

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES

OVERALL GOAL *(Effective 7/16/90)*

Maintain and improve the quality of life in Leon County through an integrated and comprehensive transportation system emphasizing the elements of aviation, mass transit, and traffic circulation including non-motorized transportation.

TRAFFIC CIRCULATION GOALS, OBJECTIVES AND POLICIES

Goal 1: *(Effective 7/16/90)*

The traffic circulation system shall provide for the safe, efficient, effective and environmentally sound movement of people and commodities.

IMPACT ON NATURAL ENVIRONMENT AND NEIGHBORHOODS

Objective 1.1: [T] *(Effective 7/16/90)*

The impact on the natural environment and neighborhood integrity shall be evaluated prior to implementing transportation corridors and project improvements.

Policy 1.1.1: [T] *(Effective 7/16/90)*

The natural features of Leon County, as delineated in the future land use and conservation elements, shall be utilized in the determination of the location of new transportation corridors, extension of existing facilities and expansion of existing roadways.

Policy 1.1.2: [T] *(Effective 7/16/90)*

New road construction shall include stormwater management improvements designed to maintain, natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the Stormwater Level of Service Standard.

Policy 1.1.3: [T] *(Rev. Effective 8/17/92)*

Require an analysis that measures the environmental and neighborhood impact prior to funding any new roadway alignments, construction, or improvements to the traffic circulation system. The type of environmental review may vary with the anticipated impact.

Policy 1.1.4: [T] (*Rev. Effective 8/17/92*)

Offset unavoidable loss of natural environment attributed to roadway improvements by requiring all roadway projects in Leon County to comply with requirements as provided for in policies adopted by the Metropolitan Planning Organization.

Policy 1.1.5: [T] (*Rev. Effective 8/17/92*)

Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.

Policy 1.1.6: [T] (*Effective 7/16/90*)

Roads shall be designed, constructed, and maintained to prevent flooding and minimize pollution resulting from the transportation system. Special consideration and implementation of mitigation techniques will be required when roadway construction may affect water quality and volume of flow consistent with the adopted Stormwater Level of Service Standard.

Policy 1.1.7: [T] (*Rev. Effective 7/1/04*)

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:

- a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
- b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
- c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
- d) Maintaining natural ground cover, canopy and understory where new roads are built.
- e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
- f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

RELATION TO URBAN SERVICE AREA

Objective 1.2: [T] (*Effective 7/16/90*)

Identification and programming of new road projects will be consistent with the urban service area strategy to promote urban infill and discourage urban sprawl.

Policy 1.2.1: [T] (*Effective 7/16/90*)

All new roads or substantial improvements to existing roads shall be consistent with the intent and policies delineated in the Future Land Use Element of the Comprehensive Plan.

Policy 1.2.2: [T] (*Rev. Effective 9/19/90*)

When planning improvements to the transportation system, develop corridor alignments which will minimize the impact on existing neighborhoods. Prior to development of a new corridor alignments, community involvement and community impact analysis will be undertaken in conformance with Transportation Policies 1.1.1., 1.1.2., and 1.1.3., including impact on natural features of Leon County, stormwater management, and traffic generation impact analysis.

Policy 1.2.3: [T] (*Rev. Effective 12/16/94*)

As part of the Year 2020 Transportation Plan an arterial and collector network will be developed for Leon County including all undeveloped land.

FUTURE TRANSPORTATION CORRIDORS

Objective 1.3: [T] (*Effective 7/1/04*)

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.3.1: [T] (*Effective 7/1/04*)

By 2004, the City and County shall adopt corridor management ordinances, in accordance with subsection 337.273(6), F.S., which are designed to protect future transportation corridors designated in the Tallahassee-Leon County Comprehensive Plan from development encroachment, to provide for right-of-way acquisition, and to mitigate potential adverse impacts on affected property owners.

Policy 1.3.2: [T] (Effective 7/16/90)

Acquire and maintain sufficient right-of-way when building new roads or widening old facilities in order to protect waterbodies, wetlands, and flood plains. Plan corridor alignments to avoid environmentally sensitive areas and where this is not possible, acquire wide roadside buffers and prohibit driveways by purchase of access rights, as necessary, to prevent development from occurring within the environmentally sensitive area, as a result of the roadway availability.

Policy 1.3.3: [T] (Rev. Effective 7/1/04; Revision Effective 12/29/05)

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Future Right-of-Way Needs Map and the Long Range Transportation Plan.

Future Right-of-Way Needs
Without an Existing Corridor Alignment

Functional Classification	ROW (ft.)¹⁻³
Blueprint Principal Arterial ⁴	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

Notes:

1. Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.
2. Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.
3. In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:
 - (a) Space for sidewalks to provide safe and convenient movement of pedestrians.
 - (b) The provision of bike lanes or separate bike paths.
 - (c) Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.
 - (d) Accommodation of stormwater at the surface or in storm drains.
 - (e) Accommodation of auxiliary lanes at intersections.
 - (f) Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
 - (g) Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

4. Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

1.3.3A: [T] All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.

1.3.3B: [T] City and County Staff shall review the status of the adopted Long Range Transportation Plan and corresponding Future Right-of-Way Needs Map at least every two years and update them as necessary to address the growth and mobility needs of the local government.

1.3.3C: [T] City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.3.4: [T] (*Effective 7/1/04*)

Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.

Policy 1.3.5: (Reserved) (Deleted Effective (7/1/04)

Policy 1.3.6: [T] (*Effective 7/1/04*)

City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.3.7: (Reserved)

Policy 1.3.8: [T] (*Effective 7/16/90*) [*formerly Policy 1.3.4*]

Right-of-way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right-of-way consistent with the Transportation Corridor Map and Capital Improvements Element.

TRANSPORTATION LOS

Objective 1.4: [T] *(Effective 7/16/90)*

Establish level of service (LOS) standards for the street system and implement policies to maintain this standard.

Policy 1.4.1: [T] *(Revised Effective 7/25/03; Revision Effective 7/20/05)*

The peak hour roadway level of service for Tallahassee and Leon County is established as follows:

- a. Outside the Urban Service Area:
 - Interstate, Intrastate, Limited Access Parkways: B
 - Principal Arterials: C
 - Minor Arterials: C
 - Major and Minor Collectors: C
 - Local Streets: D

Inside the Urban Service Area :

- Interstate, Intrastate, Limited Access Parkways: C
- Principal Arterials: D**
- Minor Arterials: D / E*
- Major and Minor Collectors: D / E*
- Local Streets: D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

**The Level of Service for Monroe Street from Gaines Street to Tennessee Street shall be "E". *(Revised Effective 12/10/02)*

- b. Notwithstanding any of the above LOS standards in Policy 1.4.1 a. (above), in local government's review of a proposed development project, an optional LOS standard may be established that is equivalent to the currently adopted LOS standard plus 50% and may be applied in calculating the concurrency capacity for an impacted roadway segment that is not a Florida Intrastate Highway Facility (FIHS) as determined by the Florida Department of Transportation and that is located within the USA boundary provided that the following criteria is met:
 - 1) The roadway segment is "capacity constrained" (as defined below), and;
 - 2) The applicant or developer of the project being reviewed provides a "commensurate mitigation contribution" (as described below) to the local government for an alternative improvement.

For the purposes of this policy, the assumed roadway capacity that can be achieved under the adopted LOS standard plus 50% shall not exceed 150% of the maximum service flow at the adopted LOS. A "capacity constrained" roadway segment is one where the local government has determined that:

- 1) The improvement that will resolve the deficiency is not feasible due to environmental constraints, regulatory constraints or prohibitively costly right-of way demands, or;
- 2) The improvement that will resolve the deficiency is not desirable in that it is inconsistent with clearly defined community goals or long term plans, or;
- 3) The improvement that will resolve the deficiency is not desirable in that it clearly represents an economically inefficient measure that will address a public facility deficiency only on a temporary, limited basis.

