

# BICYCLE AND PEDESTRIAN MASTER PLAN >> EXECUTIVE SUMMARY

## INTRODUCTION

The Tallahassee-Leon County Metropolitan Planning Organization (MPO) has developed its first Bicycle and Pedestrian Master Plan, a strategic 20-year plan for facilities and programs to improve safety, connectivity and comfort for pedestrians and bicyclists as a functional part of the countywide transportation system. The Master Plan is an element of the MPO's 2025 Long Range Transportation Plan (LRTP). It serves as a guide for development of a system of facilities, programs and coordinated efforts to enhance the walking and cycling environment throughout Leon County and the City of Tallahassee.

This Executive Summary highlights the research, analysis and public involvement activities that have been performed in the development of the Master Plan; the resulting projects, programs and policies that comprise the Master Plan; and the implementation strategy that will guide project and program activities over the 20-year planning horizon.

## PROJECT PARTNERS

The Florida Department of Transportation (FDOT), the City of Tallahassee and Leon County provided funding for preparation of the Bicycle and Pedestrian Master Plan. Each of those agencies participated actively in the development of the Master Plan, serving on a project management team led by the MPO's bicycle and pedestrian program planner, to review draft and interim study work products, and guide project activities.

Renaissance Planning Group was hired by the MPO as the lead consultant in the development of the Master Plan. Consulting firms supporting Renaissance included the Tallahassee office of Kimley Horn and Associates, Jeff Olson of Trailblazer Consulting, and John Harvey, a local trails planner.

## STUDY OBJECTIVES

The objective of this project was to develop a countywide master plan for bicycle and pedestrian facilities and programs that addresses the transportation mobility needs of different segments of the population – most notably commuters, students, children, the disabled and the elderly. The Master Plan focuses on how bicycle and pedestrian travel can become a more integrated and effective form of transportation to connect people to jobs, shopping, schools, medical needs, social activities and other types of activities. Although not a recreational plan, the Master Plan recognizes the need to connect existing and planned parks and recreational shared use paths, as part of a strategy to enhance the health and quality of life for Leon County residents and visitors.

Developing such a broad-based and extensive plan required an 18-month study process built upon a combination of analytical methods and public participation.

## VISION FOR 2025

Tallahassee and Leon County, with support from the FDOT, have made great strides in recent years to improve walking and bicycling conditions, particularly along roadways like Miccosukee Road, Blair Stone Road and portions of Park Avenue and Tharpe Street. Yet there has not been a master plan with a coordinated and consistent program to fund needed projects to achieve a truly interconnected and accessible network. There are still significant corridors in the community with a design and condition completely lacking in adequate facilities, amenities and protection for pedestrians and bicyclists. The areas around many schools lack sidewalks connecting them with surrounding neighborhoods and providing safe access across busy roads. Importantly, the perception and attitude in the community toward walking and bicycling as a form of transportation could stand considerable improvement through education, encouragement and awareness-raising activities aimed at people of all ages.



Input from the public at various forums and events guiding the development of this plan led to the creation of a vision statement. The vision for the 2025 Bicycle and Pedestrian Master Plan is to:

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.

That vision is central to the projects and programs in the plan. Implementation steps and performance monitoring are intended to make sure that the vision remains in focus through the next update of the MPO's Long Range Transportation Plan and beyond, approval of development proposals, preparation of corridor studies, completion of subsequent transportation projects and the process of setting funding priorities for the region's transportation system.

Making Tallahassee-Leon County a bicycle- and pedestrian-friendly community provides many important tangible benefits. It creates the ability for children, older adults and people with disabilities to safely get to school, parks, shopping and other activities with more independence and pride. It supports economic development by giving area employers increased ability to attract and retain younger "knowledge workers" who may get their education in Tallahassee but otherwise often leave for higher wages in Tampa, Orlando, or Atlanta. It supports the community's investment in public transportation by helping attract more transit riders, because improving walking conditions makes TalTran service more attractive and useful for more people. The Bicycle and Pedestrian Plan promotes orderly, well-managed growth that retains the community's character and helps reduce traffic congestion by making the transportation system more efficient. Funding projects and programs in the plan will help produce more physically fit people of all ages, which

can reduce long-term health and medical costs. The plan supports eco-tourism efforts with returning visitors and tourists who appreciate North Florida's southern charm, amenities and canopy roads. Finally, the Master Plan's comprehensive list of defined projects provides a basis for bringing more funding into the region through federal, state, or grant sources.

