APPENDIX G:

Trails Master Plan

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Introduction

As demands on traditional transportation infrastructure continue to grow, alternative modes of transportation become increasingly advantageous. Trails, bike lanes, and sidewalks not only meet the growing transportation needs in the Capital Region and contribute to an improved quality of life through the benefits of recreational activities, but they are also a cost-effective means of transportation.

The purpose of the CRTPA's Trails Master Plan is to delineate a regional network of trails and greenways to provide an alternative method of transportation, as well as recreational opportunities. This Plan will direct facility implementation through CRTPA programs of improvements and policy actions.

The process of developing this Plan involves identifying and understanding key issues in the Region, analyzing current conditions and facilities, determining design elements and criteria, and prioritizing and implementing a trail network across the Region. An Existing Conditions analysis was completed as part of Plan development, and is included as an Appendix to this document. This information has been further analyzed to design a Plan that will effectively identify opportunities to expand and enhance the Region's existing trail system, given impacts to developed areas, available rights-of-way, connections to historic and cultural features, and safety and security.

An important element of development of this Plan is the dialogue with technical representatives, Regional leaders, local stakeholders, and other interested parties to further pinpoint the needs of the Region. The measures indicated by these local representatives include considerations such as trail standards and guidelines, environmental impacts, maintenance costs, construction costs and trail connectivity. Each of these has been carefully studied to insure the CRTPA's needs are met effectively.

Planning Process

The planning process for development of this Plan began with an existing conditions analysis that included collection and analysis of available data, such as Geographic Information Systems (GIS) data and any studies and plans for the region that have already been completed. This information was used to inventory the existing trail and greenway system, as well as any other trails that are planned for the region. This, along with information gained from staff and stakeholders with knowledge of the trail system, was used to compile an Existing Conditions Report, which if found in a separate report.

The graphic on the following page illustrates the progression of the development of the Trails Master Plan for the CRTPA region. As discussed above, the existing system analysis has been completed, and this Plan documents the development of the proposed trail network through:

- Identification of issues and opportunities in the region;
- Analysis of access and connectivity to regional destinations and other potential connections, such as schools, parks, transit, community amenities, and other locations that offer educational, historical, and natural history opportunities;
- Development of a preliminary trails and greenways network;
- Public involvement activities for citizens to review existing and planned facilities, provide input and suggestions on the proposed network, and review the proposed regional network; and
- Development of a preliminary project prioritization list.

The Plan development will conclude with its presentation to and adoption by the CRTPA board.

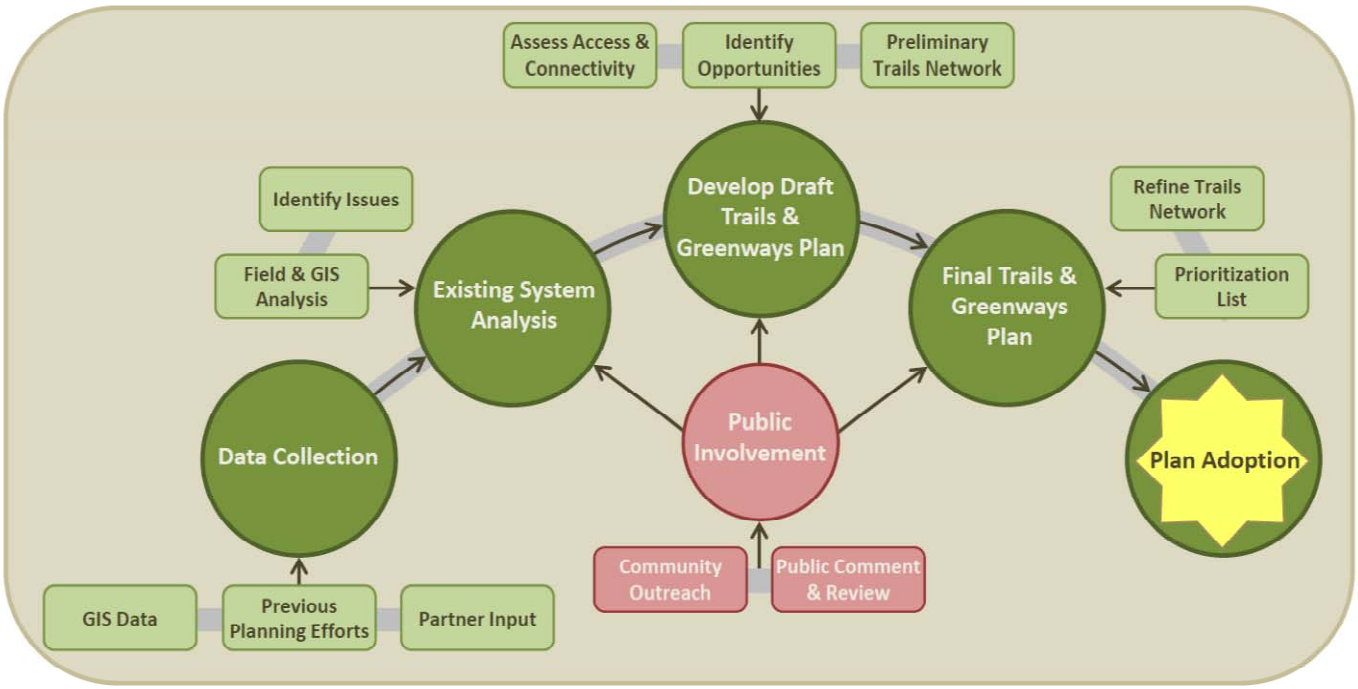


Figure 23. Trails Master Plan Development Process

Goals and Objectives

Goals are important to the plan development process to not only help guide the study, but also to help develop and then prioritize recommended trail projects. They were presented, discussed, and modified by the CRTPA Subcommittees. The specific goals for the CRTPA Trails Master Plan are shaped by the goals established in the Regional Mobility Plan (RMP), which are:

- Connectivity,
- Safety and Public Health,
- Land Use,
- Multimodalism,
- Economic Development,
- Natural Resource Protection,

- Accessibility,
- Coordination,
- Financial Feasibility,
- Public Participation, and
- Security.

Building upon the above goals, the goals for the Trails Master Plan include:

- Develop a safe and interconnected regional network of trail facilities that link destinations and people, locally and regionally.
- Improve quality of life in the CRTPA Region by developing a trail network designed to expand and encourage alternative transportation and active recreation.
- Develop a system with safety as a chief concern by:
    - Minimizing vehicular crossing as best as possible;
    - Maximizing separation between roads and trails; and
    - Maximizing visibility and warning signage where vehicles and trails intersect.

In developing a trails and greenways system, it is important to realize the effects that three elements - land use, mobility and safety - have on the development of an effective and accessible bicycle and pedestrian system. In addition, the assessment must identify "service areas" and use connectivity between these service areas as the founding principles for developing a solid bicycle and pedestrian access system. Service areas for the purpose of this assessment and for use in developing a regional trails and greenways network are defined by the areas where citizens live, work, play, and learn. The assessment of the elements of land use, mobility, and safety against the service areas of live, work, play, and learn from the trail network development model.

To serve as an alternative mode of transportation, a bicycle and pedestrian system should provide access to the primary activity centers that residents currently use motorized vehicles to access. The first element of the Trail Network Development model, land use, considers existing and proposed land use plans for the Region in determining current and future service area locations.

An understanding of the effect of mobility, the second element of the Trail Network Development model, has on bicyclists and pedestrians within the current infrastructure is important in determining the need for improvement to existing facilities as well as in locating new facilities to be included in the Trails Master Plan. As roadways become more congested and level of service (LOS) decreases for motorized vehicles, the roadways become less used by bicyclists and pedestrians, especially when inadequate space for bicyclists and surfaces for pedestrians are provided. As improvements in mobility for pedestrians and bicyclists are addressed, it is also imperative to continuously review connectivity between service areas. If a continuous route with logical termini is not provided, then the facility will not be utilized by citizens.

The third element considered simultaneously with land use and mobility is the ever important level of safety. In addition to improving safety of conditions at trail and roadway intersections, safety must be at the forefront when developing the finer design details of proposed trail corridors. Utilizing the principals of Crime Prevention through Environmental Design (CPTED), opportunities for criminal behavior can be reduced and an environment that encourages trail users to be aware of their surroundings and to be aware of those within their surroundings can be created.

Figure 24 shows a graphic representing the Trail Network Development model described above. The four service areas of live, work, play, and learn are integrated along with land use plans, mobility, and safety to lay the foundation for an alternative transportation and recreation network of trails, greenways, sidewalks, and bike lanes.

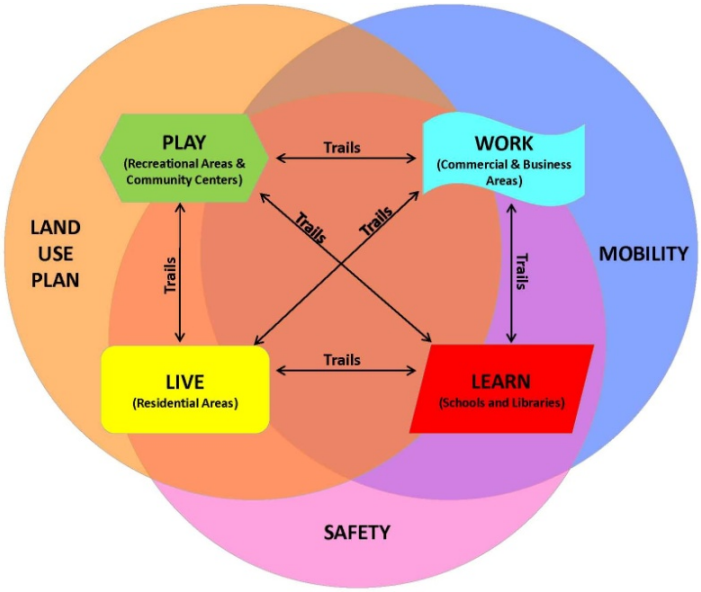


Figure 24. Trail Network Development

Plan Development and Analysis

Development of the Trails Master Plan began by facilitating discussions among the CRTPA, leaders and decision makers for trails within the region, and public input forums. This important practice was continued throughout the Plan development process. Design criteria and standards were then gathered and applied according to the needs of the CRTPA. For example, types of pedestrians and bicyclists were identified, facility types were developed, and design standards were generated. Next, existing roadway corridors, trails and greenspaces were located from available data to identify current bicycle and pedestrian facilities.

An analysis of these existing facilities, as well as available roadway right-of-way, utility easements, and greenspace areas was completed to develop a preliminary network of potential trails and greenway corridors. A field review followed, with a more in-depth examination of the potential corridors identified. At this point, corridors were assessed based on existing roadway width, available shoulder width, right-of-way width, utility easement width, utility type, land use, traffic volume and safety. These characteristics were taken into consideration and the initial network of trails and greenways was further refined. The trail alignments within the network were then examined and prioritized based on factors such as construction cost, right-of-way availability, connectivity, traffic volume and user comfort.

Design Criteria

The development of design criteria is based upon information acquired from various resources, including the American Association of State Highway and Transportation Officials (AASHTO), the Florida Department of Transportation (GDOT), and the Manual on Uniform Traffic Control Devices (MUTCD). It is also important to adhere to standards given by the Americans with Disabilities Act (ADA) where a high level of pedestrian activity is expected.

Bicycle and Pedestrian Facility Users

This section provides an overview of the types of facility users that utilize the current bicycle and pedestrian facilities in the Region, and are expected to use the future network. The recommended network of trails and greenways has been established to accommodate each of these types of users.

Cyclists

The AASHTO has established Guidelines for the Development of Bicycle Facilities, in which are defined three nationally recognized types of cyclists. They are Type A, Type B, and Type C Cyclists.

i. *Type A Cyclist*: This describes an advanced adult cyclist, skilled in and comfortable with maneuvering in vehicular traffic. Typically, this cyclist is a commuter more interested in

reaching a destination quickly than in scenery or the safety of less-traveled routes. This cyclist will use any facility legally open to bicycles, but prefers roadway bike lanes/shoulders, wider travel lanes without a designated bike lane, and fewer obstacles. This user would prefer a roadway bike lane/shoulder over a separate shared-use trail or path, unless the trail or path were of significant length (5 or more miles) and consisted of little or no roadway crossings to interfere with travel.

ii. *Type B Cyclist*: This describes a typical adult cyclist who knows the rules of the road and how to ride a bike, yet is less confident on roadways with a lot of vehicular traffic. This cyclist uses roadways for transportation purposes other than just recreation, but prefers longer, less-traveled routes to those that are shorter and more congested. This user would more likely select a separate shared-use trail or path over a roadway bike lane/shoulder.

iii. *Type C Cyclist*: This is a child cyclist who is possibly very skilled, but most likely not very familiar with the rules of the road. This cyclist rides for both recreational and transportation purposes, the most obvious destinations being schools and parks. This user would travel strictly along separate shared-used trails or paths and would avoid roadway bike lanes/shoulders at all costs.

