



• GEMINI BUILDING •
408 N. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA SUBCOMMITTEE AGENDA

Tuesday, January 10, 2012

TECHNICAL ADVISORY COMMITTEE

9:00 AM, 2nd Floor Conference Room, "Florida Room"

TALLAHASSEE CITY HALL

300 s. Adams Street

Tallahassee, Fl. 32301

CITIZENS ADVISORY COMMITTEE & MULTIMODAL ADVISORY COMMITTEE

12:00 PM, 2nd Floor Conference Room, Ground Floor, Gemini Building

GEMINI BUILDING

408 N. Adams Street

Tallahassee, Fl. 32301

1. AGENDA MODIFICATIONS

2. CONSENT AGENDA

A. Fiscal Year (FY) 2012 - FY 2016 Transportation Improvement Program (TIP) Amendments

The CRTPA FY 2012 – FY 2016 TIP is proposed to be amended to add the following projects:

- a. Franklin Boulevard (Cascades Park to Tennessee Street (US 90)) (Leon County) (Project #4318991): Add this sidewalk project in FY 2012 and FY 2016 (\$700,000).
- b. StarMetro Veterans Transportation and Community Living Initiative (Leon County) (Project #4302882): Add this Federal Transit Administration funded project in FY 2012 (\$1,364,249).

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is #711.

3. PRESENTATIONS/DISCUSSION

A. Monroe Street Access Management and Lake Ella Implementation Study (Information) (15 minutes)

The consultant staff will kick off the Monroe Street Access Management and Lake Ella Implementation study. The study will assess the Monroe Street corridor from John Knox Street to south of Magnolia Drive to identify a corridor strategy to implement medians. Additionally, the study will initiate the first phase of the planned median project for the N. Monroe corridor near Lake Ella.

Recommended Action: *For Committee Information*

B. *Moving Tallahassee: Cars Optional* Presentation (Information) (15 minutes)

Megan Doherty, with the PLACE Department, will make a brief presentation on an initiative called, "*Moving Tallahassee: Cars Optional.*"

In 2009, the Tallahassee City Commission, and the Leon County Commission created the Mobility District - an 18 square mile area in the heart of Tallahassee where the primary goal is to create a safe and desirable environment for pedestrians, cyclists, and transit users. *Moving Tallahassee: Cars Optional*, is a critical plan designed to show how, over time, cars can become optional within the Mobility District via making critical connections between neighborhoods and businesses, and parks and workplaces via sidewalks, trails, bike routes, and transit.

Moving Tallahassee: Cars Optional will be voted on by the Tallahassee City Commission early in 2012, and is being presented to the CRTPA subcommittees for their information.

Recommended Action: *For Committee Information*

4. OPEN FORUM FOR PUBLIC COMMENT

Citizens are invited to address the Committee.

5. INFORMATION

- A. January 23, 2012 CRTPA Agenda
- B. Items from Committee Members or CRTPA staff
- C. **Next Meeting Date is Tuesday, March 6, 2012.**



January 10, 2012

COMMITTEE AGENDA ITEM 2 A

FISCAL YEAR 2012 – FISCAL YEAR 2016

TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENT

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2012 – FY 2016 Transportation Improvement Program (TIP) to add two (2) new projects that have recently received funding. Specifically, the CRTPA FY 2012 – FY 2016 TIP is proposed to be amended to reflect the following:

- Franklin Boulevard (Capital Cascade Park to Tennessee Street (US 90)) (Leon County) (Project #4318991): Add this sidewalk project to the TIP in FY 2012 and FY 2016 (\$700,000).
- StarMetro Veterans Transportation and Community Living Initiative (Leon County) (Project #4302882): Add this Federal Transit Administration funded project in FY 2012 (\$1,364,249).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board to authorize the Executive Director to transmit documentation to the Florida Department of Transportation reflecting the following amendment of the FY 2012 – FY 2016 Transportation Improvement Program:

- ADD NEW PROJECT: Franklin Boulevard Sidewalk (Capital Cascade Park to Tennessee Street (US 90)) (Leon County) (Project #4318991): Add this sidewalk project to the TIP in FY 2012 and FY 2016 (\$700,000).
- ADD NEW PROJECT: StarMetro Veterans Transportation and Community Living Initiative (Leon County) (Project #4302882): Add this Federal Transit Administration funded project in FY 2012 (\$1,364,249).

HISTORY AND ANALYSIS

The Capital Region Transportation Planning Agency (CRTPA) annually adopts a Transportation Improvement Program (TIP) to identify those projects in the region that have received state and federal funding. Frequently, the TIP needs to be formally amended to reflect project changes such as the addition or deletion of a project, changes in project funding and changes to project scope.

The CRTPA annually adopts a Transportation Improvement Program to identify those projects in the region that have received state and federal funding. Frequently, the TIP needs to be formally amended to reflect project changes such as the addition or deletion of a project, changes in project funding and changes in project scope.

Two new projects are proposed to be added to the FY 2012 – FY 2016 TIP:

Franklin Boulevard Sidewalk

The Draft FY 2013 – FY 2017 State Work Program identifies funding for the construction of a sidewalk on Franklin Boulevard in FY 2013 and FY 2016. Due to the upcoming reconstruction of Franklin Boulevard by Blueprint 2000 associated with a flood relief project (anticipated to begin in 2012), the sidewalk funding in the draft Work Program is proposed to be moved up one year to be funded in FY 2012 so that the funds may be used during the roadway's reconstruction.