## ACCOMPLISHMENTS OF THE MASTER PLAN

The Master Plan itself 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. These components were developed on the basis of data research and analysis, field review, public involvement activities and extensive review by Tallahassee, Leon County and FDOT staff, as well as the MPO's advisory committees. The full list of Cost Feasible and Unfunded projects may be found at the end of this Executive Summary.

The Bicycle and Pedestrian Master Plan adds the following features to improve bicycle and pedestrian transportation in Tallahassee and Leon County:

- 54 miles of new sidewalks;
- 30 miles of designated bicycle facilities and routes;
- 23 miles of paved shared-use paths;
- projects on roads served by TalTran bus routes, resulting in enhanced access to some portion of every route;
- improved sidewalk accessibility to Tallahassee and Leon County's 47 public schools through specific projects as well as an Access to Schools program that addresses the School Board's designated hazardous roadways and intersections;
- Retrofit treatments to accessibility at 76 intersections; and
- An enhanced BikeWalk network to deliver safety, education and encouragement programs that serve children, college students, commuters, the elderly and the disabled.

These accomplishments are in addition to the nearly 70 miles of bicycle and pedestrian improvements that already have committed funding from the city, county and state.

## PROCESS OF PLAN DEVELOPMENT

Throughout the 18-month process of developing the Master Plan, public involvement played an integral part in guiding the direction and emphasis of the plan. The public involvement program aided in identifying goals, objectives and project priorities for bicycling and walking from a large and diverse group of participants. A variety of methods were used to gain citizen involvement in the Master Plan. Surveys about cycling and walking were distributed at a number of events, including Springtime Tallahassee, downtown festivals, through the MPO's website and at various meetings and workshops. Another survey targeted public schools to identify school access needs and problems. Seven public workshops were held in various locations around the county to garner citizen input and feedback as the plan took shape. A Plan Information Network was established to promote public participation in the plan and ensure the involvement of a broad array of key constituencies, such as organizations that represented neighborhoods, the elderly, lower income and minority groups, people with disabilities, cycling advocates, students and the universities. Finally, a Community Interest Forum was created to provide a countywide perspective from a diverse group of community stakeholders.

Extensive data collection and analysis of the walking and bicycling environment resulted in the *Inventory and Analysis of Existing Conditions*, a comprehensive assessment of the policies, infrastructure and conditions in the bicycle and pedestrian transportation system in Tallahassee and Leon County. Current conditions feed the analysis of bicycle and pedestrian demand, which defines a walkable radius around schools, parks, residential density, employment centers, community focal points and other attractors to develop a map that displays areas with the greatest likelihood of producing pedestrian and bicycle activity. This report also included an exploration of the specific gaps and deficiencies in Tallahassee and Leon County – both physical barriers to walking and cycling and the obstacles to implementation

that can arise from different policies, philosophies and interagency coordination.

Upon completion of the Existing Conditions report, the project team continued public involvement efforts and prepared the *Issues and Options Report*, which identified the opportunities and challenges facing each sub-region, or Mobility District, as well as Leon County as a whole. This report also introduced Goals, Objectives and Evaluation Measures for the Master Plan and mapped the conceptual system for bicycle and pedestrian transportation, which represented the first step in the development of a connected bicycle and pedestrian network.

The next step was identification of specific treatments for roadway segments, presented in the *Needs Plan*. This task developed a list of facility needs and programs – unconstrained by cost – to address the deficiencies identified in previous tasks. Project costs were then developed for the Needs Plan based on local experience and factors. Costs of the 2025 Needs Plan were compared with revenues projected for 2025 based on existing funding sources for bicycle and pedestrian projects. Priorities were then developed through consultation with the public, agency staff and the MPO's subcommittees to develop a Cost Feasible list of projects and programs. Finally, an implementation plan has been developed to guide the continuing process of advancing bicycle and pedestrian facility improvements and programs contained in this Master Plan to fruition.

## ORGANIZATION OF THE MASTER PLAN

This Final Report represents a summation of the research and analysis performed for the Bicycle and Pedestrian Master Plan, culminating in the Implementation Plan. **Section 1** reviews the *Inventory and Analysis of Existing Conditions*. This document includes analysis of the bicycle- and pedestrian-friendly policies currently in place in Tallahassee and Leon County; an assessment of land use patterns and land development objectives, an inventory of existing bicycle and pedestrian facilities, and an analysis of the gaps and deficiencies of the bicycle and pedestrian transportation network.

**Section 2** reviews the various methods used in the development of the plan itself. Extensive public



involvement efforts were employed throughout the process to ensure that community priorities truly guided the development of the Master Plan. Based on these priorities and the precedent set by other transportation planning efforts such as the Long Range Transportation Plan, the goals, objectives and evaluation measures and Guiding Principles of the Master Plan were identified. Data analysis helped to determine areas of high pedestrian demand, and narrow down the areas where bicycle and pedestrian facilities may best be utilized. Finally, development of the physical network of facilities was guided by a conceptual network that represents the desired connections the bicycle and pedestrian transportation should ideally make.