Pedestrians

AASHTO has not described pedestrians in detail as it has described bicyclists. The typical pedestrians in the CRTPA Region have been identified as Adult Pedestrians, Child Pedestrians, Pedestrians with Disabilities, and Environmental Justice Community Pedestrians.

i. *Adult Pedestrian*: This person uses pedestrian facilities primarily for commuting, recreation and exercise. He is comfortable around vehicular traffic; however, he has difficulty crossing high-speed, multi-lane roadways.

ii. *Child Pedestrian*: A child is not aware of his surroundings in the same ways as an adult, therefore he or she is not as comfortable along roadways. He is more intimidated by vehicular traffic and has trouble judging distances and speeds.

iii. *Pedestrian with Disabilities*: This person is blind, deaf, or relies on a wheelchair. He depends on facilities that are in compliance with the ADA. This includes measures such as audible indicators of when to cross the street and handicap ramps on sidewalks.

iv. *Environmental Justice Community Pedestrian*: There are areas within the CRTPA Region where there are minority populations and concentrations of new residents to the United States. The residents in these areas may not know the English language well or may not have access to a car. To accommodate those who do not know the English language, road signs should use pictures and symbols rather than words. Those who do not use a car

should have easy access to bicycle, pedestrian and transit facilities as alternative modes of transportation.

Other Facility Users

In addition to bicyclists and pedestrians, there are other groups of people who also benefit from a network of trails and greenways.

i. *Equestrians*: In several areas in the CRTPA region, there is a significant amount of residents who travel on horseback. In locations where horses are unloaded from a trailer, a portion of the facility must be unpaved for the comfort of the animals. These accommodations must be accounted for in facility design.

ii. *In-line Skaters*: These people use pedestrian and bicycle facilities mainly for recreational use. They are permitted on any path where bicyclists and pedestrians are permitted. Skaters are often more particular than other facility users in regards to the surface on which they travel.

Facility Types

The proposed network of trails and greenways is composed of several different types of facilities that were developed by looking at an overview of the Region and identifying service areas such as schools, parks, residential areas and business centers, and connecting them with trails, much like a road system. The most practical connections between destinations were determined. First, practical primary north-south and east-west routes were identified and classified as the largest facilities. Next, connectors from these principal routes to various destinations were pinpointed, and classified as the smaller-type facilities. Less congested routes were also identified to provide a pleasing environment for pedestrians and bikers. These route types were further broken down based on the needs of the community. Each of these facility types is described in full in the following sections.

Major Trail

A Major Trail is a primary route that will serve as a central backbone structure of the trail and greenway system. The St. Marks Trail is an example of a major trail. Ideally this is a stand-alone, separate corridor, but may also take the form of a roadside corridor with a buffer separating it from the road. As shown in **Figure 25** on the following page, the Major Trail will range between 10 and 14 feet in width. A Major Trail will also include adequate graded shoulders (minimum three-foot wide) and slopes as required by AASHTO. Because this type of facility is either off-road or contains a significant buffer from roadway traffic, it can safely facilitate bicycle travel in both directions.

There are numerous roadway corridors where an existing utility easement runs parallel to the roadway right-of-way. It will be highly desirable to take advantage of these opportunities to share the utility corridor with a trail. Since the utility easements generally are already separated from the roadway by a buffer, it presents an ideal location for a trail. For the most part, these corridors will already be partially cleared and maintained, allowing for minimal site preparation and maintenance with the addition of a trail.

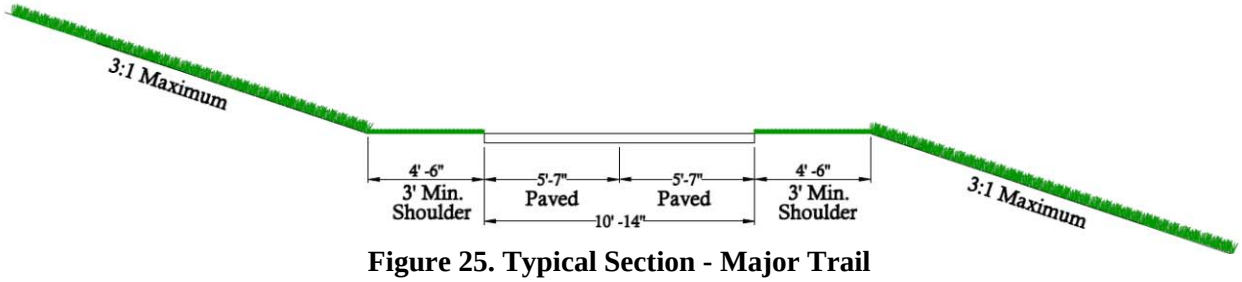


Figure 25. Typical Section - Major Trail

There are also several major stand-alone utility corridors that traverse the Region. These locations would be beneficial for trail use because they are separate from the roadway system and would isolate vehicle interaction to roadway crossings. However, these locations also have the potential for being remote, which is not appealing for all trail users. The use of this type of corridor would first require careful examination to insure that users' safety is not compromised.

As new development continues in the Region, it will be advantageous for trail locations to be identified alongside development corridors that are adjacent to proposed trail corridors and roadways. A pleasing live-work-play environment can be created if a trail is thoughtfully located along new commercial or residential developments by either placing them in a designated corridor between the roadway and new development that offers an appropriate level of separation from the roadway/development or in a dedicated corridor behind the new development.

Minor Trail

A Minor Trail acts as a connection between various destinations and Major Trails. These trails will serve as vital links between residential, business, and recreational areas that do not have direct access to a Major Trail. Where space is available, these will be stand-alone facilities, but will primarily be located along roadway corridors, separated by a buffer, which will enable bicyclists to travel in both directions. As shown in **Figure 26** below, a Minor Trail will be 8 to 10 feet in width and will have sufficient shoulders and side slopes.

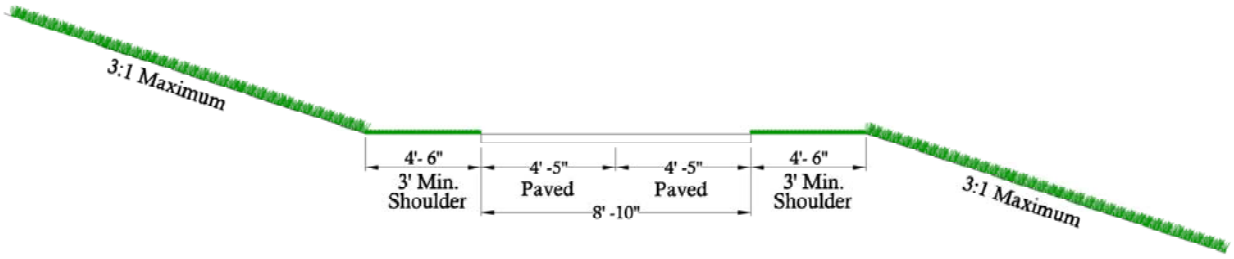


Figure 26. Typical Section - Minor Trail

Much like a Major Trail, Minor Trails can also take advantage of existing utility easements that lie adjacent to roadways. Use of these easements will offer a valuable landscaped buffer between vehicles on the roadway and trail users. This will enhance the safety and comfort of those who travel on the trail system.

Minor Trails may also take advantage of existing and proposed water and sewer utility easements around the County. Many of these easements are located near or along existing creeks and will offer a wonderful environment for a smaller community trail for use by area residents who have direct access to the corridor. Drawbacks in utilizing these water and sewer utility easements include the narrow width (10 to 20 feet) available; the alignment of the utility, which may tend to be hard to follow with a trail; and possible environmental constraints and obstacles found along the creek corridors. Once these challenges are addressed, the trails along these corridors will offer a beautiful outdoor recreation area suitable for a multitude of users including individuals, families, cyclists, walkers, joggers, etc.

Sidepaths

As discussed in the Existing Conditions Report, in situations where trails must be located along roadways, known as sidepaths, careful consideration should be taken to ensure facility safety. It is recommended that the following measures be taken when implementing sidepaths:

- Separate trail from roadway by at least five feet or more. Where this is not feasible, a barrier should be used, such as a wall.
- Employ access management strategies, such as consolidating driveways, to minimize trail intersection conflicts.

Typical sections of both two- and four-lane roadways with sidepaths are shown in **Figure 27 and Figure 28** on the following page.

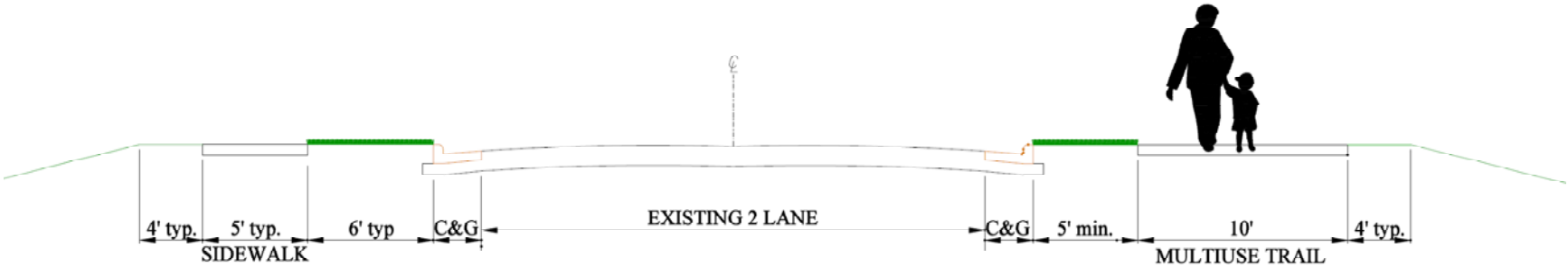


Figure 27. Typical Section – Two-Lane Roadway

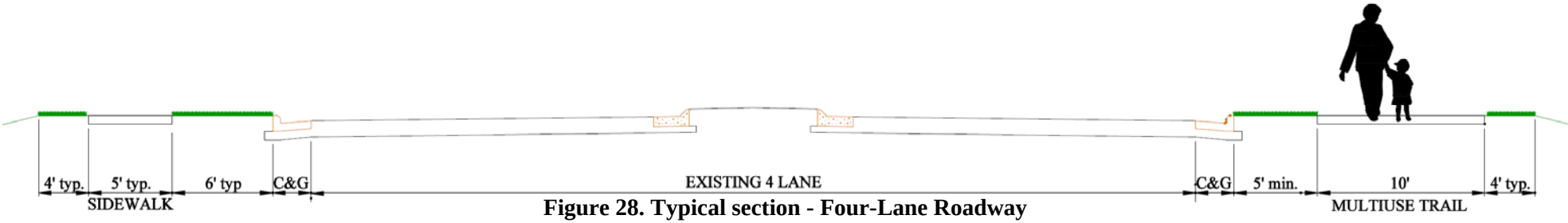


Figure 28. Typical section - Four-Lane Roadway

Trail Intersections

Ideally, a trail corridor is separated from motor vehicle traffic along its length. When implementing a system of trails in a quickly developing region, inevitably there will be intersections with a wide variety of roadways and driveways. The integration of bicycle and pedestrian traffic at these crossings presents varying levels of conflict with motorized vehicles. Careful thought and consideration is required during the planning and design phases of each trail crossing of a roadway or driveway to address potential safety concerns.

The Florida Department of Transportation *Trail Intersection Handbook* offers the following principles of "friendly" design regarding trail intersections with roadways and driveways:

- Design for the full spectrum of trail users: young and old, slow and fast, bicyclists, skaters, and walkers.
- When assigning right of way, give trail users at least the same rights as the motoring public, and provide clear right of way assignment.
- Provide positive guidance for trail users and motorists to ensure full awareness of the intersection.
- Minimize conflicts and channelize the intersection to separate conflicting movements.
- Unavoidable conflicts should occur at right angles.
- Optimize sight triangles, ensuring stopping, intersection crossing, and decision sight distances. Conflicts should be clearly visible.
- Reduce motor vehicle speed through "traffic calming" techniques as appropriate.
- Minimize trail user crossing distance with a median refuge area or by narrowing the roadway as appropriate.
- Provide adequate staging and refuge areas for trail users.
- Discourage unwanted motor vehicle intrusion onto the trail while enabling emergency and maintenance vehicle entry.
- Avoid obstacles and visibly highlight unavoidable obstacles.
- At signalized intersections, minimize trail user delay by minimizing traffic signal cycle time.
- Provide adequate signal crossing time for pedestrians.
- Provide easily accessible tactile/audible pushbuttons.
- Treat every road as a potential trail entrance and exit point, integrated with sidewalks and on- street bicycle facilities as appropriate.
- Design to assist the trail user in looking in the direction of the potential hazard.