StarMetro Veterans Transportation and Community Living Initiative Project

A new StarMetro project to fund a call center is proposed to be added to the work program using a Federal Transit Administration grant funding and a local match. The funds “will be used to expand, promote and further develop the existing Regional One Call/One Click transportation resource center as well as upgrade and expand the public transportation scheduling and dispatching technology, installing additional automatic vehicle locators, mobile data terminals and communication devices on both fixed route and paratransit vehicles” (source: StarMetro FTA grant application)

The following provides details regarding the above two projects proposed to be added to the CRTPA FY 2012 – FY 2016 TIP:

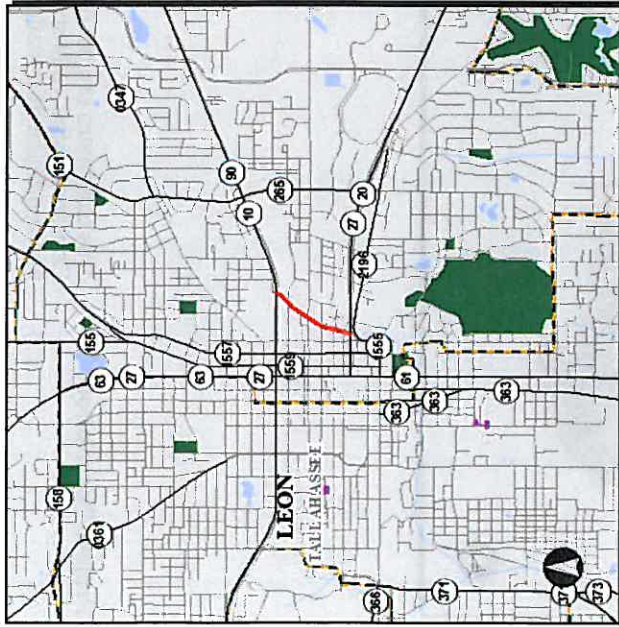
- Project FM#: 4318991
Project Description: Franklin Boulevard Sidewalk (Capital Cascade Park to Tennessee Street (US 90)) (Leon County). Add this sidewalk funding project to the TIP in FY 2012 (to be funded with local funds) and FY 2016 (local funding payback).
Dollar Amount: \$700,000 in Local Funds in FY 2012 and \$700,000 in federal (SU) funds for local reimbursement in FY 2016

- Project FM#: 4302882
Project Description: StarMetro Veterans Transportation and Community Living Initiative (Leon County). Add Federal Transit Administration (FTA) funded project to the TIP in FY 2012
Dollar Amount: \$1,091,399 in federal (FTA –section 5309) funds and \$272,850 in local funds in FY 2012.

Attachment 1 provides the FY 2012 – FY 2016 TIP page for this project.

4318991

Franklin Boulevard



Work Summary: SIDEWALK
From: Cascades Park
To: Tennessee Street
Project Location: Leon County
Length: .555

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ADM (A8)	LFR	700,000	0	0	0	0	700,000
CST (58)	SU	0	0	0	0	700,000	700,000
Total		700,000	0	0	0	700,000	1,400,000

Project Description:

Provides funding to construct sidewalks on Franklin Boulevard from Cascades Park to Tennessee Street. Project will be developed by Blueprint 2000.

Note: This project was added to the TIP at the January 23, 2012 CRTPA Board meeting.



January 10, 2012

COMMITTEE AGENDA ITEM 3 A

MONROE STREET ACCESS MANAGEMENT AND LAKE ELLA IMPLEMENTATION STUDY

STATEMENT OF ISSUE

CRTPA staff will kick off the Monroe Street Access Management and Lake Ella Implementation study. The study will assess the Monroe Street corridor from John Knox Street to south of Magnolia Drive to identify a corridor strategy to implement medians. Additionally, the study will initiate the first phase of the planned median project for the N. Monroe/Lake Ella segment. The study will be developed for the CRTPA by RS&H.

RECOMMENDED ACTION

For Committee Information.

HISTORY AND ANALYSIS

The identification of improvements to the Monroe Street corridor in Tallahassee has been an agency focus of the Capital Region Transportation Planning Agency (CRTPA) for several years. This focus includes:

- Tallahassee-Leon Bicycle and Pedestrian Master Plan adopted by the agency in 2004, identifying North Monroe Street at Lake Ella as a pedestrian emphasis intersection;
- CRTPA Transportation Systems Management (TSM) Priority Projects List designation in 2009 & 2010 of pedestrian safety improvements on N. Monroe at Lake Ella as the agency's number one TSM priority (funding for these improvements was ultimately identified in 2010 and is part of the study associated with this agenda item);
- North Monroe Street Design and Safety Study, accepted by the CRTPA in September 2010, was developed for the agency by Florida State University Department of Urban and Regional Planning Master's students and provides recommendations for the North Monroe corridor;
- E. Sixth Avenue Sidewalk Project, identified for funding in 2010, this project was included in the agency's Regional Mobility Plan and will improve pedestrian connectivity between Monroe Street and Thomasville Road.

In addition to the CRTPA, other transportation partners and agencies have projects and initiatives in the Monroe Street corridor, these include:

- Sense of Place initiatives (Midtown and Monroe-Adams) initiated in 2010 and 2011 by the Tallahassee-Leon County Planning Department include the Monroe corridor and identify support for improvements to facilitate increased pedestrian safety and economic development.
- Frenchtown/Southside Redevelopment Area and Downtown Redevelopment Area are both located along part of the Monroe corridor. The community redevelopment areas have funded improvements in the corridor including facade, streetscape and sidewalk improvements.
- Downtown Tallahassee Pedestrian Connectivity Plan was prepared for the Downtown Improvement Authority and completed in 2005. The plan identifies proposed improvements in downtown Tallahassee, including proposed medians for a portion Monroe Street in downtown Tallahassee where right-of-way is sufficient.

The Monroe Street Access Management and Lake Ella Implementation Study will build upon the above Monroe corridor efforts through development of a comprehensive assessment to address vehicular and pedestrian safety. As the study's name implies, the Monroe Street Access Management and Lake Ella Implementation Study contains two components.