The “commensurate mitigation contribution” must be equivalent to the costs of the public facility improvement(s) necessary to eliminate the capacity deficiency in order that the LOS standards in Policy 1.4.1 a. (above) would be maintained on the impacted roadway segment. The transportation facility improvement on which the contribution can be expended by the local government may include public road capacity improvements, public road right-of-way acquisition, mass transit system implementation or facility improvements, or bike or pedestrian facility improvements. In addition, the transportation facility improvement on which the contribution can be expended must serve to enhance the transportation network within the defined traffic impact area of the proposed development.

Policy 1.4.2: [T] (Rev. Effective 6/28/95)

In cooperation with the Florida Department of Transportation, the City of Tallahassee and Leon County will develop guidelines for granting an exception from the concurrency requirement for transportation facilities if the proposed development is otherwise consistent with the adopted Tallahassee-Leon County Comprehensive Plan and is a project that promotes public transportation or is located within an area designated in the Comprehensive Plan for: urban infill development, urban redevelopment or downtown revitalization. Definitions of urban infill development, urban redevelopment and downtown revitalization are defined in Chapter 163.3164(25), (26) and (27), Florida Statutes. The comprehensive plan will be amended to include a designation of areas for urban infill development, urban redevelopment or downtown revitalization and the guidelines for granting the concurrency exceptions in these areas. Transportation concurrency exceptions will not be permitted until the comprehensive plan is amended to include the specific geographic area and guidelines for granting these exceptions. These amendments will be consistent with the provisions of Section 163.3180(5), Florida Statutes as well as the provisions of 9J-5.0055(6).

Policy 1.4.3: [T] (Rev. Effective 6/28/95)

The level of service on all roadway facilities on the state highway system operating at the state recommended adopted minimum level of service standard or better at the time of adoption of the Comprehensive Plan will be maintained at the state adopted minimum level of service standard or a more strict local standard for the facility (if required adopted as part of the Plan). Level of service will be based on revised peak hour data compiled after Plan adoption.

Policy 1.4.4: [T] (Rev. Effective 6/28/95)

The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts, both below and above threshold standards, to determine cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service standards.

TRAFFIC FLOW, SAFETY AND EFFICIENCY

Objective 1.5: [T] *(Effective 7/16/90)*

Improve the safety and preserve the integrity of the arterial and collector street system with an effective access management and traffic signal control program and with the use of traffic operations features to maximize the capacity of the existing street system.

Policy 1.5.1: [T] *(Effective 7/16/90)*

Require that all new or rebuilt multi-lane (four or six lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained unless limited by environmental constraints.

Policy 1.5.2: [T] *(Effective 7/16/90)*

Plan new collector or arterial street crossings of existing collectors and arterials at a spacing to maximize two-way traffic signal progression.

Policy 1.5.3: [T] *(Effective 7/1/04)*

Signalized access points on arterial and major collector roadways shall not be approved where they substantially disrupt the ability to synchronize signals and maintain continuous traffic progression.

Policy 1.5.4: [T] *(Rev. Effective 7/1/04)*

The City of Tallahassee and Leon County will adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of roads that it impacts. Access design options shall include, but not be limited to: minimum access spacing, medians, shared access, interconnections and cross access, acceleration and deceleration lanes, right in and right out limited access, and access via frontage and/or service roads.

Policy 1.5.5: [T] *(Effective 7/1/04)*

All access connections shall have adequate sight distance for safe entry and exit and shall be located and designed to accommodate intended operations and storage needs and to minimize conflict points on the abutting road.

Policy 1.5.6: [T] *(Effective 7/1/04)*

Access connections shall not be permitted in the physical or functional area of the intersections of arterial or collector roadways.

Policy 1.5.7: [T] *(Effective 7/1/04)*

No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.

Policy 1.5.8: [T] *(Effective 7/1/04)*

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Policy 1.5.9: [T] *(Effective 7/1/04)*

Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.

Policy 1.5.10: [T] *(Effective 7/1/04)*

Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Policy 1.5.11: [T] *(Effective 7/1/04)*

The City of Tallahassee and Leon County shall work with the Florida Department of Transportation (FDOT) to establish a procedure and/or intergovernmental agreement for coordinating with FDOT on access permitting decisions along state highways in the community.

Policy 1.5.12: [T] *(Effective 7/16/90) [formerly Policy 1.5.5]*

Plan and implement a program of traffic operations improvements to maximize the existing street system capacity, including:

- a) One-way pairs;
- b) Reversible lanes subject to feasibility and design review;
- c) Turn lanes;
- d) Grade separations;
- e) Channelization improvements;
- f) Improve traffic signal synchronization.

Policy 1.5.13: [T] (*Effective 7/16/90*) [*formerly Policy 1.5.6*]

Prior to the construction of new arterial or collector streets or the major improvement of existing streets, consider the implementation of traffic operations improvements, as noted in Policy 1.5.5, that would have less negative impact on the County's environmental, social and cultural resources.

Policy 1.5.14: [T] (*Effective 7/16/90*) [*formerly Policy 1.5.7*]

Improve pedestrian and vehicular access and internal circulation within downtown by development of a program of pedestrian improvements and a central city circulation improvement plan.

Policy 1.5.15: [T] (*Effective 7/16/90*) [*formerly Policy 1.5.8*]

Provide for a safe roadway system by requiring where applicable and appropriate:

- a) The removal of all obstacles which impair traffic flow and threaten safety such as improperly placed sewer lids, sizable bumps, potholes, and road debris;
- b) Designing intersections for maximum safety, including the prohibition and removal of structures such as advertising signs that impair visibility;
- c) Providing pull off areas with stable shoulders for disabled vehicles;
- d) Providing provision in development codes for commercial, industrial, and passenger loading and service areas.

Policy 1.5.16: [T] (*Effective 7/16/90*) [*formerly Policy 1.5.10*]

Require legible street name signs where feasible at all intersections.

Policy 1.5.17: [T] (*Rev.Effective 7/1/04*) [*formerly policy 1.5.11*]

Cul-de-sacs shall be limited in length and have a turnaround that accommodates emergency and delivery vehicles in order to protect emergency access and to promote convenient daily use. Dead-end streets other than cul-de-sacs shall not be permitted unless they are designed to connect with future streets on adjacent land, in which case an adequate temporary turnaround easement must be provided at the end of the street.

REDUCTION OF VEHICLE TRIP DEMAND

Objective 1.6: [T] *(Effective 7/16/90)*

Reduce vehicle trip demand, and impacts to the arterial and collector road system, by providing needed amenities in close proximity to population concentrations and encouraging interconnections between development and neighborhoods.

Policy 1.6.1: [T] *(Effective 7/16/90)*

Emphasize land use densities and arrangements which support reduced travel demand and shorter trip lengths by:

- a) Promoting neighborhood parks to reduce the need for long distance transportation to recreation.
- b) Encouraging mixed-use development (with sufficient amenities) including the location of offices within sites to reduce auto trips, increase ride sharing, and encourage mass transit use.
- c) Developing and promoting the central business district as an 18-hour activity center, by providing housing, restaurants, and cultural activities to encourage use beyond working hours.

Policy 1.6.2: [T] *(Effective 7/16/90)*

Promote the development of pedestrian scale mixed use neighborhoods that incorporate residential, retail, employment and recreational opportunities on site and that minimize the volume of external vehicular trips by incorporating internal pedestrian and bicycle features and by locating within 1/4 mile of a mass transit route.