Alternatives Analysis

In the alternatives analysis phase of the Plan, an in-depth investigation was conducted to create a comprehensive network of trails and greenways that adequately provide an alternative mode of transportation and recreational opportunities throughout the Region. It is important to provide facilities for all types of users to sufficiently connect to destinations. To begin with, an overview

of the Region was studied to determine possible appropriate locations for major and minor trail facilities. The following items were completed:

- Mapping was produced displaying all locations of schools, parks, public facilities, business districts, and other areas of interest.
- Field review was conducted to assess current roadway conditions and locate potential trail sites.
- Existing and proposed bicycle and pedestrian facilities were identified in neighboring areas for potential connections through other local plans.
- Known utility and water/sewer easements were identified for possible trail use.
- Two map alternatives were developed; one making greater use of utility easements and one primarily following roadway corridors.
- Some routes were ruled out based on geometry, accessibility, and safety.

Assessment of Connections and Destinations

Since a primary purpose of a trails and greenways system is to provide alternative transportation for citizens between where they live, work, play, and learn, then it is important to assess the connections each trail will serve. Valuable connection points and destinations for the trail and greenway system in the CRTPA Region include a variety of parks, forest areas, community amenities, schools, and other locations that offer educational, historical, and natural history opportunities. This analysis examines connections made to schools, to parks, residentially developed areas, and business areas. Each trail was examined to determine how many of these appropriate connections will be made.

Final Plan

As noted above, the development of the final plan included intensive public and stakeholder involvement. Draft networks were developed based on the results of the technical analysis and presented to local officials throughout the region and to the public at a public meeting held on January 19, 2011. The first draft of the trail network was presented both in mapping and list formats. Surveys were also distributed to obtain further input on the draft network from meeting participants.

The comments obtained from this meeting were assessed and then incorporated into a revised network. Again, this revised network was presented to local government officials throughout the region and to stakeholders and members of the general public at a second public meeting held on February 16, 2011. The draft trail network was presented in mapped and list formats, and participants provided comments regarding the revised network.

These comments were reviewed and the network was revised to incorporate the suggested changes. Once the network was finalized, all of the identified projects were included in the Trails Needs Plan. Each of the projects was assessed based on the prioritization criteria utilized in the Regional Mobility Plan. Cost estimates for each of the projects were also developed, again using the same methodology as found in the Regional Mobility Plan.

The development of the Cost Feasible Plan again followed the methodology of the Regional Mobility Plan, with the ultimate goal of including the trail projects as part of the overall Regional Mobility Plan Cost Feasible Plan.
Projects were identified for implementation by tier, or 5 year cost bands. The project tiers are shown below:

- Tier 1: 2016 – 2020
- Tier 2: 2021 – 2025
- Tier 3: 2026 – 2030
- Tier 4: 2031 – 2035

The consistency with the Regional Mobility Plan also included the development of Year of Expenditure project costs, using the inflation factors provided by the Florida Department of Transportation.
In addition to the identification of projects for the Cost Feasible Plan, several coordination opportunities with ongoing initiatives were also identified. These coordination opportunities include:

- 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

There were also a number of trail projects identified with funding from the City of Tallahassee Parks and Recreation Department which include:

- Alford Arms/Lafayette - Heritage Trail Bridge
- Dr. Billings Greenway Trailhead
- City of Tallahassee Trail and Greenway Implementation\
- Connector 1: Dr. Charles Billings Greenway
- Connector 2: Goose Pond/Apalachee Parkway to St. Marks
- Connector 3: Alford Arms Greenway to Miccosukee Canopy Road Greenway
- Connector 4: Miccosukee Greenway Trailhead to Killearn
- Connector 5: Centerville Canopy Road to Maclay Gardens State Park

The Trails Master Plan Cost Feasible Plan and the Needs Plan, adopted by the CRTPA Board on March 21, 2011, are found on the following pages. These projects have been incorporated into the Regional Mobility Plan Cost Feasible and Needs Plan.

CRTPA TRAILS COST FEASIBLE AND NEEDS PLAN

Project Number	Identified Projects				County	16.0		Project Tier	TIER ONE (1) YEAR OF EXPENDITURE: 2016 - 2020	TIER TWO (2) YEAR OF EXPENDITURE: 2021 - 2025	TIER THREE (3) YEAR OF EXPENDITURE: 2026 - 2030	TIER FOUR (4) YEAR OF EXPENDITURE: 2031 - 2035
	NAME	TERMINI		PROPOSED IMPROVEMENT		Total	Present Day Costs		Total Project Cost	Total Project Cost	Total Project Cost	Total Project Cost
		FROM	TO									
1	Capital Circle	Apalachee Pkwy	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road	L	14.0	$ 331,200	1	$ 433,872	$ -	$ -	$ -
2	Sharrow Projects						$ 10,000		$ 10,000			
	SR 61/Thomasville Road	E 9th Street	Meridian Road	Sharrow	L	13.5		1	$ -	$ -	$ -	$ -
	US 90/W Washington Drive	Mahan Drive	MLK Jr Avenue	Sharrow	J	13.0		1	$ -	$ -	$ -	$ -
	S Water Street	Williams Street	US 90/W Washington Street	Sharrow	G	13.0		1	$ -	$ -	$ -	$ -
	Crawford Street	US 90/W Jefferson Street	Eames Street	Sharrow	G	13.0		1	$ -	$ -	$ -	$ -
	Main Street	Holly Street	N Main St/Azalea Drive	Sharrow	G	13.0		1	$ -	$ -	$ -	$ -
	Holly Drive	US 90/W Washington Street	Main Street	Sharrow	G	13.0		1	$ -	$ -	$ -	$ -
	N Main Street	Main Street/Azalea Drive	US 90/W Washington Street	Sharrow	J	13.0		1	$ -	$ -	$ -	$ -
	Meridian Road	SR61/Thomasville Road	Henderson Road	Sharrow	L	11.0		1	$ -	$ -	$ -	$ -
3	Maclay Boulevard	Maclay Commerce Drive	Maclay Road	Trail Adjacent to Road	L	13.0	$ 1,913,922	1	$ 2,507,238	$ -	$ -	$ -
4	MLK Jr Boulevard/Brickyard Road	Knight Road	Easement east of Midway/S of RR	Bike Lanes	G	13.0	$ 1,265,760	1	$ 1,658,146	$ -	$ -	$ -
5	MLK Jr Boulevard	Pat Thomas Parkway	Camilla Avenue	Trail Adjacent to Road	G	13.0	$ 671,425	1	$ 879,567	$ -	$ -	$ -
6	MLK Jr Boulevard	Camilla Avenue	S Atlanta Street	Bike Lanes	G	13.0	$ 324,000	1	$ 424,440	$ -	$ -	$ -
7	On easement/Market Square area (E-W power	E-W from easement	Maclay Boulevard	Trail on Easement	L	13.0	$ 364,500	1	$ 477,495	$ -	$ -	$ -
8	Pepper Drive	N Lake Bradford	Lipona Road	Bike Lanes	LL	13.0	$ 341,280	1	$ 447,077	$ -	$ -	$ -
9	Lipona Road	Pepper Drive	W Pensacola Street	Bike Lanes	G	13.0	$ 276,480	1	$ 362,189	$ -	$ -	$ -
10	Dover Road	MLK Jr Boulevard/Brickyard Road	US 90	Bike Lanes	L	13.0	$ 233,280	1	$ 305,597	$ -	$ -	$ -
11	W Tennessee Street	Easment West of SR 263	Exist. Bike lanes on W Tennessee	Bike Lanes	J	13.0	$ 142,560	1	$ 186,754	$ -	$ -	$ -
12	Martin Road	US 19/S Jefferson Street	Ike Anderson Bike Trail	Trail Adjacent to Road	L	11.0	$ 167,284	1	$ 219,142	$ -	$ -	$ -
13	On easement NW of Tom Brown Park (Power transmission line & electric easement)	Tom Brown Park	N and W to end of Goose Pond Trail	Trail on Easement	L	9.5	$ 980,100	1	$ 1,283,931	$ -	$ -	$ -
14	Weems Road	Dartmouth Drive	Mahan Drive	Bike Lanes	L	9.5	$ 129,600	1	$ 169,776	$ -	$ -	$ -
15	St Marks Trail Bike/Ped Bridge - Phase 1	West side of Woodville Highway across Capital Circle		Bike/Ped Overpass	L	13.0	$ 4,100,000	2	$ -	$ 6,314,000	$ -	$ -
16	St Marks Trail Bike/Ped Bridge - Phase 2	South side of Capital Circle across Woodville Highway		Bike/Ped Overpass	G	13.0	$ 2,700,000	2	$ -	$ 4,158,000	$ -	$ -
17	Pat Thomas Parkway	MLK Jr Boulevard	W Clark Street	Trail Adjacent to Road	G	13.0	$ 1,766,538	3	$ -	$ -	$ 3,197,434	$ -
18	S Atlanta Street	MLK Jr Boulevard	US 90/Blue Star Highway	Trail Adjacent to Road	G	13.0	$ 1,561,539	3	$ -	$ -	$ 2,826,386	$ -
19	US 90/Blue Star Highway	Atlanta Street	Casey Lane	Trail Adjacent to Road	L	13.0	$ 1,579,824	4	$ -	$ -	$ -	$ 3,365,025
20	SR 61/Thomasville Road	E 9th Street	Exist. Bike lanes/S of I-10	Trail Adjacent to Road	L	11.0	$ 1,578,375	4	$ -	$ -	$ -	$ 3,361,939
				Total Project Costs			**$ 20,437,667**					
				TOTAL PROJECT COST BY TIER					**$ 9,365,222**	**$ 10,472,000**	**$ 6,023,819**	**$ 6,726,964**
				ALLOCATED FUNDING IN RMP					**$ 9,150,000**	**$ 10,000,000**	**$ 5,600,000**	**$ 7,800,000**
				SURPLUS/DEFICIT					**$ (215,222)**	**$ (472,000)**	**$ (423,819)**	**$ 1,073,036**
				TOTAL BALANCING					**$**			**(38,005)**

Identified Projects

#	NAME	TERMINI		PROPOSED IMPROVEMENT
		FROM	TO	
T-1	Bannerman Rd	Tekesta Road	Meridian Rd	Trail Adjacent to Road
T-2	Blair Stone Road	Park Avenue/end exist. Sidepath	Capital Circle SE	Trail Adjacent to Road
T-3	Bloxham Cutoff Road	US 98	Capital City to the Sea Loop/within Appalachicola National Forest	Trail Adjacent to Road
T-4	Capital Circle	Apalachee Pkwy	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road
T-5	Capital Circle	Blountstown Hwy	Orange Avenue	Trail Adjacent to Road
T-6	Capital Circle	Exist. Bike Lanes N of Blountstown	Exist. Bike lanes S of I-10	Bike lanes
T-7	Crawford Street	US 90/Jefferson Street	Eames Street	Sharrow
T-8	Dover Road	MLK Jr Boulevard/Brickyard Road	US 90	Bike Lanes
T-9	FSU/TCC Connector	Municipal Way	Herty Street	Shared Use Path
T-10	Holly Drive	US 90/W Washington Street	Main Street	Sharrow
T-11	Jefferson Street/US 90	GF&A Dr	Easement west of 263	Trail Adjacent to Road
T-12	Lipona Road	Pepper Drive	Pensacola Street	Bike Lanes
T-13	Maclay Boulevard	Maclay Commerce Drive	Maclay Road	Trail Adjacent to Road
T-14	Mahan Drive/US 90	Blair Stone Road	Easement west of Jefferson Co. line	Trail Adjacent to Road
T-15	Main Street	Holly Street	N Main St/Azalea Drive	Sharrow
T-16	Martin Road	US 19/S. Jefferson Street	Ike Anderson Bike Trail	Trail Adjacent to Road
T-17	Meridian Road	SR61/Thomasville Road	Henderson Road	Sharrow
T-18	MLK Jr Boulevard	Camilla Avenue	S Atlanta Street	Bike Lanes
T-19	MLK Jr Boulevard	Palmetto Street	Gaines Street	Bike Lanes
T-20	MLK Jr Boulevard/Brickyard Road	Knight Road	Easement east of Midway/S of RR	Bike Lanes
T-21	N Main Street	Main Street/Azalea Drive	US 90/W Washington Street	Sharrow
T-22	N. Monroe Street	Exist. Bike lanes across I-10	Power transmission easement/South of Upper Ochlockonee River	Trail Adjacent to Road
T-23	N-S easement W of Geddie Road (power transmission line)	Blountstown Highway	Brickyard Road	Trail on Easement
T-24	N-S easement W of SR 263 (power transmission line)	US 90/Tennessee Street	Upper Ochlockonee River	Trail on Easement
T-25	Ocala Road	Pensacola Street	Tharpe Street	Trail Adjacent to Road
T-26	On easement (power transmission line S of I-10/Capital Circle)	Goose Pond Trail	S of I-10	Trail on Easement
T-27	On easement NW of Tom Brown Park (Power transmission line & electric easement)	Tom Brown Park	N and W to end of Goose Pond Trail	Trail on Easement
T-28	On easement/Market Square area (E-W power transmission line)	E-W from easement	Maclay Boulevard	Trail on Easement
T-29	On E-W easement (power transmission line)	US 90/W Washington Highway	US 19/S Jefferson Street	Trail on Easement
T-30	On N-S easement (power transmission line)	Upper Ochlockonee River	US 27	Trail on Easement
T-31	On N-S easement/Market Square area (power transmission line)	N of I-10/Market Square	Bannerman Road	Trail on Easement

NEEDS PLAN PROJECTS (Cont.)