- The first component involves a study of the entire Monroe Street corridor from John Knox Road (in the north) to just south of Magnolia Drive. The purpose of the study is to develop an access management strategy for the corridor that will include a strategy for the ultimate installation of medians.
- The second project ("Lake Ella Implementation Study") will focus on the Lake Ella portion of North Monroe Street (Tharpe Street to E. Seventh Avenue). As members will recall, funding for the installation of medians along this segment of the roadway is identified in the CRTPA's FY 2012 – FY 2016 Transportation Improvement Program (TIP). This portion of the study will result in the completion of the TIP project's first funded phase ("Planning Study") and will provide detailed access recommendations from which the funded project can proceed to its next phase (design).

Benefits of access management, which include the installation of medians, are as follows:

- Safety – Improved pedestrian safety due to reduced automobile/pedestrian conflicts; improved automobile safety (fewer and less severe accidents) as a result of reduced vehicular conflicts;
- Efficiency – Higher corridor level of service for automobiles; less stop and go traffic;
- Aesthetics – Access management results in less asphalt and more attractive corridors. The installation of medians allows for the addition of increased landscaping along the corridor. With regards to Monroe Street, a more attractive corridor assists with furthering the redevelopment efforts of businesses currently occurring.

A key aspect of the study will involve public involvement. Three public meetings associated with the project are scheduled to be conducted and CRTPA Board members will be notified about upcoming meetings. Furthermore, the Monroe Street Access Management and Lake Ella Study will be guided by a project team that will include the agency's transportation partners and corridor stakeholders.

The study will result in development of a corridor action plan that will include strategies and opportunities for proceeding forward with access management recommendations for the Monroe Street corridor. With regards to the Lake Ella portion of the study, the foundation to proceed forward with the next funded phase (design) of the median implementation project will be developed including the development of detailed access recommendations.



TALLAHASSEE/LEON COUNTY
MULTIMODAL DISTRICT

Moving Tallahassee: Cars Optional

Creating a safer, more sustainable transportation network for everyone

CORRIDOR PLANNING



BICYCLE ROUTE NETWORK



W. TENNESSEE TRANSIT PILOT



STARMETRO ALTERNATIVES STUDY



Project Schedule:

	2011						2012						2013	2014		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug		
Data Analysis	█	█														
Outreach	█	█	█	█	█	█	█	█								
Plan Development			█	█	█	█	█	█								
Draft Plan							█	█								
City Commission Vote							█	█								
Pilot Project (if approved)											█	█	█	█	█	█
Alternative Analysis Complete				█	█	█	█	█	█	█	█	█	█	█	█	█
State Repaving of Tennessee																█

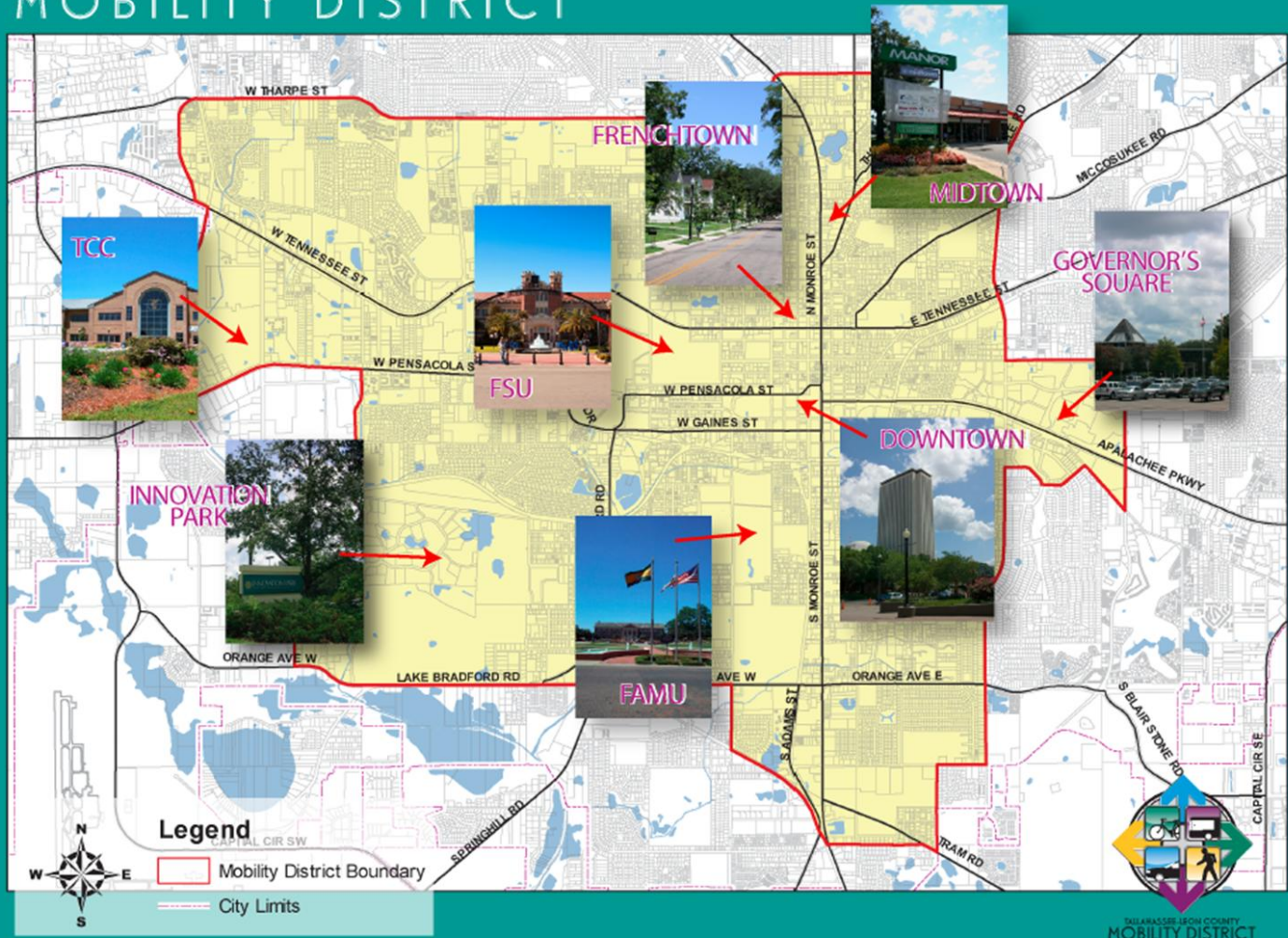
Moving Tallahassee: Cars Optional: is a critical plan to show how we can connect neighborhoods to businesses, parks and workplaces via sidewalks, trails, bike routes, and transit - and over time make cars optional within the Mobility District.