Provide for incentives in the form of reduced street standards, reduced parking standards for retail and commercial and higher residential densities for projects which incorporate features to encourage walking and bicycle usage.

Policy 1.6.3: [T] *(Effective 7/16/90; Revision Effective 7/26/06)*

Land development regulations shall be established to require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development. The land development regulations shall also address the necessity of proper roadway location and design to mitigate the effects of through traffic.

Policy 1.6.4: [T] *(Effective 7/16/90; Revision Effective 7/26/06)*

Land development regulations shall be established to require vehicular, pedestrian, and bicycle interconnections between adjacent, incompatible developments if this interconnection has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development. The land development regulations shall also address the necessity of proper roadway location and design to mitigate the effects of through traffic.

Policy 1.6.5: [T] *(Effective 7/16/90)*

Require the interconnection of adjacent commercial developments through the construction of off-street access ways.

Policy 1.6.6: [T] *(Rev. Effective 9/19/91)*

The City of Tallahassee and Leon County will adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking. During the site plan review process, parking lot design, provision of sidewalks and bikeways facilities and provisions for mass transit vehicles will be evaluated, and included within developments based on need and consistent with provisions in local ordinances.

Policy 1.6.7: [T] *(Effective 9/19/91)*

A functional transportation network coordinated with FSU and FAMU master plans shall be incorporated to link universities and provide access to land uses within the University Transition land use category.

Policy 1.6.8: [T] *(Effective 9/19/91)*

Pedestrian mobility integrated into a linear park and open space system shall be planned to intra-connect various areas of downtown.

Policy 1.6.9: [T] *(Effective 7/1/04)*

All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 1.6.10: [T] *(Effective 7/1/04)*

All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 1.6.11: *(Effective 3/14/07)*

By December 1, 2010, the City and County shall coordinate and create a Multimodal Transportation District (pursuant to Subsection 163.3180(5), F.S.) which comprises Downtown, Midtown, Florida State University, Florida A & M University, including areas designated for University Transition.

Policy 1.6.12: *(Effective 3/14/07)*

By December 1, 2010, the City and County shall coordinate and create a Transportation Concurrency Exception Area within the Urban Service Area based on a transit node concept. Concurrency exception criteria shall be developed to support denser development along the arterials and collectors, with concentrations around major intersections where transit facilities can be located. Concurrency exception criteria between these arterials should support interconnectivity to these nodes, as well as to community services, and support implementation of Bicycle and Pedestrian Master Plan, Greenways Master Plan, and Transit Development Plan priorities. Also, conceptual guidelines shall be provided for how this transit node concept can be incorporated into future Urban Service Area expansions.

REDUCTION OF PEAK TIME TRAFFIC FLOWS

Objective 1.7: [T] *(Effective 7/16/90)*

Establish and implement by 1992 a policy for reducing peak time traffic flows.

Policy 1.7.1: [T] *(Effective 7/16/90)*

Establish a Transportation Management Association composed of the major employers in Leon County which shall meet on a regular basis to discuss programs and adopt policies for traffic reduction during peak hours. Independently or in conjunction with the State Department of Transportation, establish a ridesharing program designed to match motorists with similar origin and destination commuter trips.

Policy 1.7.2: [T] *(Effective 7/16/90)*

Investigate and implement alternatives to the traditional use of the automobile, such as ridesharing.

Policy 1.7.3: [T] *(Effective 7/16/90)*

Promote staggered working hours and shifts for major employers including state government.

BICYCLE AND PEDESTRIAN TRANSPORTATION

Objective 1.8: [T] *(Effective 7/16/90)*

Promote bicycle and pedestrian transportation by incorporating facilities into the existing and future traffic circulation system.

Policy 1.8.1: [T] *(Rev. Effective 8/17/92)*

A revised Tallahassee-Leon County Bikeway plan showing existing and proposed routes shall be developed, adopted and maintained. Funding for bikeway and sidewalk projects will be included as an incidental cost of roadway multi-laning and upgrading projects and designated resurfacing projects. Additional funding sources will be identified on a continuous basis for construction of bikeway and sidewalk projects independent of other roadway upgradings.

Policy 1.8.2: [T] *(Effective 7/16/90)*

Establish and maintain a safe and effective system of bicycle lanes, bicycle paths, and sidewalks in conjunction with existing and planned roadways. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Access should be provided between neighborhoods, apartment complexes, shopping and employment centers, educational facilities, parks, and other traffic generators. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.8.3: [T] *(Effective 7/16/90)*

Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction. Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enforce recognition of bicycle lanes and pedestrian crossings.

Policy 1.8.4: [T] *(Effective 7/16/90)*

Educate the population on the health benefits of personal, non-motorized modes of transportation.

Policy 1.8.5: [T] *(Effective 7/16/90)*

Within the Urban Service Area require private developers to include bikeways and pathways or sidewalks in proposed developments as identified in adopted governmental plans and development regulations.

Policy 1.8.6: [T] *(Effective 7/16/90)*

Encourage the State to include bicycle and pedestrian safety information in the state driver licensing and reexamination programs.

ROADWAY DESIGN

Objective 1.9: [T] (*Effective 7/16/90*)

Incorporate into all transportation system decisions an aesthetic component by adopting policies which will result in a less intrusive roadway system.

Policy 1.9.1: [T] (*Effective 7/16/90*)

Require an integrated and comprehensive streetscape and landscape system for downtown and for arterials and collectors within neighborhoods.

Policy 1.9.2: [T] (*Effective 7/16/90*)

Adopt a City and County sign ordinance to control sign and billboard placement and limit lighted and motion activated sign usage.

Policy 1.9.3: [T] (*Effective 7/16/90*)

By 1994, the utilities coordinating group will study and address options to encourage the long-term burying of utility lines for all providers in Leon County. Priority will be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects. The coordinating group's analysis will present options for economic incentives, costs, and priorities. This policy will exclude major transmission lines.

Policy 1.9.4: [T] (*Effective 7/16/90*)

Designate preferred entrance corridors into Tallahassee and maintain an aesthetically pleasing environment contained within and adjacent to the corridors.

Policy 1.9.5: [T] (*Effective 7/16/90*)

Require a scenic roadway assessment, environmental assessment, and landscape component in the planning and construction of new roads, and in the improvement of existing roads.

TRANSPORTATION FUNDING

Objective 1.10: [T] *(Effective 7/16/90)*

Formulate and implement a comprehensive strategy designed to provide for sufficient funds and resources for a future transportation system which meets or exceeds its adopted level of service standards.

Policy 1.10.1: [T] *(Effective 7/16/90; Revision Effective 7/20/05)*

Maintain a commensurate mitigation contribution option as a funding source for transportation system improvements including but not limited to roadway improvements, mass transit improvements and bicycle/pedestrian infrastructure improvements.

Policy 1.10.2: [T] *(Effective 7/16/90)*

The local government shall not take over the maintenance or the responsibilities associated with a local private road not built or upgraded to standards adopted by the local government.

Policy 1.10.3: [T] *(Rev. Effective 7/1/04)*

Development orders may require conveyance of transportation rights-of-way consistent with a Future ROW Needs Map and Future Right-of-Way Needs and Access Classifications Table, as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.

Policy 1.10.4: [T] *(Deleted Effective 7/1/04)*

(Reserved)

Policy 1.10.5: [T] *(Effective 7/16/90)*

By 1991, the City shall develop a program to pave all unpaved streets in the city limits under a 50% public and 50% assessment to owners along the street. The program will be prioritized with dead-end streets given lowest priority. The program will be subject to the availability of right-of-way.