The Master Plan is presented in **Section 3**, including a summary of the financial resources available for bicycle and pedestrian facilities and programs and the Needs and Cost Feasible plans. **Section 4** details a process for implementation of the facilities, programs and policies recommended for the Master Plan.

The **Appendices** provide additional information on various aspects of the plan such as a full report on public involvement efforts; the Design Guidelines for bicycle- and pedestrian-friendly development; a resource guide for educators; and a summary report on comparable cities and counties nation-wide that have undertaken similar bicycle and pedestrian projects.



| Projects and Programs of the Tallahassee-Leon County 2025 Bicycle and Pedestrian Master Plan |                   |  |  |                              |  |                       |   |
|--|-------------------|--|--|------------------------------|--|-----------------------|---|
| Community Priority   | Mobility District | Location   | Project  | Total Estimated Project Cost | Estimated Proportion for Bike/Ped Facilities | Cumulative Total Cost | Purpose and Need  |
| <b>Cost Feasible Programs</b>  |                   |  |  |                              |  |                       |   |
| 1  | County-wide       | Access to Schools  |  | \$12,112,000                 | 100%   | \$12,112,000          | To fund sidewalks that directly connect neighborhoods with public schools.  |
| 2  |                   | Education, Encouragement, and Enforcement  |  | \$4,708,000                  | 100%   | \$16,820,000          | To fund programs for children, university students, commuters, and the elderly.   |
| 3  |                   | Signal, Intersection, and Striping Retrofit Program                                    |  | \$13,691,200                 | 100%   | \$30,511,000          | To fund selected retrofit projects on an ad hoc basis, selected based on public input.  |
| 4  |                   | Facility Inventory and Maintenance Program   |  | \$250,000                    | 100%   | \$30,761,200          | To fund selected maintenance projects on an ad hoc basis.   |
| <b>Cost Feasible Projects</b>  |                   |  |  |                              |  |                       |   |
| 5  | Central           | St. Marks Trail Extension  | Shared-use path  | \$546,390                    | 100%   | \$31,307,600          | To connect fragments of trail and provide better connections to FSU, FAMU, and TCC  |
| 6  | Central           | MLK Jr. Blvd. from North Monroe Street to FAMU Way                                     | Bicycle Route<br>Pedestrian overpass bridge at CSX Railroad<br>Bicycle signals<br>@ Tennessee<br>@ Pensacola<br>@ Brevard  | \$703,300                    | 100%   | \$32,010,900          | To facilitate north-south bicycle traffic; to provide a parallel route on a street with lighter traffic than Monroe Street; to improve access to FAMU.  |
| 7  | Northeast         | Apalachee Parkway from Magnolia Drive to Connor Boulevard                              | Reconstruction<br>Pedestrian Emphasis Intersections:<br>@ Magnolia<br>@ Blair Stone<br>Pedestrian Supportive Intersections:<br>@ Governors Square Mall   | \$11,793,488                 | 100%   | \$43,804,400          | To turn Apalachee Parkway from a forbidding suburban arterial unto a visually attractive gateway into the city of Tallahassee; to shift the balance on this road from automobile-dominated to balanced among automobile, bicycle, and pedestrian traffic. |
| 8  | Central           | Tennessee Street from Ocala to Magnolia  | Feasibility study for street enhancements and possible lane reductions   | \$80,000                     | 100%   | \$43,884,400          | To evaluate the costs and traffic impacts of substantial changes to the Tennessee Street corridor in central Tallahassee.   |
| 9  | Central           | One-way pairs: Duval/Bronough and Gadsden/Calhoun                                      | Evaluate the most desirable cross-section  | \$80,000                     | 100%   | \$43,964,400          | To balance bicycle, pedestrian, and automobile traffic; to improve traffic circulation; to slow traffic and allow safer pedestrian crossings.   |
| 10   | Central           | Tennessee Street from Dewey to Franklin (contingent upon results of feasibility study) | Mill/resurface/restripe & add sidewalks<br>Pedestrian Emphasis Intersections:<br>@ Copeland Street<br>@ MLK Jr. Boulevard<br>@ Adams Street<br>@ Monroe Street<br>@ Meridian Street<br>Pedestrian Supportive Intersections:<br>@ Bronough<br>@ Duval | \$3,815,852                  | 10%  | \$47,780,200          | To accommodate the heavy pedestrian traffic generated by downtown, FSU, and Leon High School.   |