Please visit the project website for the most recent information and news on the **Moving Tallahassee** project at: www.talgov.com/planning
 Questions? Comments? Contact us at: movingtallahassee@talgov.com

The Moving Tallahassee initiative is composed of four complimentary projects:

- **Corridor Planning** will develop recommendations throughout the Mobility District for sidewalks widths, bike lane widths, utility placement, street trees, on street parking, and street furniture depending on whether the road will be a major transit route, predominately a bicycle route, or mainly pedestrian access.
- An interconnected **Bicycle Route Network** with formally designated east-west and north-south connectors is an integral component of our community's alternative transportation network. Our goal is to solicit input from the community and identify bike routes, which would first be shown on a map. Over time, bicycle routes would be designated with signs and pavement markings.
- The **West Tennessee Transit Pilot Project** is a timely opportunity to test the impact of converting the outside travel lanes on West Tennessee Street into transit only lanes between Ocala and Monroe Street.
- The **Transit Alternatives Study** is analyzing the long-term possibilities for West Tennessee Street and connections into Downtown, such as bus-rapid transit, streetcar or fixed-rail systems.

MOBILITY DISTRICT



What is the Mobility District?

In 2009, the City and County Commissions created the Mobility District - an 18 square mile area in the heart of Tallahassee where **the primary goal is to create a safe and desirable environment for pedestrians, cyclists, and transit users.** The goal is to have a complete, cohesive bicycle and pedestrian network within the Mobility District - all interconnected to the StarMetro transit network.