INTERGOVERNMENTAL TRANSPORTATION PLANNING

Objective 1.11: [T] *(Effective 7/16/90)*

Develop the traffic circulation system in Tallahassee and Leon County in conjunction with the programs of the Tallahassee-Leon County Metropolitan Planning Organization (composed of the Leon County Board of County Commissioners and the Tallahassee City Commission), the Florida Department of Transportation, the City of Tallahassee and Leon County.

(Insert Future Right of Way Needs Map - Effective 12/29/2005)

CAPITAL CIRCLE PARKWAY

Objective 1.12: [T] (*Effective 12/16/94*)

The development of a high capacity circumferential roadway has been shown in the 2020 Transportation Plan Update to significantly reduce congestion on roadways inside Capital Circle and on Canopy Roads. It is intended that this roadway be developed to protect existing residential neighborhoods from adverse effects of increasing levels of traffic and to protect identified high value environmental resources from the adverse effects of sprawl development. It is intended that this high capacity circumferential roadway be developed utilizing existing Capital Circle as much as possible.

Policy 1.12.1: [T] (*Revised Effective 7/1/04*)

As Capital Circle is converted to a high capacity, multi-lane arterial, future access-points shall be limited so that the improved roadway will function more efficiently and safely for its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

- A. No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;
- B. New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
- C. Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.
- D. The City and County shall work with FDOT to upgrade the access classification to AC 3 on segments of Capital Circle that are planned for improvement that are currently classified as AC 5.

Goal 2: [T] (*Effective 12/22/95*)

Because transportation levels of service and concurrency requirements can have the unintended impact of encouraging development at outlying locations where there is excess capacity, the local governments shall adopt transportation strategies which reduce these impacts and encourage infill and redevelopment at targeted locations, and promote alternatives to the use of the automobile, such as mass transit, bicycle, and pedestrian modes.

Objective 2.1: [T] (*Effective 12/22/95*)

Pursuant to Rule 9J-5.0055(6)(a)3., F.A.C. and the Urban Infill Strategy, development located within the Central Business District/Downtown Revitalization area (See attached map) may be exempt from transportation concurrency requirements, so long as impacts to the transportation system are mitigated using the following policies. (Note: A transportation concurrency analysis will still be required to ensure that the development impacts are included in current roadway capacity analyses.)

To meet the provisions of Rule 9J-5.0055(6)(d), F.A.C., any proposed development within the concurrency exception area that would reduce the LOS on intrastate roadways within the County (I-10 and Thomasville Road north of I-10) by more than 5% of the capacity at the adopted LOS standard must meet the transportation concurrency requirements specified in Rule 9J-5.0055(3)(c)1-4, F.A.C. Likewise, any proposed development within the concurrency exception area that would reduce the LOS on intrastate roadways within the County by less than 5% of the capacity at the adopted LOS standard and meets the UCBD/Downtown Revitalization Area requirements identified below in Policy 1.12.1 [T] are exempt from the transportation requirements of 9J-5.0055(3)(c)1-4., F.A.C.

Policy 2.1.1: [T] *(Effective 12/22/95)*

Developments within the Central Business District/Downtown Revitalization Area that choose to obtain an exception from concurrency requirements for transportation shall obtain certification that at least four of the following Transportation Demand Management strategies will be utilized:

- a) Preferential parking for carpools and vanpools
- b) Parking charge
- c) Cash Subsidy
- d) Flexible Work Schedules
- e) Compressed Work Week
- f) Telecommuting
- g) Transit Subsidy
- h) Bicycle and Pedestrian Facilities
- i) Including residential units as a portion of development

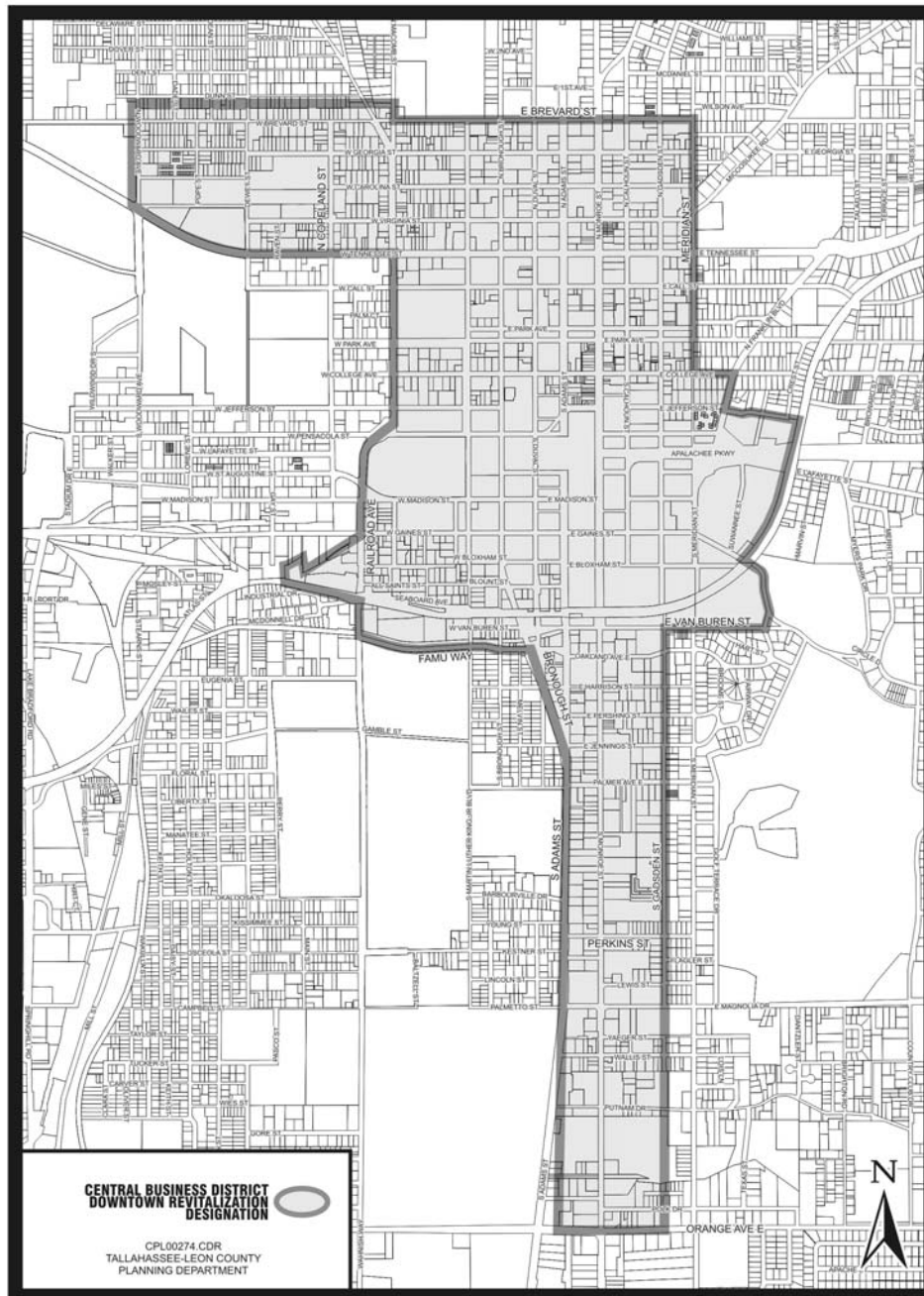
Transportation concurrency exceptions may also be given in the following circumstance:

- a) The development within the UCBD/Downtown Revitalization area is 100% residential.

Alternatively, developments within the Central Business District/Downtown Revitalization Area that do not obtain the certification shall meet all concurrency requirements. Whether or not a transportation concurrency exception is requested, developments will be subject to a concurrency review for the purpose of reserving capacity of those trips associated with the development, and maintaining accurate accounts of the remaining capacity on the roadway network.

