevelopment of employment and activity centers, commercial areas, residential areas, and schools and universities.
4. Develop context sensitive design standards for transportation facilities to protect community character and to provide for “complete streets.”
5. Improve and complete connectivity between and within residential neighborhoods and adjacent land uses utilizing multiple modes of transportation.
6. Enhance regional connectivity to existing employment, education, and activity centers without increasing urban sprawl and VMT.

## **ACCESS**

Provide a multi-modal transportation system that makes goods and services accessible to all people throughout the region.

### **Objectives:**

1. Locate and provide a range of transportation alternatives to improve public access to work, school, jobs, health services, and commercial needs throughout the region.
2. Provide affordable and equitable access to travel choices for the elderly, people with disabilities, and people who do not or cannot drive.
3. Support compact, walkable, mixed use, infill development and redevelopment with compatible transportation options to improve public access to goods and services.

## **LAND USE**

Coordinate transportation and land use systems to foster economically productive and vibrant communities with compact urban forms throughout the region.

### **Objectives:**

3. Improve the interconnectivity of streets, sidewalks, trails, and other transportation system components to enhance the grid network and provide safe and convenient pedestrian, bicycle, and motor vehicle mobility.
5. Minimize the amount of land devoted to automobile parking.

## **SAFETY AND PUBLIC HEALTH**

Improve public health by increasing choice, safety, and access to all types of transportation modes for all segments of the population.

### **Objectives**

1. Build compact, walkable communities that support active living, improve mental health, reduce obesity and promote physical activity by providing access to a variety of active modes of transportation.
2. Reduce transportation-related vehicle emissions to improve air quality and reduce greenhouse gas emissions.
4. Support and promote safe and secure walking and bicycling routes for people of all ages and abilities.
7. Increase pedestrian, bicycle, transit and shared transportation modes within and among urban areas, including emphasizing options and mobility for the elderly, handicapped, and school-aged people.

## **NATURAL RESOURCE PROTECTION AND CONSERVATION**

Protect the region's natural environmental assets with an accessible multimodal transportation system that supports compact growth and mixed landuse.

### **Objectives:**

1. Provide for the development of compact, mixed use, walkable neighborhoods and neighborhood centers to minimize travel distances and enhance pedestrian and bicycle mobility and transit accessibility.
3. Improve the interconnectivity of streets, sidewalks, trails, and other transportation system components to enhance the grid network and provide safe and convenient pedestrian, bicycle, and motor vehicle mobility.
5. Minimize the amount of land devoted to automobile parking.

## **ECONOMIC PROSPERITY**

Create and maintain a transportation infrastructure that provides energy- and time- efficient intermodal movement of goods, services, and labor throughout the region.

### **Objectives:**

1. Increase pedestrian, bicycle, transit and shared transportation modes within and among urban areas, including emphasizing options and mobility for the elderly, handicapped, and school-aged people.
2. Increase multimodal transportation choice and capacity to provide access options, reduce trip lengths and frequencies and reduce transportation costs by providing choice in travel mode and movement of goods and services.
3. Lower vulnerability of businesses and households to rapid changes in transportation costs by providing choice in travel mode and movement of goods and services.
6. Expand and enhance transportation mode alternatives and services for work commuters, focusing on access to activity centers throughout region.
7. Provide continuous and complete options in transportation modes for visitor and tourist activity centers and destinations.

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