Identified Projects				
#	NAME	TERMINI		PROPOSED IMPROVEMENT
		FROM	TO	
T-32	Ox Bottom Road	Thomasville Road	Meridian Road	Trail Adjacent to Road
T-33	Pat Thomas Parkway	MLK Jr Boulevard	W Clark Street	Trail Adjacent to Road
T-34	Pensacola St/Blountstown Hwy	Ocala Road	Appalachicola Natl Forest Motorized Trails	Trail Adjacent to Road
T-35	Pepper Drive	Lake Bradford	Lipona Road	Bike Lanes
T-36	S Atlanta Street	MLK Jr Boulevard	US 90/Blue Star Highway	Trail Adjacent to Road
T-37	S Water Street	Williams Street	US 90/W Washington Street	Sharrow
T-38	Shadeville Road	Capital City to Sea Loop	Bloxham Cutoff	Trail Adjacent to Road
T-39	SR 61/Thomasville Road	E 9th Street	Meridian Road	Sharrow
T-40	SR 61/Thomasville Road	E 9th Street	Exist. Bike lanes/S of I-10	Trail Adjacent to Road
T-41	St Marks Trail Bike/Ped Bridge - Phase 1	West side of Woodville Highway across Capital Circle		Bike/Ped Overpass
T-42	St Marks Trail Bike/Ped Bridge - Phase 2	South side of Capital Circle across Woodville Highway		Bike/Ped Overpass
T-43	US 19/S Jefferson Street	utility easement	Martin Road	Trail Adjacent to Road
T-44	US 27/N Main Street	Power easement	9th Street	Bike lanes
T-45	US 90/Blue Star Highway	Atlanta Street	Casey Lane	Trail Adjacent to Road
T-46	US 90/W Washington Drive	Mahan Drive	MLK Jr Avenue	Sharrow
T-47	US 98	Bloxham Cutoff Road	St Marks Trail	Trail Adjacent to Road
T-48	Tennessee Street	Easment West of SR 263	Exist. Bike lanes on Tennessee Street	Bike Lanes

APPENDIX G: Trails Master Plan Existing Conditions

Table of Contents

Introduction

In developing the Trails Master Plan for the Capital Region Transportation Planning Agency (CRTPA region), it is important to adequately inventory the existing bicycle and pedestrian facilities and conditions in the area to establish a baseline for future planning. Information about existing facilities has been gathered through the development of the Regional Mobility Plan (RMP), from various sources, including Florida's Office of Greenways and Trails (OGT), the Florida Department of Transportation (FDOT), and each county and city within the region.
Throughout this Plan, the term "trail" is used to describe multiuse, hard surface facilities that are eight to 12 feet in width and serve a variety of purposes, including walking, jogging, bicycling, wheelchairs, and other non-motorized used. Additional trails with other uses, such as hiking and all-terrain vehicle (ATV) usage, are present in the region, but for the purposes of this Plan are recognized as connections to the primary trail network and/or recreational opportunities. A trail may have its own independent right of way, or may be part of an existing road or street right of way or utility easement. Sidewalks are typically five to six feet in width and are not considered part of the primary multiuse trail network.

Planning Process

The planning process for development of this Existing Conditions Analysis started with collection and analysis of available data, including Geographic Information Systems (GIS) data as well as any studies and plans for the region that have already been completed. This information was used to inventory the existing trail and greenway system, as well as any other trails that are planned for the region. A coordination meeting was held with CRTPA staff, parks and recreation staff, and staff from the Florida Department of Environmental Protection's Office of Greenways and Trails, to discuss the existing system and provide a format for sharing existing data that pertains to the project. At a second coordination meeting, participants in the Office of Greenways and Trails' quarterly meeting of the Between the Rivers Greenways and Trails Coalition provided input on the existing trail and greenway network, and provided additional data as available, including existing and proposed trail information, GIS data, and potential trail connections.

The graphic on the following page (**Figure 1**) illustrates the progression of the development of the Trails Master Plan for the CRTPA region. After the completion of this existing conditions analysis, the draft Trails Master Plan was developed and further refined through:

- Identification of issues and opportunities in the region;
- Analysis of access and connectivity to regional destinations and other potential connections, such as schools, parks, transit, community amenities, and other locations that offer educational, historical, and natural history opportunities;
- Development of a preliminary trails and greenways network; and
- Public involvement activities for citizens to review existing and planned facilities, provide input and suggestions on the proposed network, and review the proposed regional network.

The Plan was further refined based upon community and stakeholder input, and a preliminary prioritization list developed for more in-depth future assessments. Finally, the Trails Master Plan was presented to and adopted by the CRTPA board.

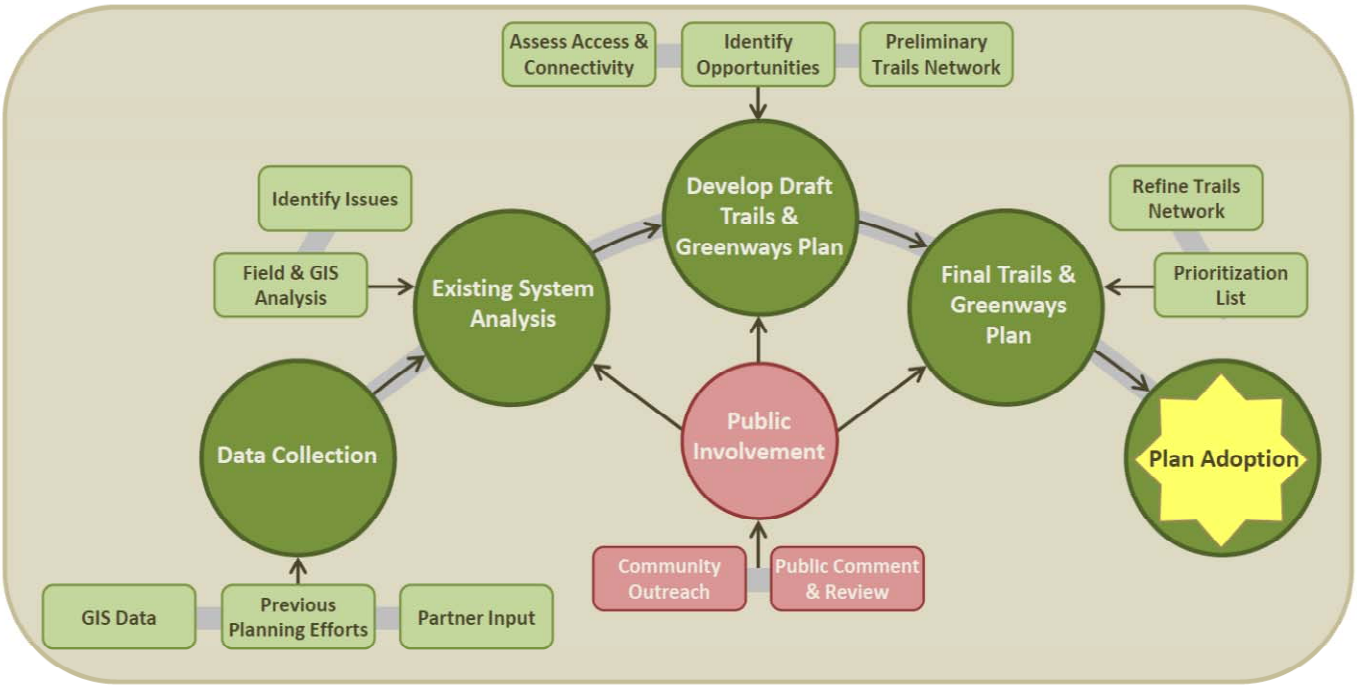
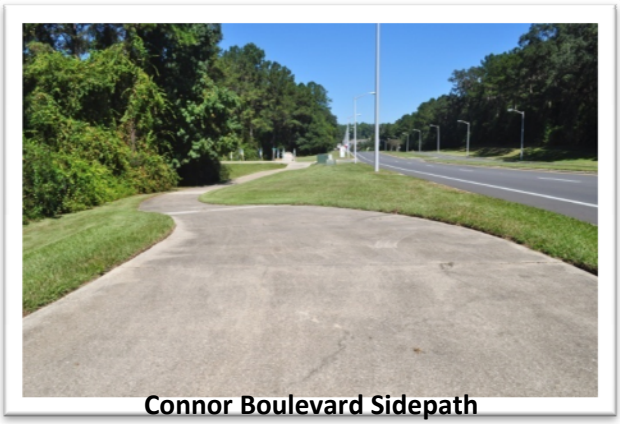


Figure 1. Trails Master Plan Development Process

The CRTPA Region



Connor Boulevard Sidepath

The CRTPA region encompasses the Tallahassee Metropolitan Statistical Area (MSA), which is composed of Leon, Gadsden, Jefferson and Wakulla Counties. The CRTPA region is bordered on the north by the State of Georgia and on the south by the Gulf coast. There are several incorporated municipalities in the region. The City of Tallahassee in Leon County is the largest in terms of population and area, and it serves as Florida's state capital. Within the region, Tallahassee is also the largest urbanized area as designated in the 2000 U.S. Census. There is only one other urbanized area in the region, Quincy, location in Gadsden County. Other municipalities in the region include Chattahoochee, Greensboro, Gretna, Havana, and Midway in Gadsden County, Sopchoppy and St. Marks in Wakulla County, and Monticello in Jefferson County.

Existing Trails and Greenways

Picture 1. Trailhead, St. Marks Trail

Currently, the region benefits from a variety of existing trails, both paved and unpaved. The centerpiece of the trail system in the region is the Tallahassee - St. Marks Historic Railroad Trail, extending from downtown Tallahassee south to Wakulla County. The St. Marks Trail is one of two rails-to-trails corridors in the region, and is a 12-foot wide, hard surface trail. It primarily follows Woodville Highway/SR 363 to the City of St. Marks. Along the St. Marks Trail, there is an existing trailhead located just south of the intersection of Capital Circle, Southeast and SR 363/Woodville Highway. The trailhead, shown as **Picture 1**, has a parking area, restrooms, bike racks, benches, connections to hiking trails, and historical information about the former St. Marks Railroad. The second rails-to-trails facility is the Ike Anderson Trail, located in Monticello in Jefferson County. It is approximately 2.5 miles long, beginning in downtown Monticello, and travelling south along an existing railway corridor to the east of US 19/South Jefferson Street.

The majority of the existing facilities are located in Leon County, many of which are within Tallahassee-Leon County Parks. In many cases, these park trails are part of larger networks within a particular park, such as the Goose Pond Trail, a portion of which travel through Tom Brown Park, or the San Luis Mission Park Trails within San Luis Mission Park. **Table 1**, below lists all of the existing hard surface trail facilities in the CRTPA region, along with a description of the segments of each and in which county they are located. A map of existing trails and greenways is shown in **Figure 2**.