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

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

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|--------------------|-------------------|---|--|------------------------------|--|-----------------------|---|
| 33                 | Northwest         | Tennessee Street from Appleyard to Ocala  | Bicycle lanes  | \$791,575                    | 100%   | \$108,243,300         | To improve access to TCC and neighborhoods in northwest Tallahassee and Leon County.  |
| 34                 | Central           | Tennessee Street from Ocala to Dewey (contingent upon results of feasibility study)   | Mill/resurface/Restripe<br>Pedestrian Emphasis Intersections:<br>@ Ocala<br>@ Woodward<br>Pedestrian Supportive Intersection:<br>@ Dewey                         | \$1,051,822                  | 10%  | \$109,295,200         | To improve safety by reducing auto-pedestrian conflicts along the northern boundary of FSU; to reduce Tennessee Street's status as a barrier for pedestrian and cyclists; to improve LOS for all modes; to increase safety at intersections with a high incidence of bicycle and pedestrian crashes, such as Copeland and Macomb. |
| 35                 | South             | South Monroe Street from Magnolia to Gaile Avenue   | Medians  | \$1,672,070                  | 10%  | \$110,967,200         | To create an inviting 'gateway' feel along the key north-south corridor, that is more attractive and comfortable for cars, bicycles and pedestrians.  |
| 36                 | South             | Neighborhood streets to the east and west of FAMU (recommended: FAMU Way/Oakland Avenue, Harrison St, Pershing St, Jennings St, Palmer St, Perkins St, Wallace St, Putnam St, Okaloosa St, Osceola St, Adams St, Gadsden St, Brighton Road) | Sidewalks<br>Pedestrian Supp. Int.:<br>Meridian @ Van Buren<br>Oakland @ Monroe<br>Jennings @ Bronough<br>Palmer @ Adams<br>Palmer @ Monroe<br>Palmer @ Meridian | \$14,083,296                 | 100%   | \$125,050,500         | To improve east-west connectivity from neighborhoods to surrounding land uses, FAMU, and the St. Marks Trail; to tie southern neighborhoods into the regional bicycle/pedestrian network; to support the South Monroe Sector Plan.  |
| 37                 | South             | Coleman Street from Walcott Street to Lake Bradford Road and Walcott Street from Coleman Street to Lake Bradford Road   | Sidewalks  | \$887,040                    | 100%   | \$125,937,600         | To improve access to Pineview Elementary.   |
| 38                 | South             | Jackson Bluff Road from Appleyard to Lake Bradford  | Sidewalks  | \$2,266,176                  | 100%   | \$128,203,700         | To improve access to schools, churches, TCC and universities; to complete gaps in areas where sidewalks are missing.  |
| 39                 | Central           | North Monroe Street from Virginia to Apalachee Parkway  | Mill/resurface/restripe  | \$295,097                    | 10%  | \$128,498,800         | To calm downtown traffic and improve pedestrian and bicycle access to the capitol and the rest of downtown; to facilitate north-south traffic; and to improve connections to Apalachee Parkway and its commercial district.   |
| 40                 | Central           | Pensacola Street from Stadium to MLK Jr. Boulevard  | Mill/resurface/restripe  | \$561,187                    | 10%  | \$129,060,000         | To facilitate traffic from FSU and TCC to downtown.   |
| 41                 | Central           | St. Augustine Street from Stadium Drive to Meridian Street  | Mill/resurface/restripe  | \$827,835                    | 10%  | \$129,887,900         | To facilitate traffic from FSU to downtown.   |
| 42                 | South             | Innovation Park Trail along Roberts Road, Iamonia Street, Stuckey Avenue, Gamble Street   | Shared-use path  | \$940,538                    | 100%   | \$130,828,400         | To create an alternate route to Innovation Park and the planned intramural fields.  |
| 43                 | Central           | Call Street from Copeland Street to Satsuma Street  | Bicycle Route<br>Pedestrian Supportive Intersection:<br>@ Meridian   | \$39,708                     | 100%   | \$130,868,100         | To provide east-west connectivity on a roadway with lower traffic volumes and less topography than Park Avenue and Tennessee Street; to create a safer walking environment among downtown destinations including FSU, the public library, and the C.K. Steele transit plaza.  |
| 44                 | South             | Bloxham Street from Railroad to Myers Park Drive  | Bicycle Route  | \$498                        | 100%   | \$130,868,600         |   |