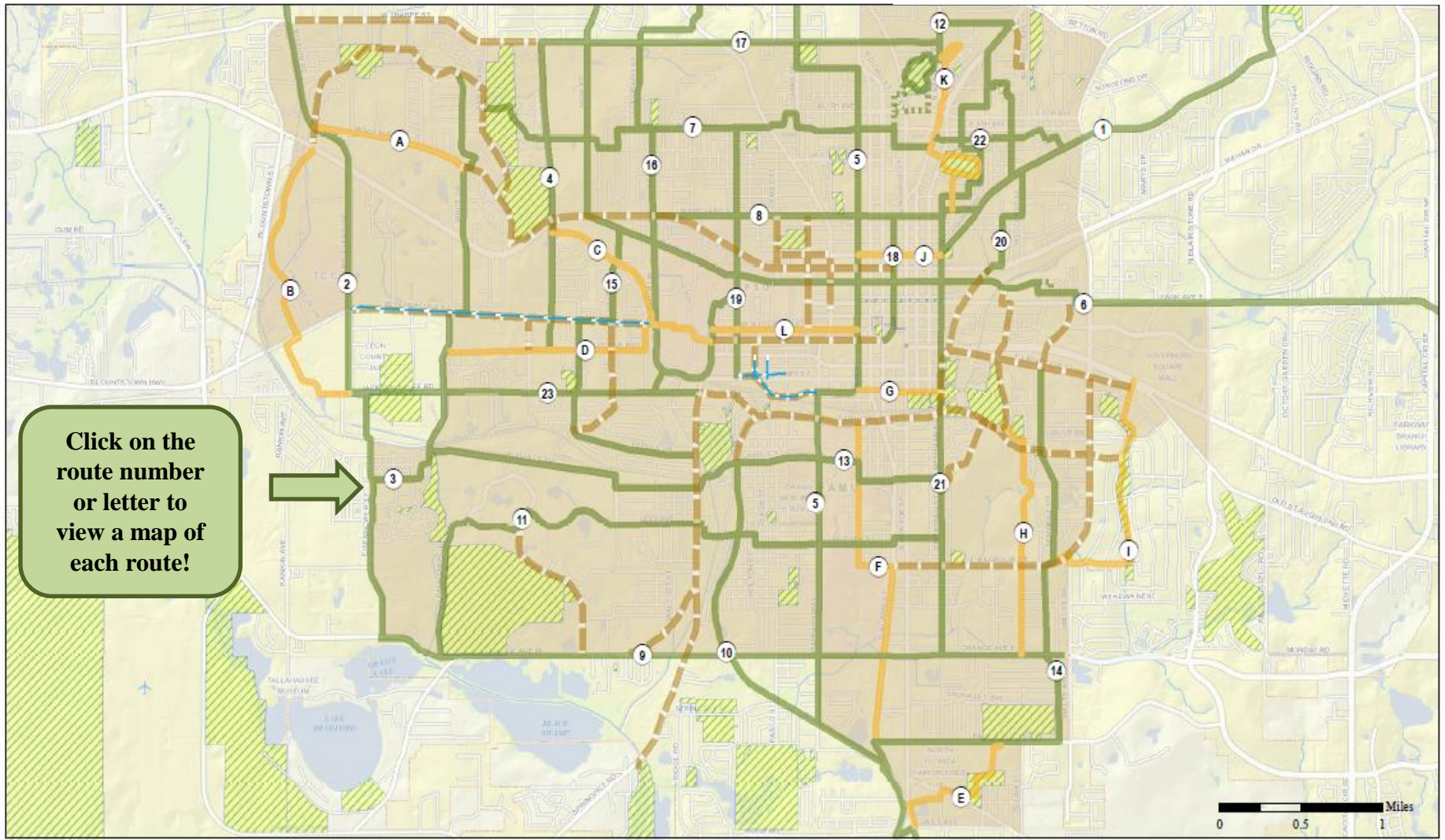


TALLAHASSEE/LEON COUNTY
MULTIMODAL DISTRICT

PROPOSED BICYCLE ROUTE NETWORK

VIEW THE INTERACTIVE PDF MAP AT: WWW.TALGOV.COM/PLANNING

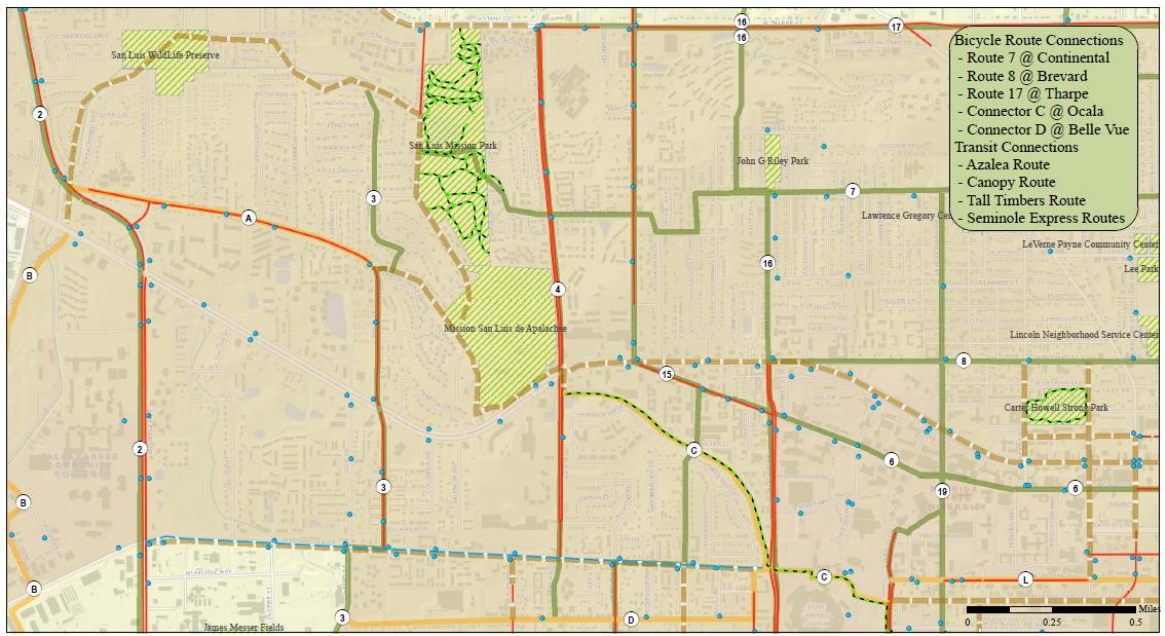
Moving Tallahassee: Cars Optional
Moving Tallahassee: Cars Optional
Moving Tallahassee: Cars Optional
Creating a safer, more sustainable transportation network for everyone



Mobility District: Proposed Bicycle Route Network

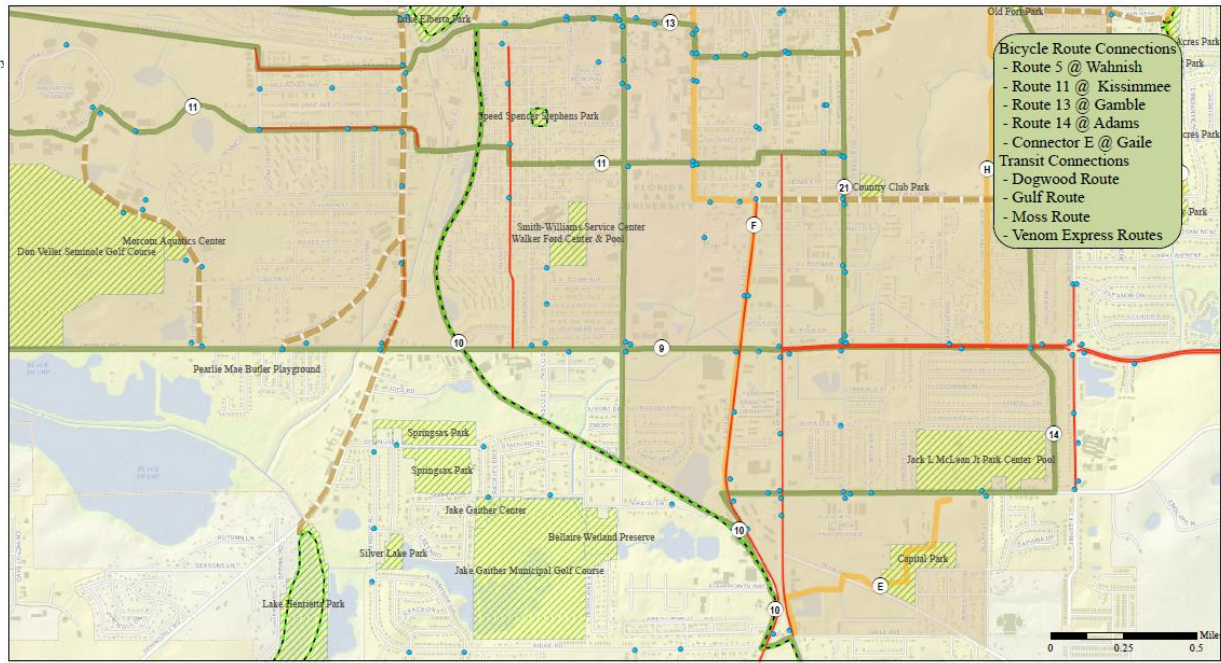
- Proposed Bicycle Route
- Proposed Route Connector
- Alternative Route
- Funded Bicycle or Pedestrian Improvements
- Potential Future Connections (Unfunded)
- Parks
- Mobility District Boundary



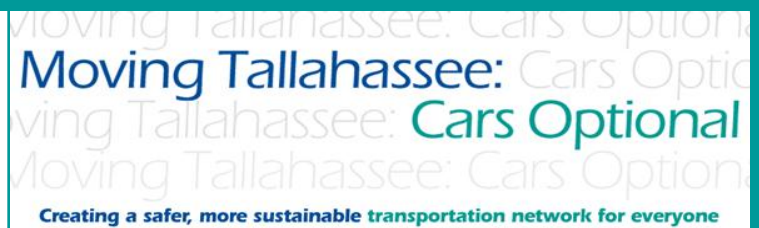


Each route map displays information on connecting bicycle routes and transit lines. Click the transit links to view the schedule for connecting transit routes!