Table 34. CRTPA Region Existing Hard Surface Trails

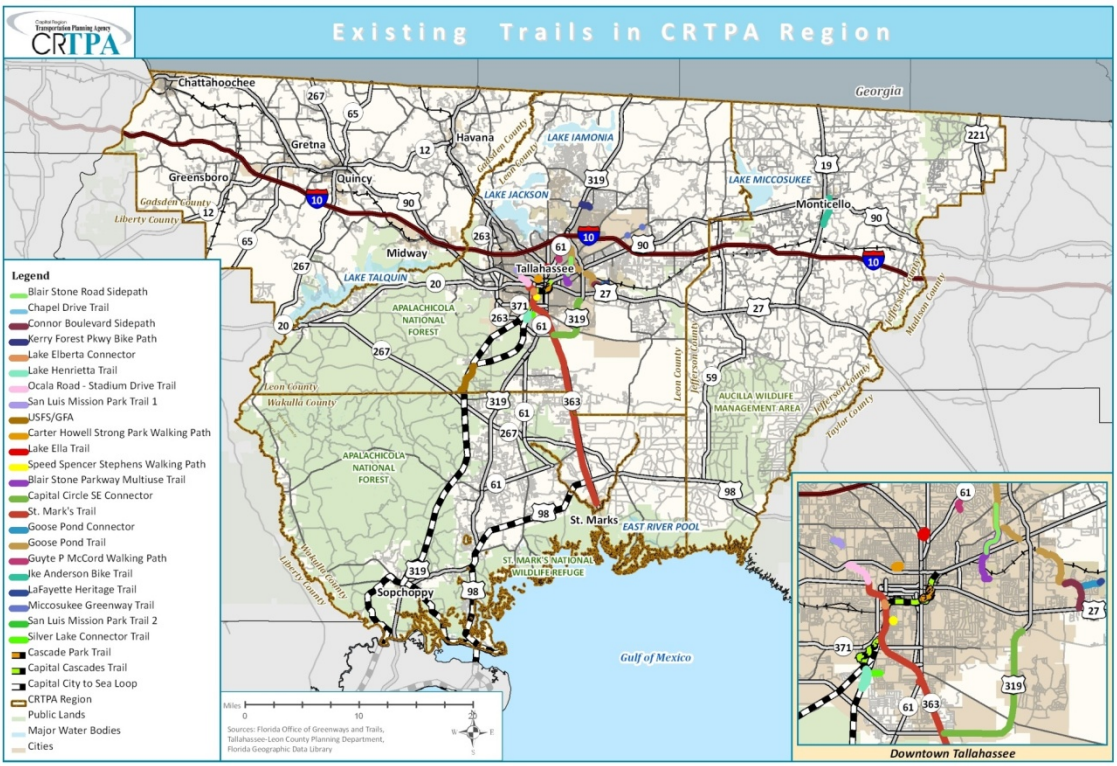
Trail	Segments	Location
Blair Stone Road Sidepath	• Centerville Road to Miccosukee Road • Miccosukee Road to US 90/Mahan Drive	Leon County
Chapel Drive Sidepath	• Tennessee Street to Pensacola Street	Leon County
Connor Boulevard Sidepath	• US 27/Apalachee Parkway to east of Easterwood Drive	Leon County
Kerry Forest Parkway Bike Path	• Thomasville Road to Velda Dairy Road	Leon County
Lake Elberta Connector	• Within Lake Elberta Park (Tallahassee)	Leon County
Lake Henrietta Trail	• Within Lake Henrietta Park (Tallahassee)	Leon County
Ocala Road-Stadium Drive Trail	• Ocala Rd to Stadium Drive	Leon County

Trail	Segments	Location
San Luis Mission Park Multiuse Trails 1 and 2	• Two segments within San Luis Mission Park (North of W Tennessee Street between Ocala Road and San Luis Road)	Leon County
St. Marks Trail	• Tennessee Street to Gamble Street • Gamble Street to Capital Circle • Capital Circle to SR 363/Woodville Highway at Wakulla County Line • SR 363/Woodville Highway at Wakulla County Line to US 98 • US 98 to St. Marks	Leon/Wakulla Counties
USFS/Gopher, Frog and Alligator Trail (GF&A)	• Within Apalachicola National Forest, Leon County, West of US 319/Crawfordville Road	Leon County
Carter Howell Strong Park Walking Path	• Within Carter Howell Strong Park, north of Tennessee Street (Tallahassee)	Leon County
Lake Ella Trail	• Surrounding Lake Ella, between North Monroe Street and Meridian Road	Leon County
Speed Spencer Stevens Walking Path	• Within Speed Spencer Stephens Park, between Lake Bradford Road and Adams Street (Tallahassee)	Leon County
Blair Stone Road Multiuse Trail	• Park Avenue to US 90/Mahan Drive • US 90/Mahan Drive to Miccosukee Road	Leon County
Capital Circle SE Connector	• From south of Old St. Augustine Road to south of Tram Road	Leon County
Goose Pond Connector	• East of Easterwood Drive (at Goose Pond Trail) to Park View Drive	Leon County
Goose Pond Trail	• Railroad to Conner Boulevard • Conner Blvd to US 27/Apalachee Parkway • US 90/Mahan Drive to Miccosukee Road • Miccosukee Road to Hermitage Boulevard	Leon County
Guyte P McCord Walking Path	• Trescott Drive to Armistead Drive	Leon County
Ike Anderson Trail/Monticello Bike Trail	• South of Nacoosa Road to East Madison Street (downtown Monticello)	Jefferson County
Lafayette Heritage Trail	• Goose Pond Connector Trail east 0.06 miles	Leon County
Miccosukee Greenway Trail	• Two locations on Miccosukee Road	Leon County

There are only two existing greenways in the region, both of which are located in the City of Tallahassee. The Miccosukee Canopy Road Greenway is located along Miccosukee Road in northeast Tallahassee, and the J.R. Alford Greenway is north of US 27/Apalachee Parkway in eastern Tallahassee. The Miccosukee Canopy Road Greenway parallels six miles of

Tallahassee's canopy roads through the Red Hills Region of northern Florida, and portions of it are hard surface along Miccosukee Road in northeast Tallahassee. Similarly, the J.R. Alford Greenway has portions that are hard surface as well as natural surface, comprising approximately 800 acres of trails and open space. Existing greenways are shown in **Figure 2**.

Figure 2. Existing Trails and Greenways in the CRTPA Region



Specific design characteristics of the existing trails are given in **Table 2**, as available.

Table 35. Trail Design Details

Trail	Length	Width	Surface
Blair Stone Road Sidepath	1.91 miles	N/A	Paved
Chapel Drive Sidepath	0.90 miles	N/A	Paved
Connor Boulevard Sidepath	1.13 miles	10 feet	Concrete
Kerry Forest Parkway Bike Path	1.45 miles	5 feet	Concrete
Lake Elberta Connector	0.72 miles	10 feet	Asphalt
Lake Henrietta Trail	1.28 miles	N/A	Paved
Ocala Road-Stadium Drive Trail	0.90 miles	N/A	Paved
San Luis Mission Park Multiuse Trails 1 and 2	0.36 miles	10 feet	Asphalt

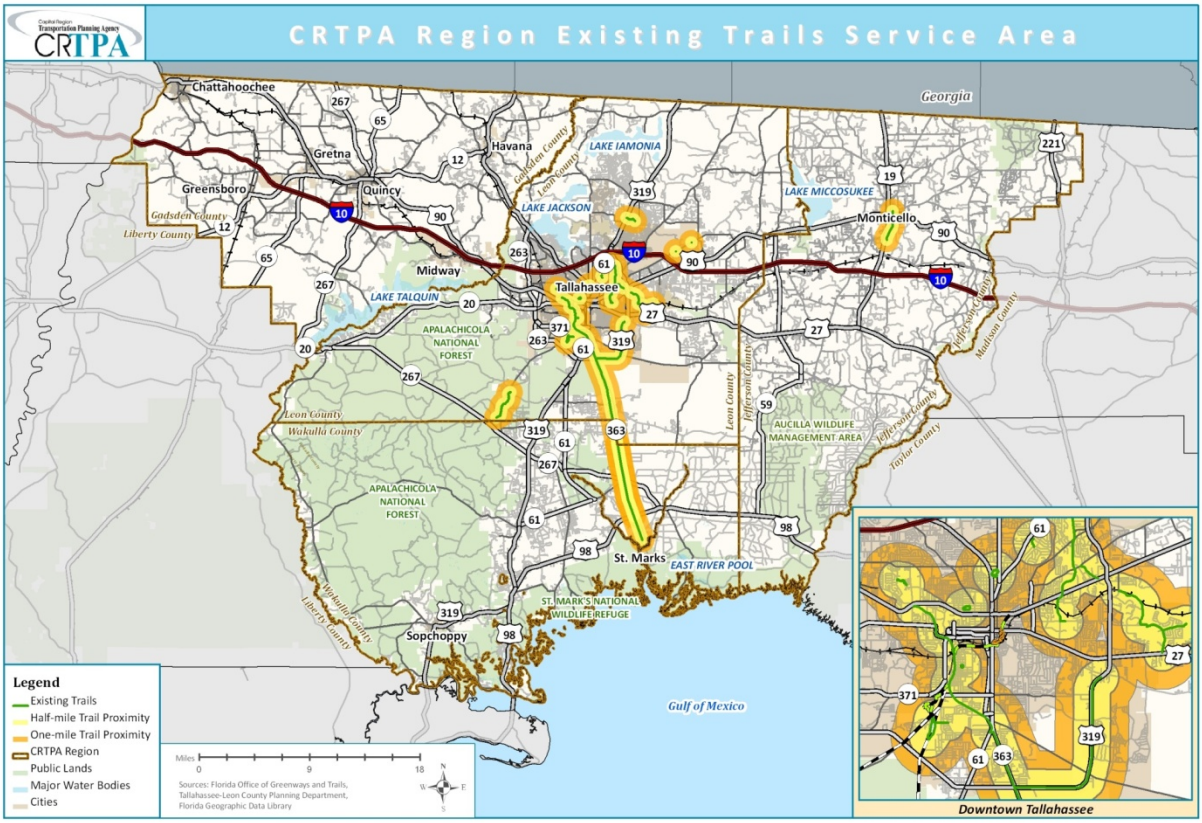
Trail	Length	Width	Surface
St. Marks Trail	18.75 miles	8 feet (currently being widened to 12 feet)	Portions asphalt and concrete
USFS/Gopher, Frog and Alligator Trail (GF&A)	2.41 miles	N/A	Paved
Carter Howell Strong Park Walking Path	0.50 miles	10 feet	Concrete
Lake Ella Trail	0.65 miles	5 feet	Concrete
Speed Spencer Stevens Walking Path	0.20 miles	5 feet	Concrete
Blair Stone Road Multiuse Trail	1.70 miles	8 feet	Paved
Capital Circle SE Connector	2.73 miles	N/A	Paved
Goose Pond Connector	0.6 miles	N/A	Asphalt
Goose Pond Trail (all segments)	2.5 miles	10 feet	Paved
Guyte P McCord Walking Path	0.25 miles	10 feet	Asphalt
Ike Anderson Trail/Monticello Bike Trail	2.5 miles	N/A	Paved

Notes: Trails listed as "paved" surface are hard surface trails, but further details regarding the specific paving material are not currently available. The Lafayette Heritage Trail and the Miccosukee Greenway Trail have only .06 and .02 miles of pavement respectively; the remainder of the trail is unpaved.
Sources: Leon County Parks and Recreation; CRTPA

Existing Trails Service Area

Regular use of the trail system is dependent in part on the proximity of the population to the system and the ease of access to it. As shown in **Figure 3**, only a small portion of the CRTPA region is within one mile of an existing trail, which is heavily concentrated within the City of Tallahassee. Many think of trails and greenways as simply recreational facilities, but they can also serve as efficient links to schools and places of employment for bicycle and pedestrian commuters. As the trail system strategically expands so that more people are located within one-half mile or one mile of a trail facility, more people will be encouraged to utilize the system as method of transportation between various destinations.

Figure 3. CRTPA Region Existing Trails Service Area



Ideally, after the completion and implementation of this Plan, a much larger proportion of the region will be located within one or even one-half mile of a trail facility. An example of this is the St. Marks Trail, which is used by some as a "commuter" route.

Existing Trails Issues

There are a number of issues that the existing CRTPA region trail and greenway system faces. Through the development of this Plan, these issues will be addressed and solutions will be recommended for improvement to the overall network throughout the region. This section provides details about these issues.

System Continuity

A drawback to the current trail and greenway network is that there is a lack of continuity throughout the current system, that is, trails are not often linked together to provide a continuous, unbroken network with limited interruptions. An expanded and connected network of trail facilities, along with sidewalks and bike lanes, will allow the system to operate more efficiently, encourage residents to take advantage of this alternative means of transportation to reach their destinations, and will be a healthy commute alternative.