Policy 2.1.2: [T] *(Effective 12/22/95)*

The Planning Department will continue to analyze data concerning the extent of the existing development in specific areas, such as the Frenchtown area and the Southside area. These areas may be proposed for additional transportation concurrency exceptions in the amendment cycles for 1995, based upon qualification according to adopted State rule definitions, using the Urban Infill and Urban Redevelopment designations.



Objective 2.2: [T] (*Effective 12/22/95*)

Development to support the universities and the downtown shall be targeted to locate within the University Transition category through the use of transportation concurrency exceptions. These transportation concurrency exceptions, which are provided pursuant to Rule 9J-5.0055(7), F.A.C., shall be granted only for those projects that mitigate transportation impacts by promoting alternative transportation modes through transit-oriented design (TOD), and do not significantly impact intrastate roadways. (Note: A transportation concurrency analysis will still be required to ensure that the development impacts are included in current roadway capacity analyses.)

Policy 2.2.1: [T] (*Effective 12/22/95*)

Residential developments within the University Transition future land use category that choose to obtain an exception from concurrency requirements for transportation shall meet the following transit oriented design (TOD) requirements:

- reduced parking allocation (50%) that is located off-site, on-street, or within a structure onsite;
- is within 1/8 of a mile of a transit shelter, or provides funding for a new transit shelter with enhanced pedestrian amenities (i.e., connecting sidewalks, lighting, benches, etc.);
- provides funding for mass transit enhancement such as a guaranteed maximum transit headway of 15-20 minutes to serve project, an express transit route, or expansion of the fare-free zone between project and target employer, educational facility or shopping/entertainment areas; and
- minimum density of 12 dwelling units per acre.

Policy 2.2.2: [T] (*Effective 12/22/95*)

Commercial and office activities may also qualify for a transportation concurrency exception within the UT land use category if they are designed as part of a qualifying residential development, and do not to exceed 50% of the total floor area ratio of the residential component.

Stand-alone commercial activities that provide pedestrian and bicycle enhancements, and meet the parking requirements specified in Policy 2.2.1 may also qualify for the exception..

Policy 2.2.3: [T] (*Effective 12/22/95*)

Any proposed development within the UT area that would reduce the LOS on intrastate roadways within the County (I-10 and Thomasville Road north of I-10) by more than 5% of the capacity at the adopted LOS standard shall not qualify for a transportation concurrency exception. (Rule 9J-5.0055(7), F.A.C.)

Objective 2.2: [T] (*Effective 12/22/95; Revision Effective 3/14/07*)

Development to support the universities and the downtown shall be targeted to locate within the University Transition category through the use of transportation concurrency exceptions. These transportation concurrency exceptions, which are provided pursuant to Rule 9J-5.0055(7), F.A.C., shall be granted only for those projects that mitigate transportation impacts by promoting alternative transportation modes through transit-oriented design (TOD), and do not significantly impact intrastate roadways. (Note: A transportation concurrency analysis will still be required to ensure that the development impacts are included in current roadway capacity analyses.)

This concurrency exemption shall not apply to lands designated University Transition after December 1, 2006. For those areas designated after December 1, 2006, the prevailing city roadway concurrency provisions, adopted in accordance with F.S. 163.3180, shall apply. This restriction shall exist until such time as a Multimodal Transportation District which encompasses these areas is created, pursuant to Transportation Policy 1.6.11.

Policy 2.2.1: [T] (*Effective 12/22/95*)

Residential developments within the University Transition future land use category that choose to obtain an exception from concurrency requirements for transportation shall meet the following transit oriented design (TOD) requirements:

- reduced parking allocation (50%) that is located off-site, on-street, or within a structure onsite;
- is within 1/8 of a mile of a transit shelter, or provides funding for a new transit shelter with enhanced pedestrian amenities (i.e., connecting sidewalks, lighting, benches, etc.);
- provides funding for mass transit enhancement such as a guaranteed maximum transit headway of 15-20 minutes to serve project, an express transit route, or expansion of the fare-free zone between project and target employer, educational facility or shopping/entertainment areas; and
- minimum density of 12 dwelling units per acre.

Policy 2.2.2: [T] (*Effective 12/22/95*)

Commercial and office activities may also qualify for a transportation concurrency exception within the UT land use category if they are designed as part of a qualifying residential development, and do not to exceed 50% of the total floor area ratio of the residential component.

Stand-alone commercial activities that provide pedestrian and bicycle enhancements, and meet the parking requirements specified in Policy 2.2.1 may also qualify for the exception.

Policy 2.2.3: [T] (*Effective 12/22/95*)

Any proposed development within the UT area that would reduce the LOS on intrastate roadways within the County (I-10 and Thomasville Road north of I-10) by more than 5% of the capacity at the adopted LOS standard shall not qualify for a transportation concurrency exception. (Rule 9J-5.0055(7), F.A.C.)

Objective 2.3: [T] (Effective January 19, 2002)

In order to attract and retain high-skill, high wage jobs to the community, the City of Tallahassee and Leon County shall seek to promote the development of a major business park(s) in the Southern Strategy Area (SSA) while ensuring consistency with state mandated transportation concurrency standards.

Policy 2.3.1: [T]

Implement a long term (ten year) transportation concurrency management system, as provided for in Section 163.3180(9)(a), Florida Statutes, which would allow the development of a major business park(s) in the SSA, subject to the following criteria:

1. The proposed project must be located within the SSA, as defined in the Future Land Use Element.
2. The project must be a business park consisting of at least 80% light industrial land use activities (which may include research and development) with the remaining percentage office. No retail uses except those which are ancillary and internal to the buildings for industrial and office land uses are to occur.
3. The business park must be a minimum of 50 acres and fifty thousand (50,000) square feet as part of the initial phase of development, with the maximum cumulative total of business park uses allowed to utilize this provision not exceeding one million (1,000,000) square feet.
4. The applicant for development approval for the business park must apply for site plan approval no later than three (3) years from the effective date of this comprehensive plan amendment. In order to retain the use of this provision, the site plan must receive final approval no later than one year after the date of application for site plan approval and physical development of the project site must be commenced no later than two years after final site plan approval.
5. At the time an application for development approval is received, the developer or owner of the property may be required to dedicate sufficient right-of-way (to the maintaining government entity) for future roadway widening.

Year 2020 Long Range Transportation Plan – Adopted Cost Feasible Plan (Roadway)

Project				Lanes		Total Cost	Cumulative Cost
No.	Segment	From	To	Existing	2020		
1	Adams Street	Duval Street	Orange Avenue	2	4	\$16,200,000	\$16,200,000
2	Apalachee Parkway	Blair Stone Road	Connor Boulevard	4	6	\$47,200,000	\$63,400,000
3	Blountstown Highway	Capital Circle, Southwest	Aenon Church Road	2	4	\$5,000,000	\$68,400,000
4	Capital Circle, Northwest	North Monroe Street	Interstate 10	2	4	\$39,200,000	\$107,600,000
4A	Crawfordville Road*	Wakulla Springs Road	Wallace Road	2	4	\$0	\$107,600,000
4B	Crawfordville Road*	Wallace Road	Wakulla County Line	2	4	\$0	\$107,600,000
5	Gaines Street**	Lake Bradford Road	Monroe Street	4	4	\$15,341,350	\$122,941,350
6	Jackson Bluff Road Extension**	Lake Bradford Road	Railroad Avenue	0	2	\$12,415,650	\$135,357,000
7	Mahan Drive	Dempsey Mayo Road	Interstate 10	2	4	\$12,200,000	\$147,557,000
8	Orange Avenue	Capital Circle, Southwest	Wahnish Way	2	4	\$37,600,000	\$185,157,000
9	Pensacola Street	Appleyard Drive	Capital Circle, Southwest	2	4	\$7,400,000	\$192,557,000
10	Tram Road	Monroe Street	Capital Circle, Southeast	2	4	\$20,500,000	\$213,057,000
11	Woodville Highway	Capital Circle, Southeast	Natural Bridge Road	2	4	\$47,600,000	\$260,657,000
12	Woodville Highway	Tram Road	Capital Circle, Southeast	2	4	\$19,700,000	\$280,357,000

* The inclusion of this project into the Needs Plan and the Cost Feasible Plan is at the request of Wakulla County officials and State Representative Will Kendrick. The financial burden of funding project is not the responsibility of the Tallahassee-Leon County MPO.