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|--------------------|-------------------|---|---|------------------------------|--|-----------------------|--|
| 45                 | Central           | Pensacola Street from MLK Jr. Boulevard to South Monroe Street  | Mill/resurface/Restripe<br>Pedestrian Supportive Intersections:<br>@ MLK<br>@ Monroe  | \$257,224                    | 10%  | \$131,125,800         | To improve safety and circulation for pedestrians and automobiles around Kleman Plaza, City Hall, and the State Capitol Complex; to improve connections from the west to the primary north-south arteries.                     |
| 46                 | Northeast         | Old St. Augustine Road from Indian Head Drive to Capital Circle<br><i>Canopy Road</i>                       | Sidewalks   | \$4,264,128                  | 100%   | \$135,390,000         | To provide an alternate route to Apalachee Parkway; to improve commuter access to the Koger Office Center.   |
| 47                 | Northeast         | Miccosukee Road from Capital Circle to the Miccosukee Greenway<br><i>Canopy Road</i>                        | PASS  | \$11,543,400                 | 40%  | \$146,933,400         | To link the Miccosukee Greenway to the existing bicycle lanes on Capital Circle.   |
| 48                 | Northeast         | Apalachee Parkway from Connor Boulevard to Jefferson County   | Paved Shoulder  | \$972,744                    | 100%   | \$147,906,100         | To improve regional bicycle connectivity.  |
| 49                 | Northwest         | Fred George Road/Crowder Road from Capital Circle Northwest to Lake Jackson Mounds State Archeological Site | Bicycle Lanes<br>Pedestrian Supportive Intersection:<br>@ Monroe  | \$379,914                    | 100%   | \$148,286,000         | To improve connectivity between disconnected bicycle facilities and to parks.  |
| 50                 | South             | Belle Vue Way from Mabry Street to Hayden Road  | PASS  | \$3,560,304                  | 40%  | \$151,846,300         | To provide connectivity to student housing areas.  |
| 51                 | South             | Palmetto Street from MLK Jr. Boulevard to South Monroe Street   | PASS  | \$1,164,240                  | 40%  | \$153,010,600         | To facilitate access to FAMU from the east and southeast (via Magnolia Drive).   |
| 52                 | South             | Springhill Road from Orange Avenue to the GF&A Trail  | Paved Shoulder  | \$763,805                    | 100%   | \$153,774,400         | To provide a safe connection between the St. Marks Trail, downtown Tallahassee, and the Gopher, Frog & Alligator trail; to link disconnected bicycle and pedestrian facilities into the overall network.                       |
| 53                 | Central           | South Monroe Street from Apalachee Parkway to Magnolia Drive  | Reconstruction  | \$3,969,504                  | 100%   | \$157,743,900         | To create an inviting 'gateway' corridor that eases automobile, bicycle and pedestrian mobility from the south side of Tallahassee and Leon County into downtown; to bolster economic  |
| 54                 | Central           | Miccosukee Road from Meridian Street to Magnolia Drive  | Mill/resurface/Restripe<br>Pedestrian Emphasis Intersection:<br>@ Magnolia<br>Pedestrian Supportive Intersection:<br>@ Mitchell | \$710,889                    | 10%  | \$158,454,800         | To improve connectivity for commuters between downtown and the residential areas in the northeast.   |
| 55                 | Northwest         | Fred George Road from Mission Road to North Monroe Street   | Sidewalks   | \$575,520                    | 100%   | \$159,030,300         | To improve pedestrian access to Springwood Elementary School.  |
| 56                 | South             | Wahnish Way from FAMU Way to Osceola Avenue   | Bicycle Lanes   | \$87,130                     | 100%   | \$159,117,400         | To create a bicycle-friendly corridor through FAMU.  |
| 57                 | Central           | Adams Street from North 1 <sup>st</sup> Street to Pensacola Street  | Mill/resurface/restripe   | \$406,108                    | 10%  | \$159,523,500         | To create easy connections from the C.K. Steele Transit Plaza to other areas of downtown.  |
| 58                 | Central           | Adams Street/Bronough Street/Duval Street from Gaines Street to Magnolia Drive                              | Mill/resurface/restripe   | \$608,046                    | 10%  | \$160,131,600         | To provide an alternate north-south route from the south side to downtown.   |
| 59                 | Northeast         | Blair Stone Road from Governors Square Boulevard to Orange Avenue   | Mill/resurface/restripe & add sidewalks   | \$5,566,616                  | 50%  | \$165,698,200         | To continue the excellent bicycle and pedestrian facilities on the new segments of Blair Stone Road; and to create a north-south corridor on the east side of Tallahassee that serves neighborhoods, parks and shopping areas. |