Trail - Roadway Intersections

Trail intersections are an important component of making a trail network continuous, but if appropriate accommodations for trails are not provided at intersections with roadways, it

effectively cuts off the connectivity to other parts of the trail system. Many trail - roadway intersections currently do not have adequate provisions to ensure the safety of both trail and roadway users traversing the intersections. Many of the existing trail-roadway intersections in the CRTPA region do not have the following crossing treatments:

- Clear striping delineating the crossing.
- Traffic control measures, such as signage and stop bars, to assign right of way at intersections and alert roadway and trail users of the presence of intersecting facilities. Appropriately placed signage will also increase the visibility of the system.
- Bollards or channelizing medians at trail intersections to restrict motorized vehicle access on the trail system.

On particularly complex crossings, a refuge island in the roadway may be beneficial to provide a two-step crossing for trail users.

Sidepath Safety

Many existing trails in the CRTPA region, such as the Connor Boulevard Sidepath, **Picture 2**, and the Blair Stone Road Multiuse Trail, are located within existing roadway right of way. Existing roadway rights of way are often a great opportunity for trail placement, which are often called "sidepaths", a trail immediately adjacent to a roadway facility with little separation between the two. Sidepaths look like a wide sidewalk that is signed for both pedestrian and bicycle use, while sidewalks do not allow use by bicycles.

Picture 2. Connor Boulevard Sidepath

The American Association of State Highway and Transportation Officials (AASHTO) discourages the use of sidepaths. Because of sidepaths' close proximity to roadways, potential problems result. According to the AASHTO *Guide for the Development of Bicycle Facilities*, these problems, **Table 3**, include:

Table 36. Problems Associated with Sidepaths (AASHTO)

AASHTO: Problems Associated with Paths Located Immediately Adjacent to Roadways
1. Unless separated, they require one direction of bicycle traffic to ride against motor vehicle traffic, contrary to normal rules of the road.
2. When the path ends, bicyclists going against traffic will tend to continue to travel on the wrong side of the street. Likewise, bicyclists approaching a shared use path often travel on the wrong side of the street in getting to the path. Wrong-way travel by bicyclists is a major cause of bicycle/automobile crashes and should be discouraged at every opportunity.

AASHTO: Problems Associated with Paths Located Immediately Adjacent to Roadways
3. At intersections, motorists entering or crossing the roadway often will not notice bicyclists approaching from their right, as they are not expecting contra-flow vehicles. Motorists turning to exit the roadway may likewise fail to notice the bicyclist. Even bicyclists coming from the left often go unnoticed, especially when sight distances are limited.
4. Signs posted for roadway users are backwards for contra-flow bike traffic; therefore these cyclists are unable to read the information without stopping and turning around.
5. When the available right-of-way is too narrow to accommodate all highway and shared use path features, it may be prudent to consider a reduction of the existing or proposed widths of the various highway (and bikeway) cross sectional elements (i.e., lane and shoulder widths, etc.). However, any reduction to less than AASHTO *Green Book* (or other applicable) design criteria must be supported by a documented engineering analysis.
6. Many bicyclists will use the roadway instead of the shared use path because they have found the roadway to be more convenient, better maintained, or safer. Bicyclists using the roadway may be harassed by some motorists who feel that in all cases bicyclists should be on the adjacent path.
7. Although the shared use path should be given the same priority through intersections as the parallel highway, motorists falsely expect bicyclists to stop or yield at all cross-streets and driveways. Efforts to require or encourage bicyclists to yield or stop at each cross-street and driveway are inappropriate and frequently ignored by bicyclists.
8. Stopped cross-street motor vehicle traffic or vehicles exiting side streets or driveways may block the path crossing.
9. Because of the proximity of motor vehicle traffic to opposing bicycle traffic, barriers are often necessary to keep motor vehicles out of shared use paths and bicycles out of traffic lanes. These barriers can represent an obstruction to bicyclists and motorists, can complicate maintenance of the facility, and can cause other problems as well.

Source: Guide for the Development of Bicycle Facilities, AASHTO, 1999

However, roadway rights of way often present unique, lower-cost opportunities for trail placement that may not be feasible otherwise. AASHTO recommends that when a trail must be located immediately adjacent to a roadway, a wide separation (five feet or more) between the two is desired so that bicyclists and motorists alike recognize that the that the two are independent facilities.[165]

Planned Trails

In the CRTPA region, there have been several trail corridors planned but not yet implemented. These are also shown in **Figure 2** on page 8. The planned trails in the region are the Capital City to Sea Loop and the Cascade Park trails. Once complete, the Capital City to Sea Loop will travel

[165] *Guide for the Development of Bicycle Facilities*, AASHTO, 1999.

from downtown Tallahassee south through Leon County, Wakulla County, Liberty County, and north along SR 363/Woodville Highway back to Tallahassee, for a total of 120 miles. This project is targeted to fill in gaps to connect existing trails and trails that are planned or underway. Several segments of this loop have already been constructed, such as the St. Marks Trail along SR 363/Woodville Highway and the US Forest Service Gopher, Frog and Alligator (GF&A) Trail located within Apalachicola National Forest. The Capital Cascades Trail is planned to be within Cascade Park in the City of Tallahassee, and once complete, will tie to the Capital City to the Sea Loop.

Other Pedestrian and Bicycle Facilities

Existing sidewalks and bicycle facilities are fragmented throughout the region. This section details these facilities of each of the four counties in the CRTPA region. In order for the trails network to be successful, it should be integrated with existing pedestrian and bicycle facilities to provide access to a greater number of destinations and connections in the region. The existing bicycle and pedestrian infrastructure - sidewalks, bike lanes, and bikable shoulders - are an important component to the success of the trails network.

Leon County

Many sidewalks can be found in Leon County, the majority of which are within the Tallahassee city limits. There are gaps in sidewalk and bicycle facility coverage and a lack of sufficient maintenance, underscoring the need for improvement in several areas. Downtown Tallahassee and the university areas are exceptions, where there is more continuous coverage, centered within a three mile radius of City Hall. Existing sidewalks in Leon County are shown in **Figure 4**.

Bicycle facilities in Leon County consist of paved shoulders, bike lanes, and shared use paths. Paved shoulders are located along SR 267, SR 20, SR 263, parts of US 27, parts of SR 61 and parts of US 319. There are also a number of bicycle lanes and shared use paths throughout the City of Tallahassee, which can be seen in **Figure 5**.

Gadsden County

Sidewalks are primarily located in the downtown areas of Chattahoochee, Quincy, and Havana. Sidewalks, pedestrian ways, and bicycle facilities are now required with any new construction project located in urbanized areas including areas within a designated urban service boundary or rural community boundary through the Gadsden County Land Development Regulations. The majority of the US and State routes in Gadsden County have paved shoulders that are suitable for bicycles, which includes US 90, US 27, SR 267, SR 65, and SR 12. There are also a few segments of US 90 in Midway that feature bicycle lanes. Existing sidewalks are shown in **Figure 6,** and existing bike facilities in **Figure 7**.

Jefferson County

In Jefferson County, sidewalks are only located within the City of Monticello. There are none in unincorporated areas of the County. The bicycle facilities in Jefferson County include paved shoulders along US 98, US 27, US 19, US 90, and SR 59, and a small portion of a bicycle lane along US 19 near I-10. Existing sidewalks and bicycle facilities in Jefferson County are shown in **Figures 8** and **9**, respectively.

Wakulla County

There are sidewalks in Sopchoppy and in central portions of Wakulla County, in the vicinity of US 319 and SR 61. Bicycle facilities in Wakulla County primarily consist of paved shoulders along US 319, US 98, SR 267, SR 61, and SR 363. Additionally, there is a short bike lane near the intersection of US 98 and US 319 in Crawfordville. Existing sidewalks and bicycle facilities in Wakulla County are shown in **Figures 10 and 11**, respectively.