** A portion of the Gaines Street and Jackson Bluff Road projects are funded under the Sales Tax extension. The remainder (approximately half of the cost) is included in the Cost Feasible Plan.

(Effective 6/28/02)

Year 2020 Long Range Transportation Plan – Adopted Cost Feasible Plan (Roadway)

Allocated Projects

Project				Lanes		Total Cost	Cumulative Cost
No.	Segment	From	To	Existing	2020		
13	Blair Stone Road Extension	Park Avenue	Capital Circle, Northeast	0	4	\$38,900,000	\$38,900,000
14	Crawfordville Road	Four Points	Wakulla Springs Road	2	4	\$16,000,000	\$54,900,000
15	Capital Circle, Southeast	Park Avenue	Apalachee Parkway	2	6	\$21,500,000	\$76,400,000
16	Orange Avenue	Monroe Street	Blair Stone Road	2	4	\$10,000,000	\$86,400,000
17	Orange Avenue	Blair Stone Road	Capital Circle, Southeast	2	4	\$5,800,000	\$92,200,000
18	Park Avenue Extension	Magnolia Drive	Conner Boulevard	0	2	\$7,500,000	\$99,700,000
19	Tharpe Street	Capital Circle, Northeast	Ocala Road	2	4	\$27,600,000	\$127,300,000
20	Welaunee Boulevard	Capital Circle, Northeast	Fleischman Road	0	4	\$4,800,000	\$132,100,000

Privately Funded Projects

Project				Lanes		Total Cost	Cumulative Cost
No.	Segment	From	To	Existing	2020		
21	Edenfield Road Extension	Miccosukee Road	Welaunee Boulevard	0	2	\$3,900,000	\$3,900,000
22	Kerry Forest Parkway Extension	Kerry Forest Parkway	Ox Bottom Road	0	2	\$5,800,000	\$9,700,000
23	Orange Avenue	Capital Circle, Southeast	Southwood Plantation Road	0	2	\$7,900,000	\$17,600,000
24	Paul Russell Road Extension	Orange Avenue	Woodville Highway	0	2	\$18,500,000	\$36,100,000
25	Stadium Drive Extension	Pensacola Street	West Tennessee Street	0	2	\$2,800,000	\$38,900,000
26	Welaunee Boulevard	Fleischman Road	Interstate 10	0	4	\$24,800,000	\$63,700,000
27	Welaunee Boulevard	Interstate 10	Shamrock Street South	0	2	\$7,900,000	\$71,600,000

(Effective 6/28/02)

Year 2020 Long Range Transportation Plan – Adopted Cost Feasible Plan (Roadway)

Interstate Projects

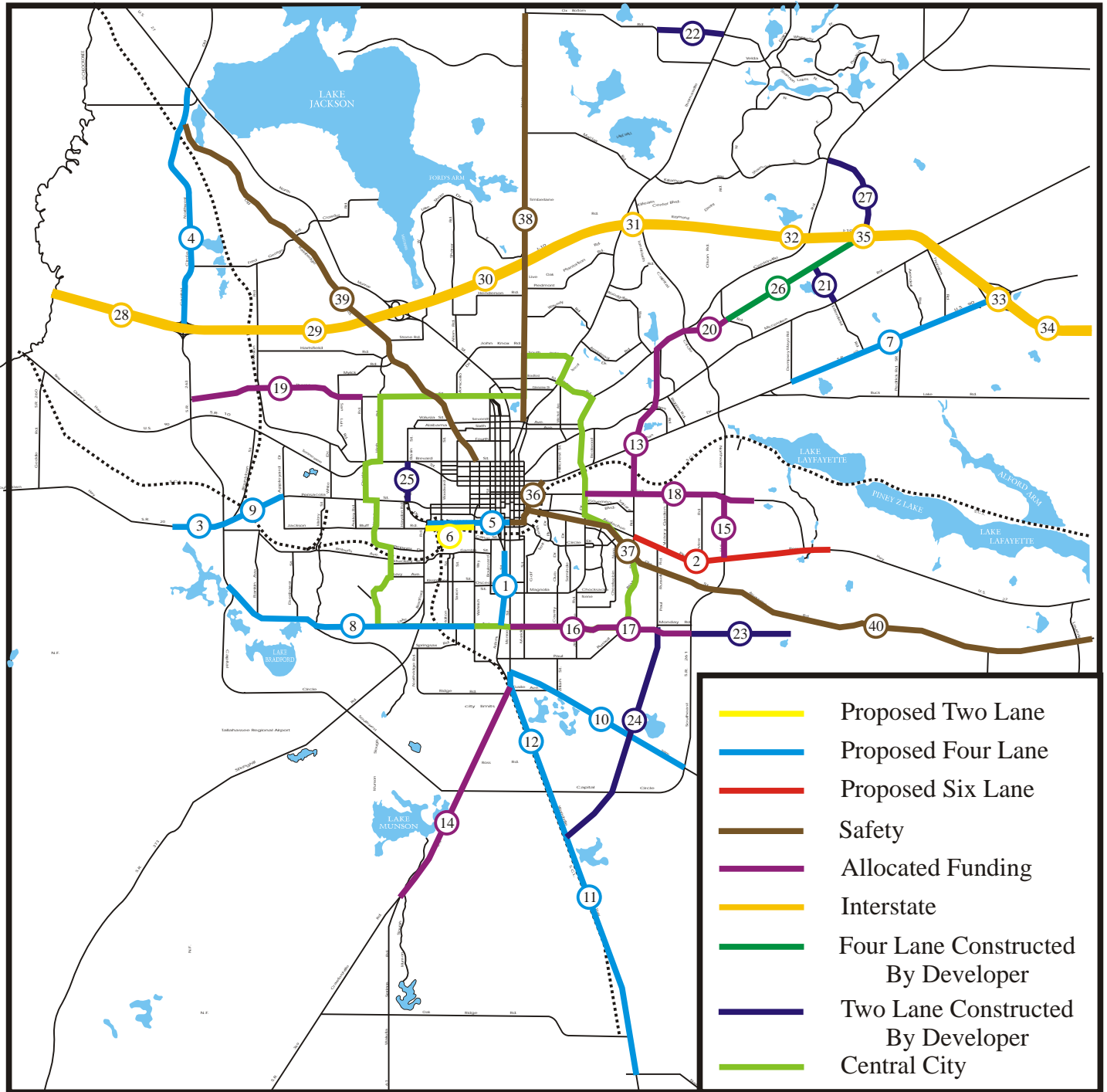
Project				Lanes		Total Cost	Cumulative Cost
No.	Segment	From	To	Existing	2020		
28	Interstate10	West Leon County Line	Capital Circle, Northwest	4	6	\$13,800,000	\$13,800,000
29	Interstate10	Capital Circle, Northwest	Monroe Street	4	6	\$18,600,000	\$32,400,000
30	Interstate10	Monroe Street	Thomasville Road	4	6	\$22,800,000	\$55,200,000
31	Interstate10	Thomasville Road			Interchange	\$7,800,000	\$63,000,000
32	Interstate10	Thomasville Road	Mahan Drive	4	6	\$31,300,000	\$94,300,000
33	Interstate10	Mahan Drive			Interchange	\$6,900,000	\$101,200,000
34	Interstate10	Mahan Drive	East Leon County Line	4	6	\$39,500,000	\$140,700,000
35	Interstate10	Welaunee Boulevard			Interchange	\$7,800,000	\$148,500,000