| Community Priority    | Mobility District | Location   | Project   | Total Estimated Project Cost | Estimated Proportion for Bike/Ped Facilities | Cumulative Total Cost | Purpose and Need   |
|-----------------------|-------------------|--|---|------------------------------|--|-----------------------|--|
| 60                    | Central           | Apalachee Parkway from Monroe Street to Frontage roads   | Sidewalks<br>Pedestrian Supportive Intersections:<br>@ Monroe<br>@ Broward<br>@ Marriott            | \$1,073,680                  | 100%   | \$166,771,900         | To create a walkable connection from downtown to the commercial area around the Governors Square Mall; to create highly visible crossings to reduce Apalachee Parkway's reputation as a barrier for pedestrians.   |
| 61                    | Northeast         | Mahan Drive from Magnolia to Capital Circle Northeast  | Reconstruction<br>Pedestrian Supportive Intersections:<br>@ Goose Pond Trail<br>@ Capital Circle NE | \$7,120,064                  | 100%   | \$173,891,900         | To create an inviting gateway corridor on a major road entering Tallahassee; to improve connectivity to downtown, FSU and the office commercial uses along Mahan Drive from residential areas in the Northeast; to improve the connection between the fragments of the Goose Pond Trail. |
| 62                    | Northeast         | Roberts Road from Centerville Road to Miccosukee Road and Crump/Chaires Cross Road from Miccosukee Road to Apalachee Parkway | Paved Shoulder  | \$1,386,179                  | 100%   | \$175,278,100         | To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.   |
| 63                    | South             | Tram Road from Capital Circle Southeast to W.W. Kelley Road  | Paved Shoulder  | \$832,670                    | 100%   | \$176,110,800         | To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.   |
| 64                    | South             | WW Kelley Road from Apalachee Parkway to Tram Road   | Paved Shoulder  | \$539,440                    | 100%   | \$176,650,200         | To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.   |
| 65                    | South             | Tram Road from Old Plank Road to Jefferson County  | Paved Shoulder  | \$372,461                    | 100%   | \$177,022,700         | To complete the outer ring of bicycle facilities on Capital Circle for long-distance cyclists and eco-tourism trips.   |
| 66                    | Central           | Tennessee Street from Franklin to Magnolia (contingent upon results of feasibility study)                                    | Mill/resurface/Restripe<br>Pedestrian Emphasis Intersection:<br>@ Magnolia                          | \$400,421                    | 10%  | \$177,423,100         | To continue the east-west continuity between downtown and the commercial and residential development in northeast Tallahassee and Leon County.   |
| 67                    | South             | Ross Road from Crawfordville Road to Woodville Highway   | PASS  | \$3,948,120                  | 100%   | \$181,371,200         | To improve pedestrian access to Oak Ridge Elementary School.   |
| 68                    | Central           | Apalachee Parkway at Marriott Drive to Seminole Drive at Lafayette Street (by Parkway Center)                                | Shared-use path   | \$51,837                     | 100%   | \$181,423,100         | To create a connection from the Myers Park neighborhood to shopping areas on Apalachee Parkway.  |
| 69                    | Northeast         | Pedrick Road from Mahan Drive to JR Alford Greenway  | Sidewalks   | \$5,197,632                  | 100%   | \$186,620,700         | To improve neighborhood access to Buck Lake Elementary, Swift Creek Middle School, and the J.R. Alford Greenway.   |
| 70                    | Northwest         | Perkins Road from Old Bainbridge Road to North Monroe Street   | Sidewalks   | \$756,096                    | 100%   | \$187,376,800         | To improve access to Canopy Oaks Elementary and Canopy Oaks Park.  |
| 71                    | Northwest         | Fulton Road/Grady Road from Sharer Road to Steele Drive  | Sidewalks   | \$606,144                    | 100%   | \$187,982,900         | To improve access to Sealey Elementary.  |
| 72                    | Northwest         | Ocala Road from end of Ocala Road Trail to Tennessee Street  | Sidewalk widening, median, signage  | \$192,867                    | 100%   | \$188,175,800         | To connect the end of the Ocala Road Trail to the Fort San Luis Mission.   |
| 73                    | South             | Tram Road from South Monroe Street to Capital Circle   | PASS<br>Pedestrian Supportive Intersection:<br>@ Monroe   | \$11,875,240                 | 40%  | \$200,051,000         | To improve the connectivity between SouthWood and downtown Tallahassee.  |
| <b>Unfunded Needs</b> |                   |  |   |                              |  |                       |  |
| 74                    | Central           | 10 <sup>th</sup> Avenue at Duval Street to North Monroe Street at Legion Street  | Shared-use path   | \$111,613                    | 100%   | \$200,162,600         | To create a connection to Lake Ella from the Oak Hill neighborhood.  |