Figure 4. Existing Sidewalks in Leon County

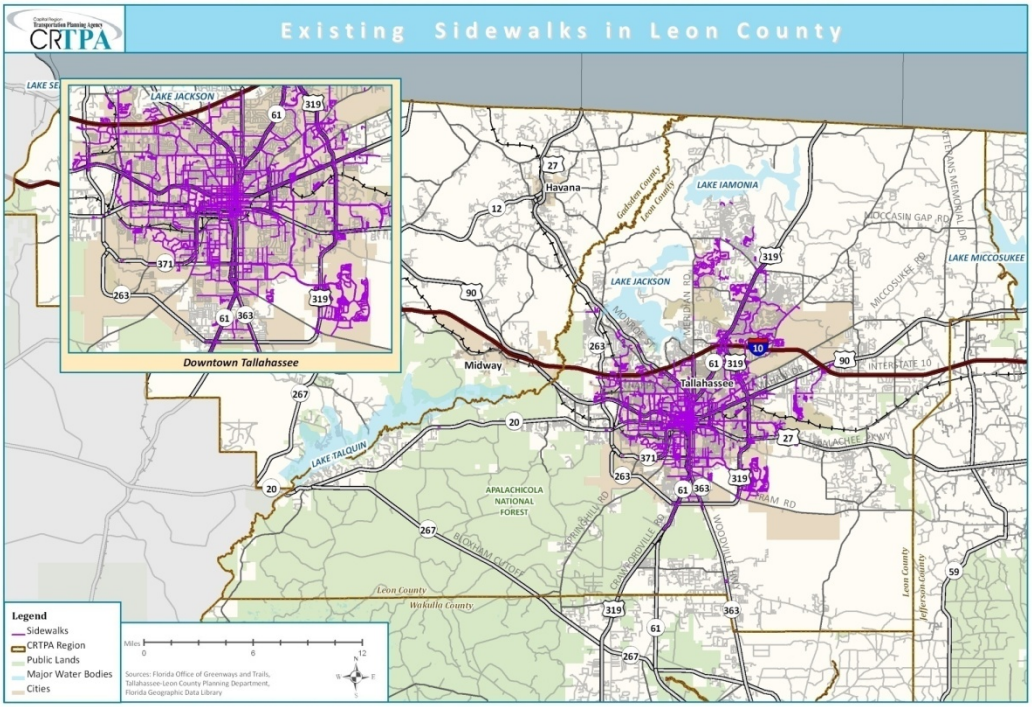


Figure 5. Existing Bicycle Facilities in Leon County

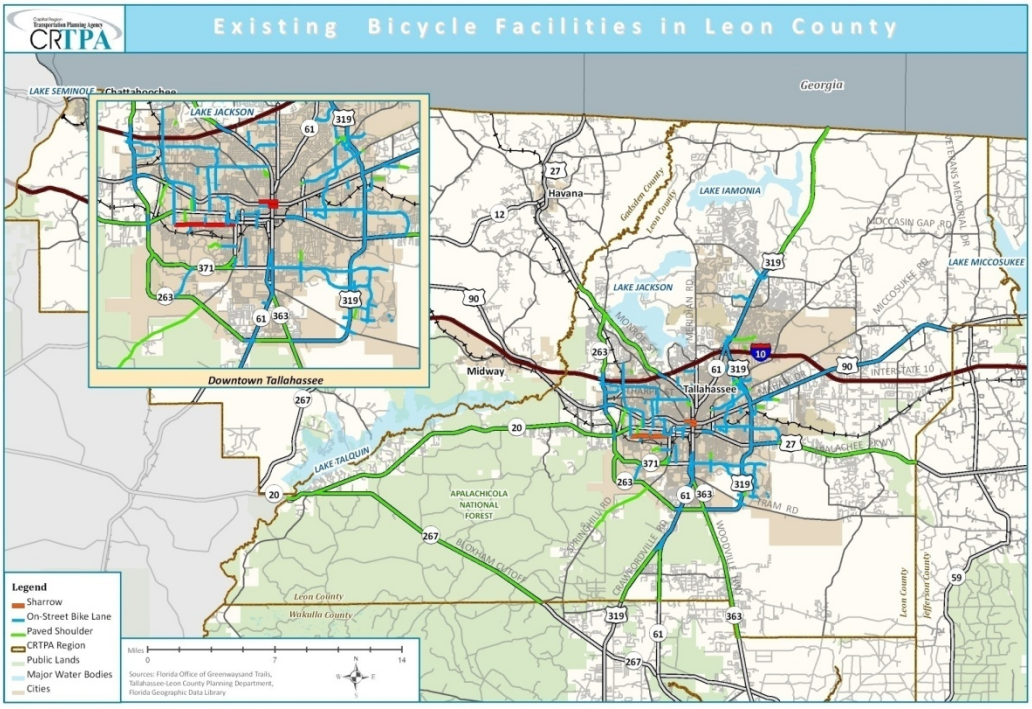


Figure 6. Existing Sidewalks in Gadsden County

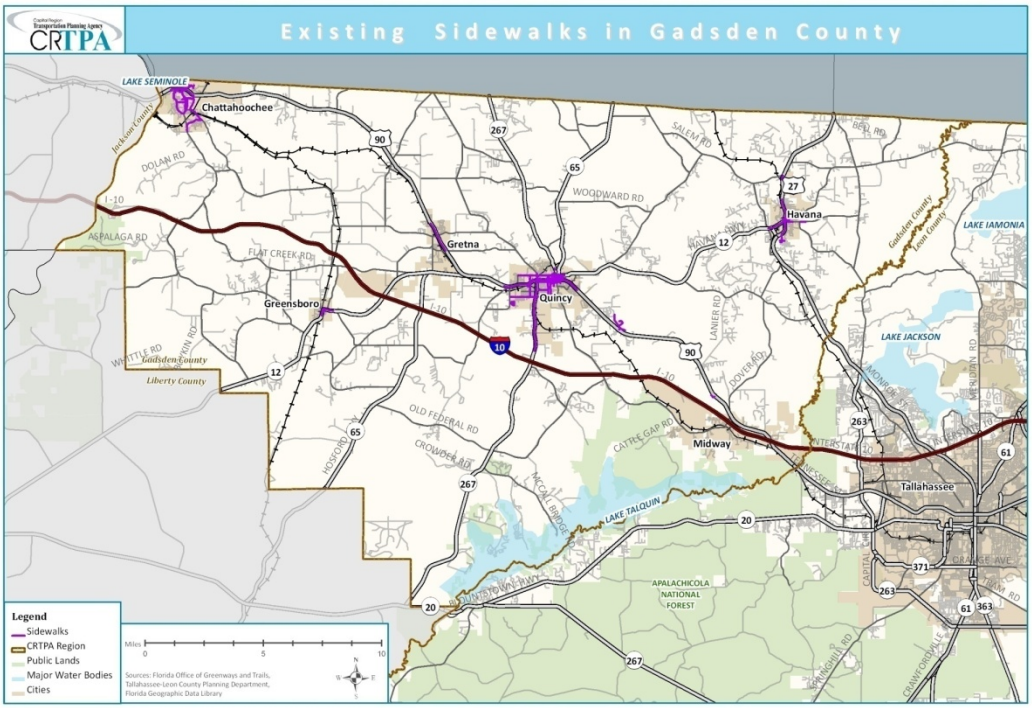


Figure 7. Existing Bicycle Facilities in Gadsden County

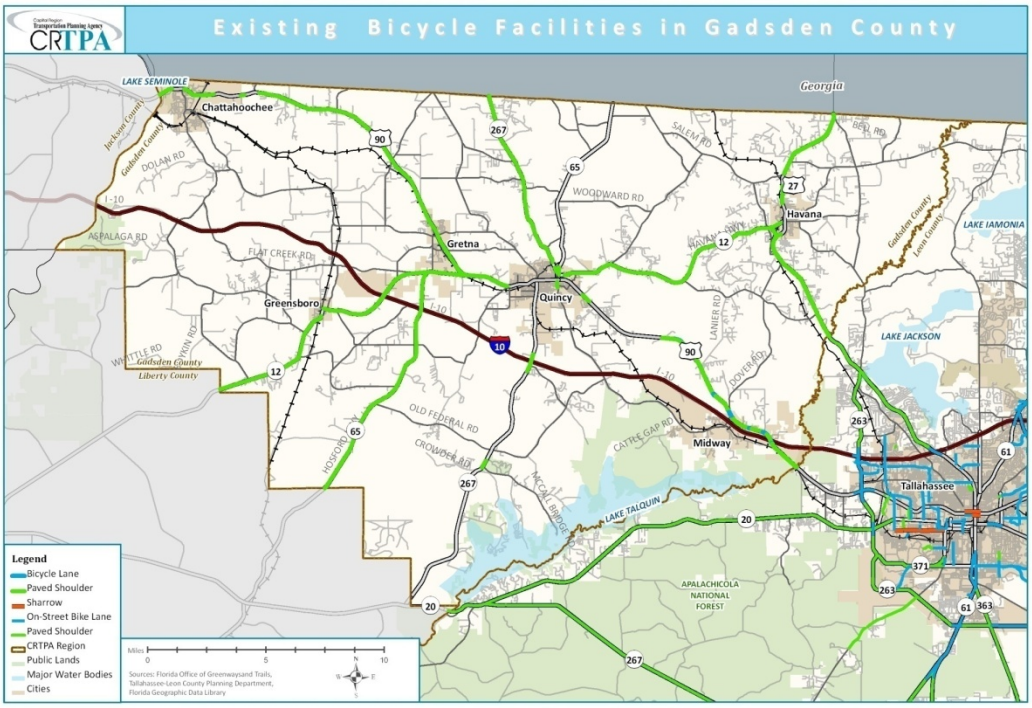


Figure 8. Existing Sidewalks in Jefferson County

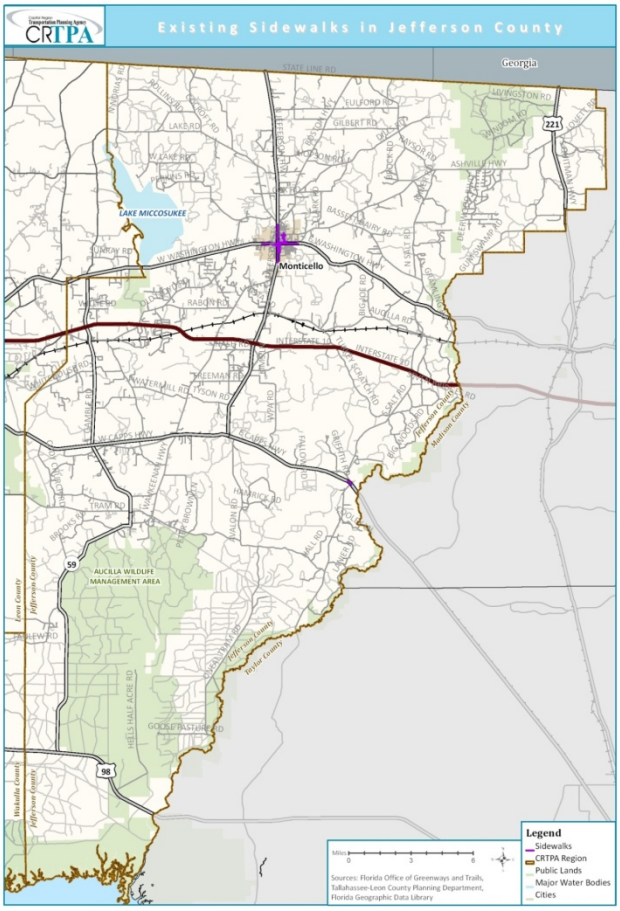


Figure 9. Existing Bicycle Facilities in Jefferson County

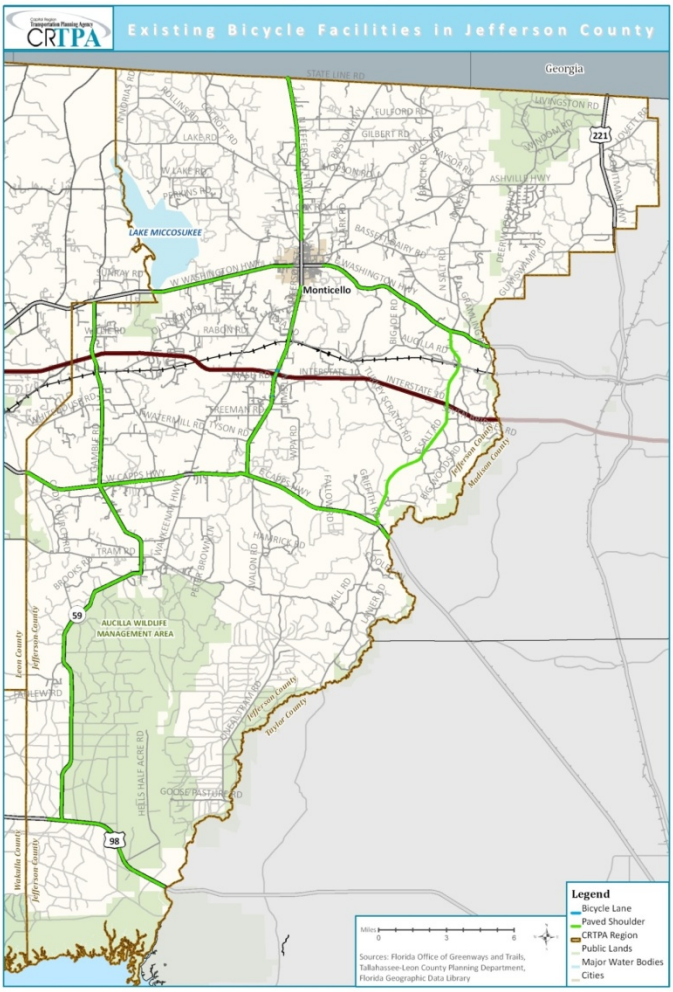


Figure 10. Existing Sidewalks in Wakulla County

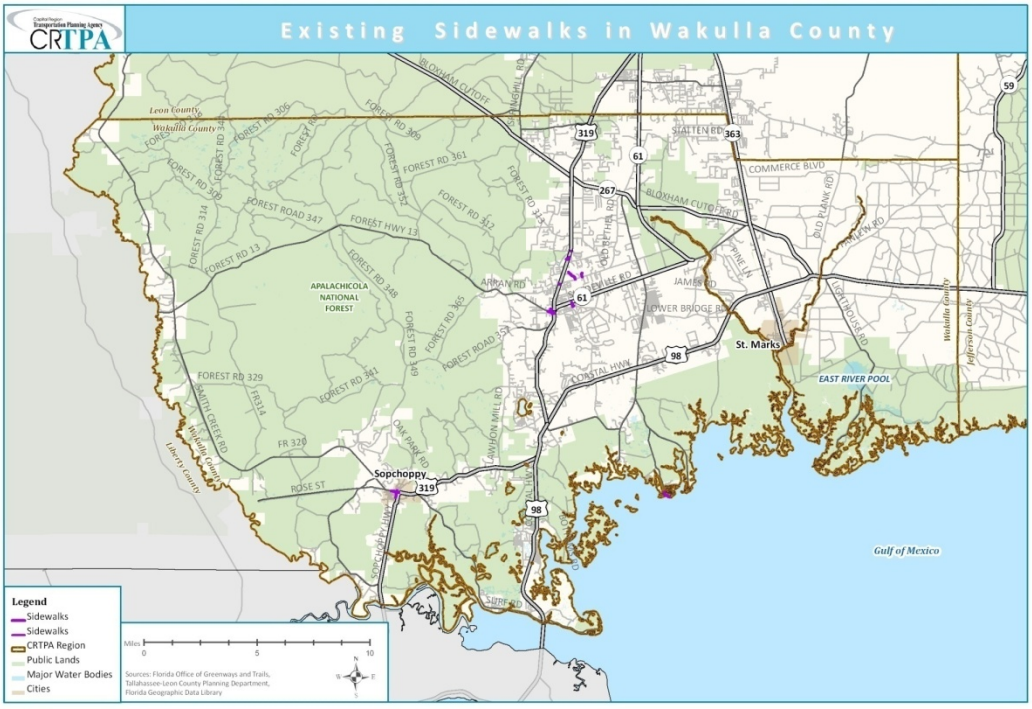


Figure 11. Existing Bicycle Facilities in Wakulla County

Identified Trail Opportunities

The Florida Department of Environmental Protection (DEP) Office of Greenways and Trails (OGT) is focused on the establishment of a statewide system of greenways and trails for recreation, conservation, and transportation purposes. They are guided by the DEP's and Florida Greenways Coordinating Council's "Connecting Florida's Communities" Plan, which works directly with local communities, developers, private landowners, non-profit organizations, and state and federal agencies to facilitate the establishment of greenways and trails statewide.