Each map displays existing bicycle facilities and the location of StarMetro transit stops along each proposed route.



West Tennessee Street Transit Pilot Project: *Frequently Asked Questions*



What is the Transit Pilot Project?

This is a **proposed trial project** to convert the outside lanes (one in each direction) of West Tennessee Street into transit priority lanes between Ocala and Monroe Streets, leaving four lanes open for through traffic.

Would the road be reconstructed similar to Gaines Street?

No. The trial project would only involve restriping with paint and signs placed along the corridor.

Would the change be permanent?

It depends. This would be a trial project, and if the results were not positive, it would be changed back. If the results were positive, the changes would become permanent in 2014 when the road is scheduled for repaving by the Florida Department of Transportation.

Is this already approved?

No. The City is still gathering data and asking for public comments. The City Commission is scheduled to vote on this in February 2012.

Will this affect access into the businesses along the corridor?

No. Right turns into and out of businesses would still be allowed. The outside lanes would function similarly to continuous center turn lanes where you can enter to turn, but not travel in them.

Why is the City considering this project?

Several reasons. One, 58 people have been hit by vehicles on Tennessee Street since 2005 and this would separate the pedestrians from the majority of faster moving traffic. Two, this would allow faster transit service along the corridor. Three, the City received a grant to do an analysis for streetcar or other types of fixed route systems, and information from the pilot program would give real world feedback on how the road operates with four through lanes.

Won't this create a nightmare of backed up traffic?

Initial studies say no. This is because there is a good street grid system around most of Tennessee Street that tends to disperse traffic. Also, traffic backs up at Ocala and Monroe Streets now because people know the outside lanes are ending. This will not change as a result of the pilot program. Finally, the outside lanes between Ocala and Monroe were largely created to allow right turns into and out of businesses and leave the center four lanes open to free flow traffic. This will not change, either, as a result of the pilot program.

If it is approved, when would the project start and how long would it last?

Summer 2012. If approved, the restriping work would begin in May 2012, and the pilot project would last until 2014 when the Florida Department of Transportation repaves the road.

What about traffic on FSU home football game days?

The City understands this is a critical issue, and we are coordinating with Florida State University now. The concept of the pilot program is still in the very early stages, but since this would just be a restriping project, the possibility of reopening the outside lanes to traffic on game days will be evaluated.

I've heard bikes will also use this lane. Is this true?

Undecided. This is still being researched by talking with other communities who have shared bus/bike lanes in their communities. Please check the website for updates on this question.

Have other cities done anything like this successfully?

Yes. Quite a few cities around the nation have created transit priority lanes. Two in Florida include Jacksonville and Tampa, and the feedback from them is positive.

How will we know if it's working?

Evaluation standards. The City has already begun collecting data to document existing traffic conditions along the corridor. Using the following standards, analysis of traffic patterns before and after implementation will be crucial in evaluating the success of the Pilot Program.

- **Headways (bus on-time performance)**
- **Number of traffic accidents along corridor**
- **Shifts in traffic (traffic counts on adjoining streets)**
- **Traffic counts for bicyclists, pedestrians & transit riders**
- **Roadway traffic counts**
- **Median automobile speed**

If the program is implemented, will I be able to provide feedback on how it is working?

Absolutely. Specific staff people would be designated to monitor the effects of the pilot program, answer questions, and record any feedback from the public. Based on this data, the City Commission would decide whether to make the change permanent, in coordination with the Florida Department of Transportation.

Who do I contact to ask more questions?

The Tallahassee-Leon County Planning Department and the City of Tallahassee Public Works Department are jointly managing this project. You can contact Cherie Bryant (cherie.bryant@talgov.com) or Megan Doherty (megan.doherty@talgov.com) with the Planning Department (891-6400) or Steven Shafer (steve.shafer@talgov.com) with the Public Works Department (891-8197).

How can I comment on this proposal?

Online, by telephone, in writing, or in person. You can complete a comment form on www.talgov.com/planning, call or email at the locations above, or mail them to Cherie Bryant, AICP, 300 S. Adams Street, 32301. All comments will become public record and will be shared with the City Commission and Florida Department of Transportation. You can also attend one of the meetings being held over the next few months. Check the website for notices of upcoming meetings.



Blanding Boulevard in Jacksonville



Results of the pilot project would be used to determine if streetcar or something similar would function well for the West Tennessee Street

West Tennessee Street Transit Pilot Project: *Transit Corridor Study (2009)*



Primary Study Area: (See reverse for map of study area)

- **West Tennessee Street corridor between North Monroe Street and Ocala Road**

Overall Study Area:

- **One-quarter mile north and south of West Tennessee Street** corridor to account for the pedestrians who walk to the corridor to access transit.
- **Study area extended south to encapsulate all of Florida State University**, including Stadium Drive, **2-lane Gaines Street corridor**, and the primary road network surrounding the FSU campus.
- All **17 signalized intersections** within the West Tennessee Street corridor were analyzed for existing conditions as well as potential future impacts as a result of proposed transit priority lanes.