Operational/Safety Projects

Project				Lanes		Total Cost	Cumulative Cost
No.	Segment	From	To	Existing	2020		
36	Gaines/Meridian/Franklin	Monroe Street	Tennessee Street	Operational			\$0
37	Lafayette Street	CSX Railroad Bridge	Capital Circle, Southeast	Operational			\$0
38	Meridian Road			Safety			\$0
39	Old Bainbridge Road			Safety			\$0
40	Old St. Augustine Road			Safety			\$0

(Effective 6/28/02)

Cost Feasible Plan



Prepared by the Tallahassee - Leon County MPO

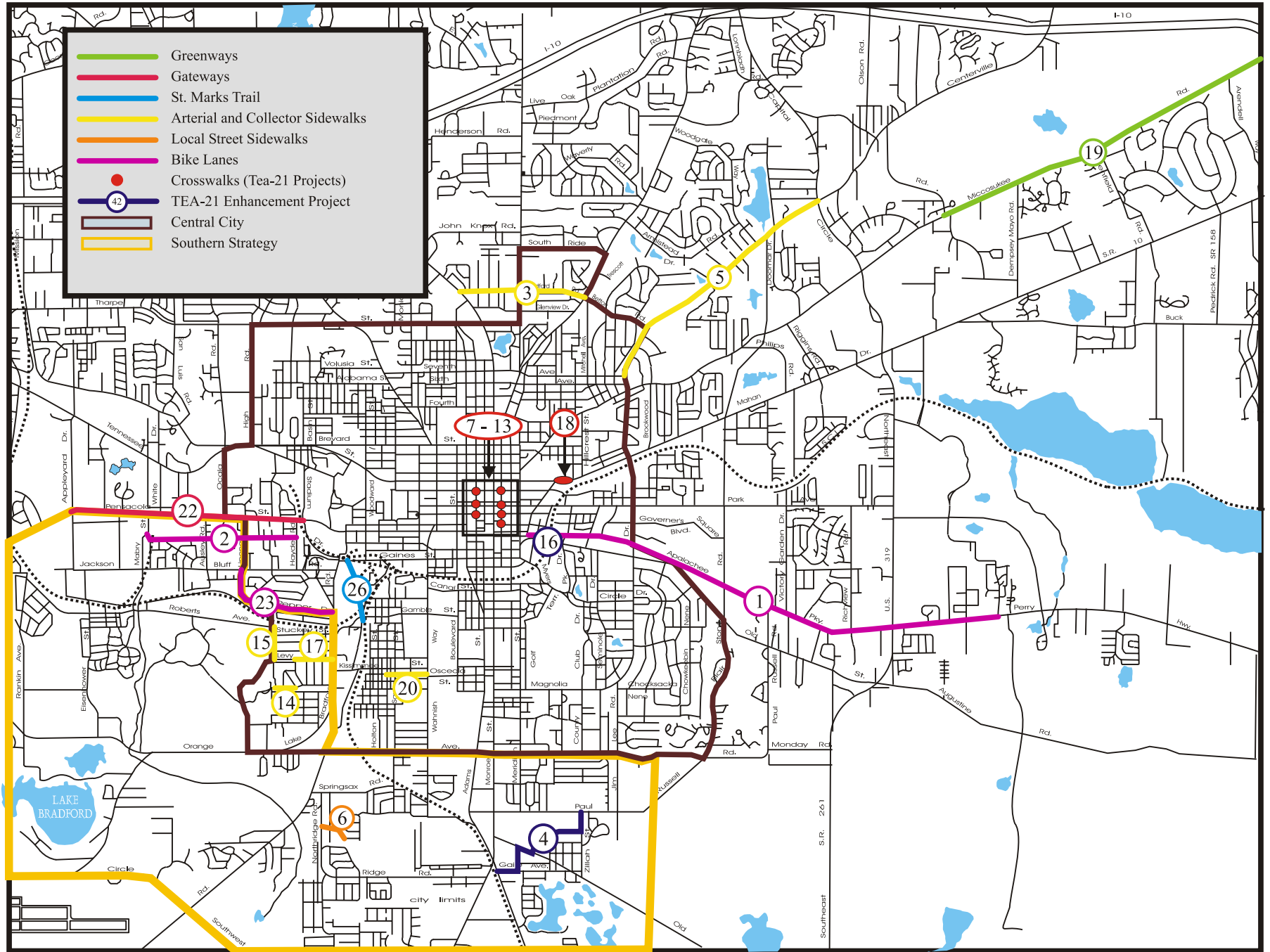
Roadway

Year 2020 Long Range Transportation Plan – Adopted Cost Feasible Plan (Bike and Pedestrian)

Project				Total Cost	Cumulative Cost
No.	Segment	From	To		
1	Apalachee Parkway	Franklin Boulevard	Sutor Road	\$1,663,000	\$1,663,000
2	Bellevue Way	Mabry Street	Hayden Road	\$525,000	\$2,188,000
3	Bradford Road	Thomasville Road	North Monroe Street	\$420,000	\$2,608,000
4	Campbell Connector	Bicycle and Pedestrian Trail		\$550,000	\$3,158,000
5	Centerville Road	Miccosukee Road	Capital Circle, Northeast	\$954,000	\$4,112,000
6	Creek Road	North Ridge Road	Bunche Avenue	\$42,000	\$4,154,000
7	Downtown Crosswalks	Intersection of Calhoun Street with Call Street			\$4,154,000
8	Downtown Crosswalks	Intersection of Calhoun Street with College Avenue			\$4,154,000
9	Downtown Crosswalks	Intersection of Calhoun Street with Jefferson Street			\$4,154,000
10	Downtown Crosswalks	Intersection of Calhoun Street with Park Avenue			\$4,154,000
11	Downtown Crosswalks	Intersection of Duval Street with Call Street			\$4,154,000
12	Downtown Crosswalks	Intersection of Duval Street with College Avenue			\$4,154,000
13	Downtown Crosswalks	Intersection of Duval Street with Park Avenue		\$250,000	\$4,404,000
14	Hutchinson Street	Brittain Drive	George Herlong Drive	\$42,000	\$4,446,000
15	Iamonia Street	Roberts Avenue	Levy Street	\$105,000	\$4,551,000
16	Lafayette Street	Pedestrian Tunnel at CSX Railroad		\$350,000	\$4,901,000
17	Levy Avenue	Lake Bradford Road	Kingman Brittain Drive	\$105,000	\$5,006,000
18	Mahan Drive Terrace Green	Intersection of Franklin Boulevard and Terrace Street		\$68,500	\$5,074,500
19	Miccosukee Road	Greenway Project		\$764,000	\$5,838,500
20	Osceola Street	Holton Street	Wahnish Way	\$105,000	\$5,943,500
21	Pedestrian Intersection Improvements *			\$1,500,000	\$7,443,500
22	Pensacola Street	Stadium Drive	Appleyard Drive	\$4,896,174	\$12,339,674
23	Pepper Drive	Jackson Bluff Road	Lake Bradford Road	\$420,000	\$12,759,674
24	Safe Ways to School *			\$6,000,000	\$18,759,674
25	Sidewalk Program *	Various Streets		\$11,753,326	\$30,513,000
26	St. Marks Trail	Gamble Street	Gaines Street	\$1,000,000	\$31,513,000