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| 75                 | South             | Zillah Street from Paul Russell Road to Tram Road  | Sidewalks   | \$1,125,696                  | 100%   | \$201,288,300         | To improve access to Pace Secondary School and Fairview Middle School.   |
| 76                 | Northeast         | Bannerman / Bradfordville Road from Meridian Road to Centerville Road  | Bicycle Lanes   | \$1,025,688                  | 100%   | \$202,314,000         | To fill gaps in the regional bicycle network and to improve east-west mobility.  |
| 77                 | Northeast         | Live Oak Plantation Road from Meridian Road to Thomasville Road  | Bicycle Route   | \$955                        | 100%   | \$202,315,000         | To serve as a connector between Meridian Street and Thomasville Road.  |
| 78                 | Northeast         | Centerville Road from Doomar to Fleischmann Canopy Road  | Sidewalks   | \$2,401,344                  | 100%   | \$204,716,300         | To extend sidewalk coverage on Centerville Road.   |
| 79                 | Central           | Gaines Street/Myers Park Drive/Circle Drive from Meridian Street to Magnolia Drive                           | Bicycle lanes   | \$131,929                    | 100%   | \$204,848,300         | To improve access from downtown to neighborhoods in east Tallahassee and to Myers Park and Old Fort Park; to serve as a commuter alternative to Apalachee Parkway. |
| 80                 | Northeast         | Dempsey Mayo Road from Miccosukee Road to Mahan Drive  | Reconstruction  | \$2,832,192                  | 100%   | \$207,680,500         | To improve pedestrian access to Moore Elementary School; to provide a link between Mahan Drive and Miccosukee Road.  |
| 81                 | Northeast         | Buck Lake Road from Rutledge to Chaires Cross Road   | Bicycle Lanes   | \$307,793                    | 100%   | \$207,988,200         | To improve the connection between Tallahassee and Chaires; to provide a link to the needed facilities on Chaires Cross Road.                                       |
| 82                 | Central           | Colonial Drive from Thomasville to 6 <sup>th</sup> Avenue  | Sidewalks   | \$918,720                    | 100%   | \$208,907,000         | To provide an alternate route to Thomasville Road; to improve access to neighborhood parks.  |
| 83                 | South             | Woodville Highway from Page Road to Larchmont Lane   | Sidewalks   | \$1,615,680                  | 100%   | \$210,522,600         | To improve access to Woodville Elementary.   |
| 84                 | Central           | Lucy Street from Hillcrest Street to Magnolia Drive and Hillcrest Street from Miccosukee Road to Lucy Street | Sidewalks   | \$1,026,432                  | 100%   | \$211,549,100         | To improve access to Cobb Middle School and Kate Sullivan Elementary.  |
| 85                 | South             | Southwood Plantation Road from Apalachee Parkway to SouthWood trails   | Bicycle Route   | \$1,585                      | 100%   | \$211,550,700         | To intergrate existing and future SouthWood trails and facilities into the regional bicycle and pedestrian network.  |
| 86                 | Northeast         | Trescott Drive from Armistead to Betton  | Mill/resurface/restripe   | \$390,488                    | 10%  | \$211,941,100         | To connect Winthrop Park and McCord Park, and to provide an alternate route to Thomasville Road.   |
| 87                 | Northeast         | Deerlake Road  | Sidewalks (extend existing)   | \$4,065,600                  | 100%   | \$216,006,700         | To fill in sidewalk gaps and improve neighborhood circulation; to improve access to Killlearn Lakes Elementary.  |
| 88                 | South             | Blountstown Highway at Ft. Braden Elementary   | Sidewalks   | \$1,034,880                  | 100%   | \$217,041,600         | To improve pedestrian access to Ft. Braden Elementary.   |
| 89                 | Northeast         | Chaires Cross Road from Green Oak Drive to Capitola Road   | Reconstruction<br>Pedestrian Supportive Intersections:<br>@ Capitola Road | \$2,962,864                  | 100%   | \$220,004,500         | To improve circulation through the Chaires community and access to Chaires Elementary.   |
| 90                 | Northeast         | Centerville Road from Shamrock to Roberts Road<br>Canopy Road  | Sidewalks   | \$4,802,688                  | 100%   | \$224,807,200         | To improve access to Roberts Elementary.   |
| 91                 | Northeast         | Velda Dairy Road from Bradfordville Road to Kerry Forest Parkway   | Sidewalks   | \$3,664,320                  | 100%   | \$228,471,500         | To complement the existing sidewalk network and improve connectivity to DeSoto Trail Elementary.   |
| 92                 | Northeast         | Shamrock N. and Shamrock E. from Shannon Lakes to Centerville Road   | Sidewalks   | \$4,781,568                  | 100%   | \$233,253,100         | To improve neighborhood circulation and complete the sidewalk network in this area.  |
| 93                 | Northwest         | Old Bainbridge/Orchard Pond Road from Capital Circle Northwest to Meridian Road                              | Paved Shoulder  | \$1,074,190                  | 100%   | \$234,327,300         | To encourage regional bicycle tourism.   |