Purpose of the Study

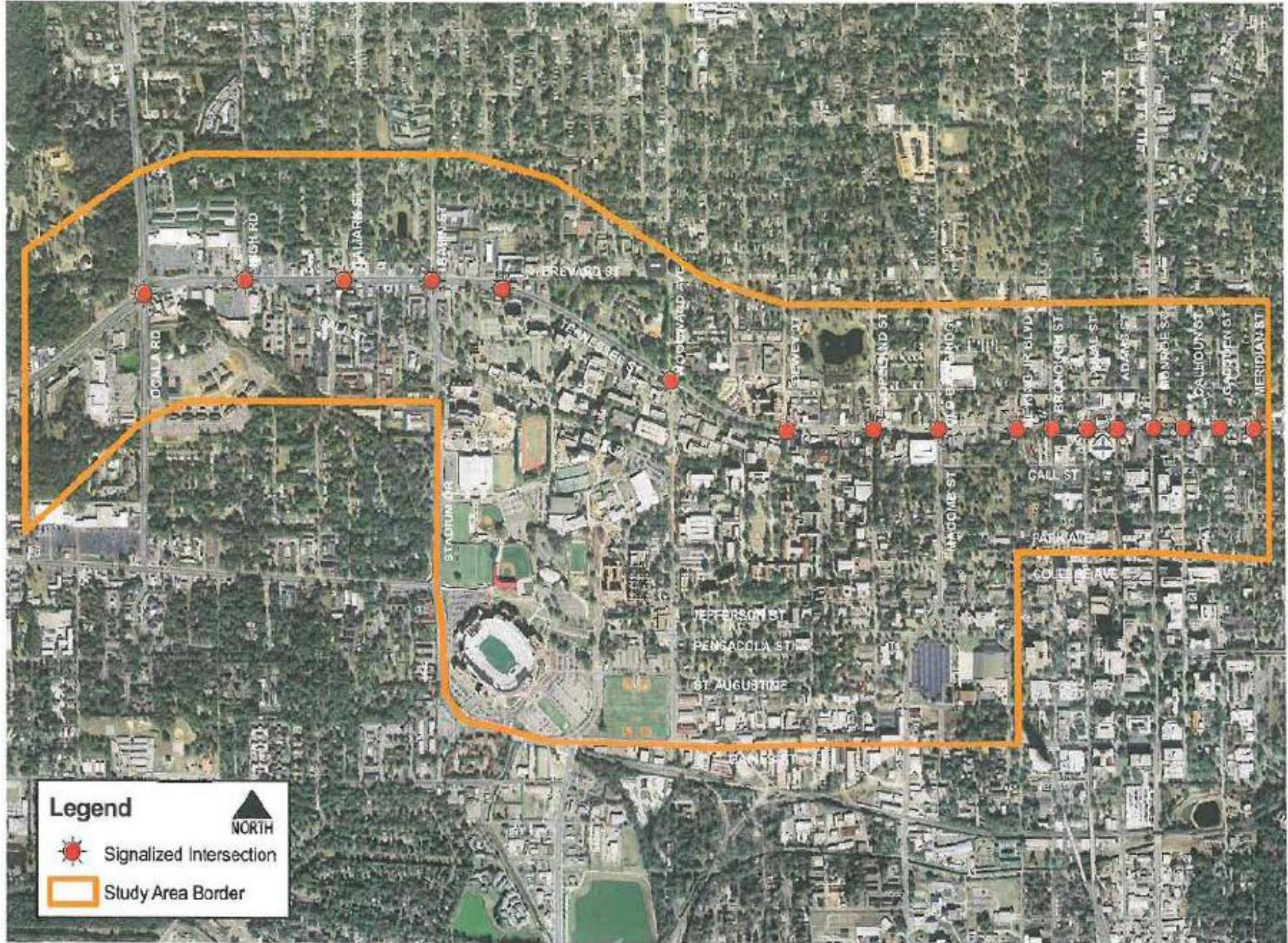
The study was conducted to determine **the anticipated change in traffic volumes and congestion as a result of converting West Tennessee Street from six (6) travel lanes to four (4) travel lanes with two (2) transit priority lanes**. To be conservative, a shift of some users from automobile use to bicycle or pedestrian travel was not incorporated, although some shift in use is anticipated if the pilot program is implemented. **The results reflect the “worst-case” scenario** for forecasted vehicle congestion due to the following factors used in the study:

- | | |
|--|--|
| a. 2008 Socioeconomic projections | → may be overly optimistic about future growth |
| b. StarMetro Route Restructuring | → was not incorporated into model |
| c. Mode Shift (from auto to another mode) | → was not incorporated into model |
| d. Missing infrastructure improvements | → FAMU Way extension was not incorporated |
| e. Right turns from transit lanes | → was not included in the model (but would be allowed) |

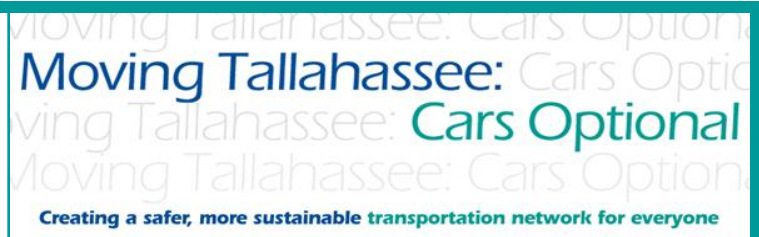
Summary:

- **Effect of the pilot, in terms of real increases in congestion, would be negligible.**
- **If everything remains the same (in other words, no transit priority lanes)**, the Level of Service (LOS) grade, which is a measure of congestion on roads, is projected to decline from D to E by 2015. The transit service grade is projected to improve from C to B due to other StarMetro service improvements. There is no projected change in the service grades for walking or cycling.
- **With the transit priority lanes**, the grade for West Tennessee Street is still projected to decline from D to E by virtually the same amount. However transit grades are projected to improve to an A. Pedestrian and cyclist comfort would also increase.
- The results between the 6-lane and 4-lane scenarios show **little difference in automobile congestion**, but **substantial improvements in service for walking, cycling and transit:**
 - Projected 2015 Automobile LOS (no change in striping): LOS Grade E (4.08)
 - Projected 2015 Automobile LOS (with transit priority lanes): LOS Grade E (4.27)

Overall Study Area for West Tennessee Street Transit Corridor Study, 2009.