In 2008, OGT updated its "Recreational Trail Opportunity Maps" which provide a visual plan for multiuse trails throughout the state. Within the CRTPA region, there are twenty-six (26) potential multiuse trails that have been identified by DEP that would enhance non-motorized travel within the region and to other areas of the State of Florida. These trails are shown by priority in **Figure 12** and include the trails listed in **Table 4** below. Each multiuse trail corridor shown in the figure is 4 kilometers wide to reflect the variability of actual trail location once planning and design are completed.[166]

Table 37. Recreational Trail Opportunities, by Priority

Priority	Trail Name
High	Great Coastal Trail Corridor
	Monticello to Perry Corridor
	Ochlocknee Bay Trail Corridor
	Tallahassee to St. Marks Corridor
	Miccosukee Greenway Corridor
	Drifton to Georgia Corridor
	St. Marks Extension Corridor
	Meridian Trail Corridor
	Apalachicola River Trail Corridor
	GF&A Trail Corridor
	Ochlocknee River Trail Corridor
Medium	East Tallahassee to Gulf Corridor
	Aucilla to St. Marks Corridor
	Sopchoppy to Perry Corridor
	Lake Talquin - Lake Bradford Connector Corridor
	GF&A to Maclay Gardens State Park Corridor
	Tates Hell to Hosford Corridor
Low	Lake Seminole to Upper Ochlocknee River Corridor
	Across Liberty Trail Corridor
	Madison to Monticello Corridor
	Bear Creek to Little River Corridor

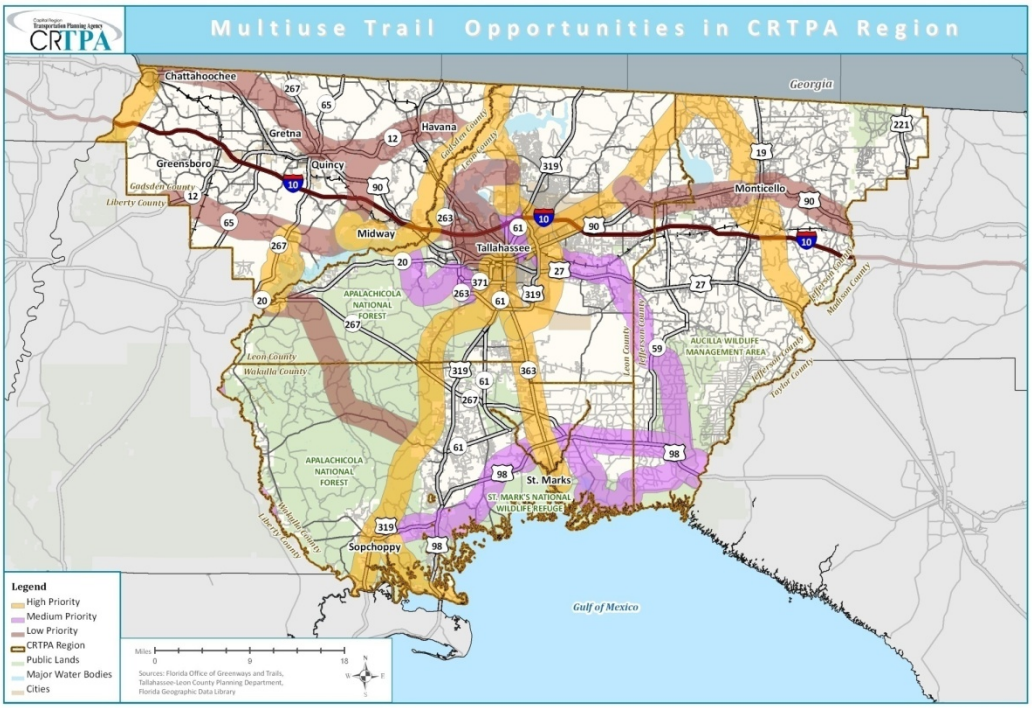
[166] "Multi-Use Trail Network Opportunity Map: 2009 Public Ownership Analysis." Florida Department of Environmental Protection, Office of Greenways and Trails. July 2009. http://www.dep.state.fl.us/gwt/network/pdf/2009PublicOwnershipAnalysis.pdf

Priority	Trail Name
	Gadsden County to Tallahassee Corridor
	Tallahassee - Monticello Greenway Corridor
	Apalachicola National Forest Trail Corridor
	Lake Jackson Trail Corridor
	Apalachicola River to Quincy Corridor

Source: Florida Department of Environmental Protection Office of Greenways and Trails

Portions of some of these trails and greenways, such as the St. Marks Corridor and the GF&A Corridor, have already been constructed. Once the entire corridors are built, this statewide off-road trail and greenway network will provide an alternative for bicyclists traversing major roadway facilities prone to increased traffic speeds, volumes, and higher percentages of truck traffic.

Figure 12. Multiuse Trail Opportunities in CRTPA Region



Other Plans and Studies

Throughout the region, other plans and studies have been completed that will contribute to the development of the Trails Master Plan. This section provides information about these planning efforts so that a coordinated approach is taken and the future trail and greenway network is integrated with existing and proposed facilities. These relevant planning studies are grouped into two categories: statewide and local.

Statewide Plans and Studies

Florida Department of Transportation (FDOT) Conserve by Bicycle Program Study (2007)

The *Conserve by Bicycle* Program Study was developed by FDOT to promote bicycling as a way to help conserve the state's resources, including energy, roadway capacity, and public health. The goals of the study were to:

- Identify energy and conservation savings by improving bicycle facilities;
- Determine how bicycle travel can be marketed to decrease automobile use;
- Determine how new bicycle facilities can enhance recreational activities and contribute to public health; and
- Establish how business, government agencies, and environmental groups can partner to ensure the success of the program.
-

The study assesses ways that the statewide transportation network can be enhanced to better accommodate bicycling, from minimum bicycling standards for roadways to including recreational infrastructure in new developments. The study presents a series of recommendations to accomplish these goals, such as:

- Construct new bicycle facilities, including bike lanes, paved shoulders, and shared use paths.
- Improve the existing transportation network (and land development patterns) to better accommodate bicycling, through efforts such as establishing minimum level of service standards, retrofitting facilities onto the existing road system, and adopting land use policies to encourages a mix of higher-density residential and employment uses.
- Increase recreational opportunities to encourage exercise and health benefits.[167]

FDOT Statewide Bicycle Facilities Study (2005)

The *Statewide Bicycle Facilities Study* aims to support development of bikeways and improve bicycle facility connectivity throughout the state, particularly along the State highway system. The Study documents the current state of the bicycle facilities system, including on- and off-road bicycle routes, and presents implementation strategies and other recommendations to fill in gaps on the system.[168] This study is the first of its type in Florida, and provides a baseline for the development of performance measures and reporting, so that progress of bikeway development is monitored in the coming years. Recommendations of the study include:

- A performance measure should be developed based upon a target percentage of state roadways to include bike facilities, including on-road or off-road bikeways within right of way.

[167] Conserve by Bicycle Program Study – Phase I Report Executive Summary. Florida Department of Transportation. June 2007.
[168] Statewide Bicycle Facilities Study – Executive Summary. Florida Department of Transportation. 2005.

- FDOT should require documentation of design decisions regarding the inclusion of bikeway facilities in roadway design projects. Justification should be required when bikeways are not provided.
- On-road bikeway needs in urban areas should be regarded as a high priority by both FDOT and local governments. If cost constraints exist when there is a need or probable use for bikeways, alternatives should be provided.
- Existing wide curb lanes should be restriped by FDOT to provide for bike lanes, where practical.

Florida Transportation Plan

The *2025 Florida Transportation Plan*, developed by FDOT in 2005, allocates over $160 billion for transportation needs throughout the State between 2005 and 2025. The Plan's five (5) goals are:

a) A safer and more secure transportation system for residents, businesses, and visitors;
b) Enriched quality of life and responsible environmental stewardship;
c) Adequate and cost-efficient maintenance and preservation of Florida's transportation assets;
d) Stronger economy through enhanced mobility for people and freight; and
e) Sustainable transportation investments for Florida's future.[169]

The Florida Transportation Plan undergoes updates every five years, and development of the *2060 Florida Transportation Plan Update* is currently underway.

Local Plans and Studies

Multimodal Transportation District Plan

Tallahassee and Leon County have created a Multimodal Transportation District[170] (MMTD) for central Tallahassee within the Comprehensive Plan, effective April 10, 2009. The purpose of the MMTD is to place less emphasis on automobile mobility and instead encourage the use of multiple modes of transportation. It seeks to create an appealing and safe environment for pedestrians and bicyclists and to provide convenient access to transit. The MMTD is created in a way that promotes walkable communities, pedestrian-scale development, complementary mixes of land use, densities that support transit, mixed uses to encourage walking and cycling, and interconnected street networks. It includes the adoption of design standards making infill more compatible with the existing development. The MMTD will also feature a series of "Superstops" on certain routes at major activity points. The Superstops will have enhanced shelters and bicycle parking.

[169] 2025 Florida Transportation Plan. Florida Department of Transportation. http://www.dot.state.fl.us/planning/FTP/

[170] A Multimodal District is created through adoption of an amendment to the Comprehensive Plan, and allows mitigation fees from development to go toward transit, bicycle, and pedestrian projects rather than road widening. According to the MMTD Plan, this is important in the core of Tallahassee because there isn't room to widen many roads, if any, without destroying parts of the community.

The MMTD is approximately 18.2 square miles in area and is home to just under 70,000 people. The MMTD was created in a scale appropriate to the area's population and size to most effectively connect the area's population centers with work centers, services, schools, and entertainment. The proposed District includes Downtown, Midtown, FSU and its southwest facilities, FAMU, Tallahassee Community College, Governor's Square Mall, and Innovation Park. With the appropriate zoning standards in place, redevelopment within the District can occur in a more compact and efficient manner that supports walking, cycling, and transit.

Tallahassee-Leon County Bicycle and Pedestrian Master Plan

Tallahassee and Leon County developed a Bicycle and Pedestrian Master Plan in 2004. This serves as a strategic 20-year plan for facilities and programs to improve safety, connectivity and comfort for pedestrians and bicyclists, as functional parts of the countywide transportation system. The objective of the Plan was to develop a countywide master plan for Leon County for facilities and programs that address the mobility needs of different segments of the population. The Plan focused on better integration of bicycle and pedestrian travel into the transportation system so that they can be more effective forms of transportation. It provides implementation steps and performance monitoring, which are used to keep the vision in focus with the next LRTP update.

This vision is central to the selection of projects and programs in the Plan. It states:

"Ensure that Tallahassee – Leon County becomes a premier community known for its safe, accessible and interconnected pedestrian and bicycle system that provides mobility for all ages and abilities, supports economic opportunity and enhances public health." [171]

A major focus of the Plan is to link key origins and destinations with a strategic bicycle and pedestrian network. According to the Plan, there are significant corridors in the community that lack adequate facilities, amenities and protection for pedestrians and bicyclists. Notably, many school areas lack sidewalks providing safe access across busy roads and connecting them with surrounding neighborhoods.

The Plan consists of a financially feasible list of facility-based programs, an extensive set of education, encouragement and enforcement programs, and assorted bicycle and pedestrian treatments on corridors throughout the county. The Plan recommends bicycle and pedestrian improvements including new sidewalks, designated bicycle routes and new facilities, enhanced pedestrian and bicycle access to StarMetro transit routes, improved sidewalk accessibility to public schools, retrofitting of intersections for enhanced accessibility, and a "BikeWalk" network to deliver safety, education and encouragement programs to the community.

Blueprint 2000

Blueprint 2000 was implemented by the City of Tallahassee - Leon County as an additional funding source for public works and infrastructure projects, to accomplish goals such as reducing

[171] Tallahassee – Leon County 2025 Bicycle and Pedestrian Master Plan

traffic congestion; protecting and expanding natural areas, parks, and recreational facilities; reducing stormwater problems and flooding. Funds for *Blueprint 2000* are obtained through a fifteen year extension of the local one cent sales tax option, approved by voters. It was originally approved in November of 1989, but was extended during the fall of 2000. The *Blueprint 2000 Final Report* proposes acquiring significant flood prone areas and greenways. The report also identifies several transportation projects that would include greenway features as an element of holistic planning and implementation. The entire greenways portion of *Blueprint 2000* has been integrated into the *Greenways Master Plan*, discussed below.

Tallahassee-Leon County Greenways Master Plan

In 2004, the Tallahassee-Leon County Greenways Master Plan was developed to create a community-wide greenways system of linkages that would contribute to the connectivity, preservation, and enhancement of environmentally sensitive areas. The goal of the Greenways Master Plan was to help connect neighborhoods, parks, downtown Tallahassee, schools, recreational and fitness facilities, shopping, or work destinations. The Plan implements Policy 6.1.3 of the Conservation Element in the *Tallahassee-Leon County Comprehensive Plan*, and furthers planned greenways in *Blueprint 2000* and other documents.