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| 94                 | South             | Old Plank Road from Tram Road to Natural Bridge Road   | Paved Shoulder             | \$787,994                    | 100%   | \$235,115,300         | To encourage bicycle tourism and support the Adventure Cycling Association's Southern Tier Route.                   |
| 95                 | South             | Shumard Oak Boulevard  | Bicycle Route              | \$568                        | 100%   | \$235,115,800         | To intergrate existing and future SouthWood trails and facilities into the regional bicycle and pedestrian network. |
| 96                 | South             | Natural Bridge Road from Woodville Highway to Taff Road  | Bicycle Lanes              | \$72,690                     | 100%   | \$235,188,500         | To encourage bicycle touring and support the Adventure Cycling Association's Southern Tier Route.                   |
| 97                 | South             | Blountstown Highway/Smith Creek Highway from Bloxham Cutoff to Wakulla County line   | Paved Shoulder             | \$1,071,598                  | 100%   | \$236,260,100         | To encourage regional bicycle touring.  |
| 98                 | South             | Bloxham Cutoff from Blountstown Road to Wakulla County line  | Paved Shoulder             | \$1,742,596                  | 100%   | \$238,002,700         | To encourage regional bicycle touring.  |
| 99                 | Northeast         | Ox Bottom Road from Meridian to Thomasville Road   | PASS                       | \$12,925,440                 | 40%  | \$250,928,100         | To encourage regional bicycle touring.  |
| 100                | Northeast         | Maclay Road from Meridian to Thomasville Road  | PASS                       | \$8,371,440                  | 40%  | \$259,299,600         | To improve access to Maclay Gardens.  |
| 101                | Northeast         | Goose Pond Trail connection from Mahan Drive to Capital Circle   | Shared-use path            | \$121,420                    | 100%   | \$259,421,000         | To provide an off-road connection between legs of the Goose Pond Trail.   |
| 102                | South             | Natural Bridge Road from Taff Road to Old Plank Road   | Paved Shoulder             | \$627,433                    | 100%   | \$260,048,400         | To improve access to Taff Elementary.   |
| 103                | Northeast         | Beech Ridge Trail/Lawton Chiles Lane   | Sidewalks                  | \$1,493,184                  | 100%   | \$261,541,600         | To improve access to Lawton Chiles High School.   |
| 104                | Northwest         | Around Lake Jackson to connect Lake Jackson Mounds State Arch. Site, boat ramps, Lake Jackson Ecopassage, and Phipps Park/Maclay State Gardens | Shared-use path            | \$6,204,095                  | 100%   | \$267,745,700         | To provide connectivity between parks and to increase recreational opportunities at this popular destination.       |
| 105                | South             | Utility easement on Wakulla Springs Road and Blueprint 2000 trail alignment  | Shared-use path            | \$2,979,927                  | 100%   | \$270,725,600         | To connect the St. Marks Trail to Wakulla Springs and create a 'loop' trail.  |
| 106                | Northwest         | Old Bainbridge Road from Capital Circle to I-10  | Bicycle Lanes              | \$522,038                    | 100%   | \$271,247,700         | To improve bicycle transportation on this important spoke road.   |
| TBD                | Northwest         | North Monroe Street from Clara Kee Boulevard to Crowder Road   | Sidewalks (East side only) | \$1,689,800                  | 100%   | \$272,937,500         | To complete sidewalk gaps on segments of Monroe Street that do not have committed projects.                         |
| TBD                | Northwest         | North Monroe Street from Hopkins Drive to Northmont Drive  | Sidewalks (East side only) | \$950,600                    | 100%   | \$273,888,100         | To complete sidewalk gaps on segments of Monroe Street that do not have committed projects.                         |
| TBD                | Northwest         | North Monroe Street from Point View to Sessions  | Sidewalks (West side only) | \$2,746,840                  | 100%   | \$276,634,900         | To complete sidewalk gaps on segments of Monroe Street that do not have committed projects.                         |
| TBD                | Northeast         | Lafayette Streetscape Construction   | Streetscape Improvements   | TBD                          | TBD  | TBD                   | To implement the recommendations of the Lafayette Streetscape Study.  |