West Tennessee Street Transit Pilot Project: Planning Timeline



West Tennessee Street between Ocala Road and North Monroe Street has the highest number of pedestrian-vehicle and bicycle-vehicle accidents in the City.

Pedestrian-Automobile Crashes (2003 – 2010) Bicycle-Automobile Crashes (2003 – 2009)

→ 58 reported accidents; 34 injuries

→ 22 accidents; 14 injuries

- 2008 • **Florida State University**, offices of the Vice President and Student Affairs request the City address safety issues along the West Tennessee Street corridor.
 - 2008 • **Long Range Target Issues Committee** directs staff to address safety concerns along the West Tennessee corridor by developing short-term, intermediate, and long-term solutions.
 - 2008 • **West Tennessee Street Transit Pilot Project** proposed an intermediate solution to safety issues along the corridor.
-
- 2009 • City and County Commissions adopt the **Multimodal Transportation District (MTD) Plan** and designate an 18.2 mi² area in central Tallahassee where the primary goal is to create a safe and desirable environment for pedestrians, cyclists, and transit users.
 - 2009 • Local consultant Genesis Group hired to study alternative solutions to safety issues and **conduct an analysis of current and future traffic conditions along the West Tennessee Street corridor** if the proposed intermediate solution of trial transit priority lanes was to be implemented.
 - 2009 • The **West Tennessee Street Transit Corridor Study** is completed. This initial study of the concept finds **minimal motor vehicle impacts** resulting from implementation of the transit priority lanes project.
-
- 2010 • **Florida Department of Transportation (FDOT) approves further study of the transit priority lane pilot project concept** based on FDOT schedule to repave West Tennessee in 2014.
 - 2011 • Based on the results of the West Tennessee Street Transit Corridor Study and discussions with FDOT, the **Tallahassee City Commission approves further study of the transit priority lanes pilot project.**
-
- 2011 • The City of Tallahassee launches **Moving Tallahassee: Cars Optional**, the master transportation plan for the Multimodal Transportation District (Mobility District).
 - 2011 • **Detailed data gathering and analysis** along the West Tennessee Street corridor is conducted to more closely analyze potential traffic impacts if transit pilot project is approved.
 - 2011 • **Extensive public involvement campaign** ongoing throughout the year.
-
- 2012 • **January**: Draft *Moving Tallahassee* plan document available for public review
 - 2012 • **February**: City Commission vote on *Moving Tallahassee* plan
 - 2012 • **May**: If approved, restriping work will begin for the West Tennessee Street Transit Pilot Project
 - 2012 • **August**: Transit Pilot Program and data gathering begins.

Public outreach to date:

2 0	25-May	City Commission – General Overview
	26-May	Capital Mobility Summit – General Overview
1 1	15-Jun	Presentation to the City Leadership Team
	22-Jun	Meeting with City Public Works & Growth Management staff to discuss policy basis & implications of Mobility District
	8-Jul	Notice sent of July 28 open house to Chamber of Commerce and Board of Realtor contacts via the Chamber Growth Mgt. Committee.
	Jul 12-25	Personal visits to give letters & fliers to all 150 businesses along W. Tennessee between Ocala & Monroe
	12-Jul	Notices mailed to all property owners and business owners within 1000 feet of proposed pilot project
	21-Jul	Mass email notice of meeting
	22-Jul	Meeting fliers posted in public places around Mobility District
	22-Jul	KCCI Tweet & Facebook post of 7/28 kickoff meeting
	26-Jul	Overview of Planning efforts to Board of Realtors weekly meeting
	26-Jul	Overview of Planning efforts to FSU DURP class
	28-Jul	Kickoff Public Meeting
	9-Aug	Introductory Meeting with FAMU
	11-Aug	Introductory Meeting with FSU and Boosters
	9-Sep	Introductory Meeting with Emergency Responders
	26-Sep	Presentation to Commissioner Desloge's Bicycle Safety Group
	29-Sep	Introductory Meeting with TCC
	29-Sep	Postcard invitations mailed to all business owners along the West Tennessee Street corridor between Ocala and Monroe
	3-Oct	Follow-up meeting with FSU and Boosters
	13-Oct	Breakfast Meeting for West Tennessee Street Business Owners
	13-Oct	Neighborhood Leadership Academy Presentation
	24-Oct	First Focus Group Meeting
	10-Nov	November Update for Moving Tallahassee e-mailed
	13-Nov	Newspaper announcement advertising Second Public Meeting in Tallahassee Democrat
	17-Nov	Second Public Meeting
	28-Nov	Meeting with League of Women Voters to discuss West Tennessee Pilot Project
	29-Nov	Information table and discussion with students at TCC Student Union
	1-Dec	Information table and discussion with students at FSU Student Union
	2-Dec	Information table and discussion with students at FAMU Student Union
	2-Dec	Roundtable discussion on West Tennessee with FSU Administration and students
	5-Dec	Second Focus Group Meeting
	7-Dec	Northeast Neighborhood Open House at Sue McCollum/Lafayette Community Center
	8-Dec	Northwest Neighborhood Open Houses at Godby High School
	13-Dec	Southwest Neighborhood Open Houses at Smith-Williams Community Center
	15-Dec	Southeast Neighborhood Open Houses at Myers Park Community Center

Upcoming Public Outreach Events

Jan. 11, 2012	Presentation to Capital Region Transportation Disadvantaged Advisory Board
Jan. 12, 2012	Third Public Meeting for <i>Moving Tallahassee: Cars Optional</i>