* These funding categories have no identified projects. The projects that were not included in the Cost Feasible Plan, but are in the Needs Plan may be included as part of these programs. The determination of the projects to be included will be completed as part of the Bicycle and Pedestrian Master Plan. The MPO will have the ultimate decision as to what projects are included.
(Effective 6/28/02)

Year 2020 Long Range Transportation Plan Cost Feasible Plan



Bike and Pedestrian

Prepared by the Tallahassee - Leon County Planning Department

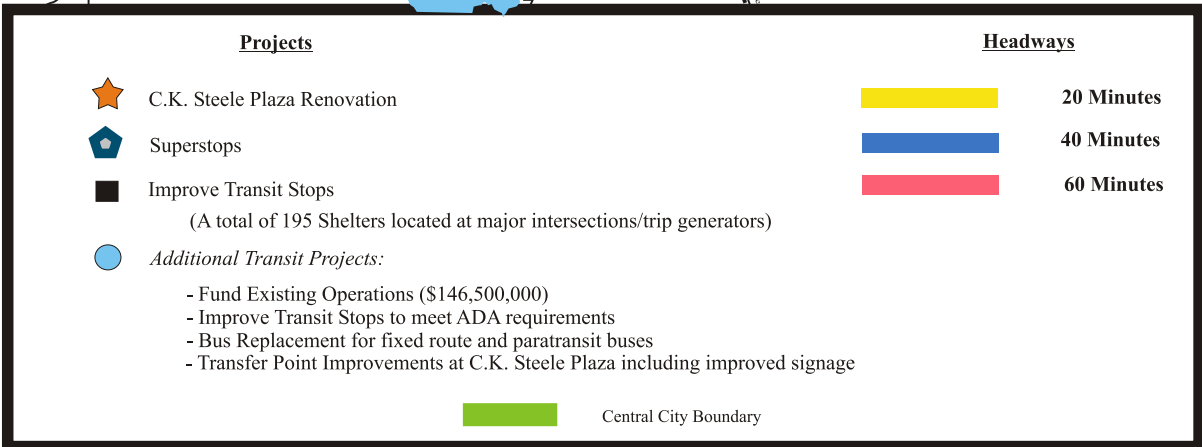
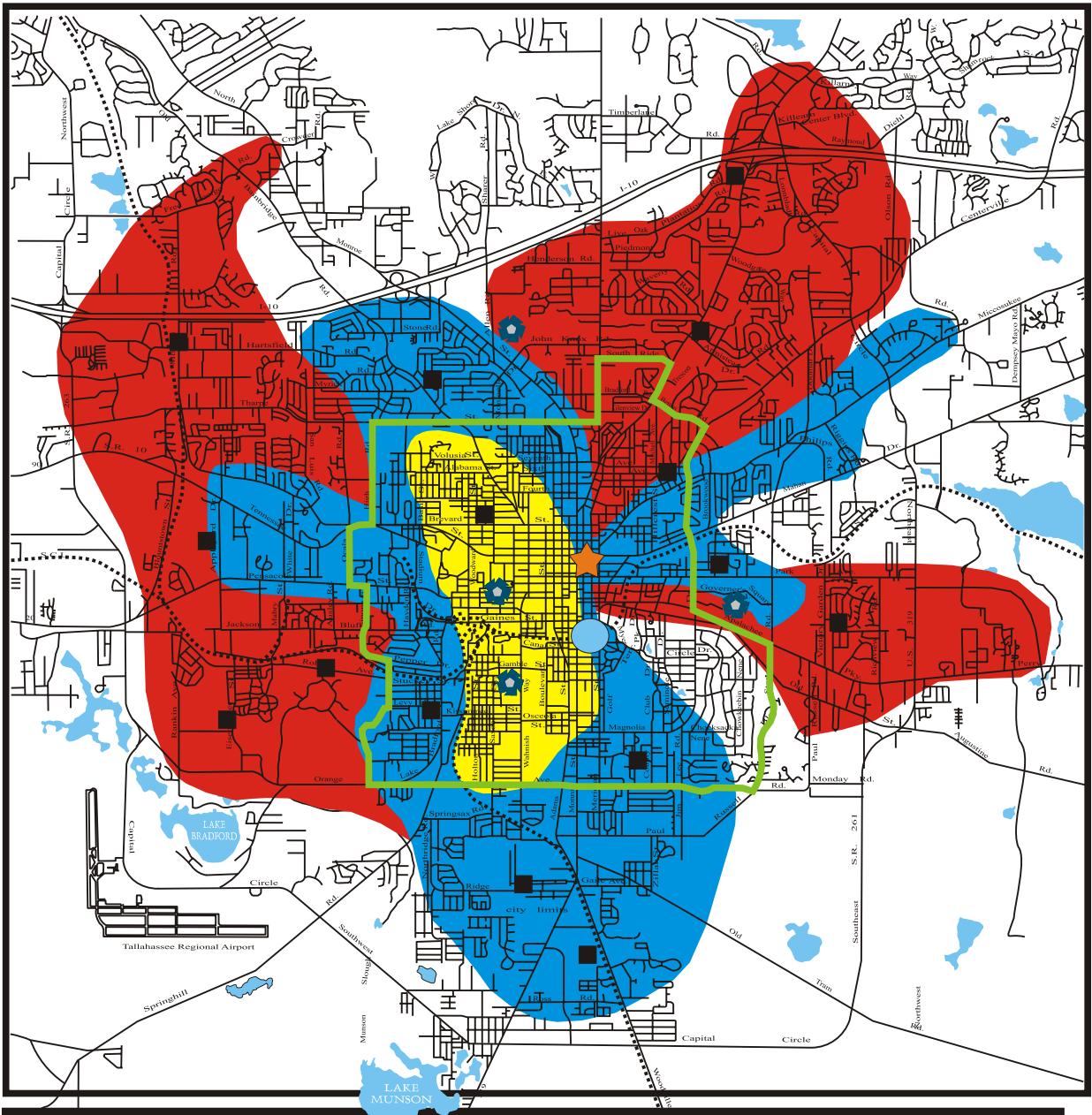
Year 2020 Long Range Transportation Plan – Adopted Cost Feasible Plan (Transit)

Project			Routes Affected	Capital Cost	Total Cost	Cumulative Costs
No.	Improvement	Description				
1	Existing Operations	Existing Transit Operations FY05 - \$9,158,400 x 16 years	Existing Routes	N/A	\$146,500,000	\$146,500,000
2	Improve Transit Stops	Place bus shelters at transfer locations, major street intersections, and major trip generators (195 shelters in all at \$10,000 each)	All Routes	\$1,950,000	\$1,950,000	\$148,450,000
3	Improve Transit Stops	Pursue proactive efforts with City, County and State to meet and exceed ADA requirements for various accessibility needs, such as sidewalks and curb cuts, at and adjacent to transit stops	All Routes	Included in pedestrian/ bicycle projects		\$148,450,000
4	Bus Replacement Program	Replace fixed-route buses as needed on an on-going schedule	All Fixed-Routes	\$8,100,000	\$8,100,000	\$156,550,000
5	Bus Replacement Program	Replace paratransit vehicles on an on-going schedule	All Paratransit Routes	\$3,400,000	\$3,400,000	\$159,950,000
6	Transfer Point Improvement	Establish four “Superstops” in strategic locations throughout the service area to accommodate up to four buses at a time. Additionally, this project includes \$5,000,000 for the renovation of CK Steele Plaza	All Routes	\$7,500,000	\$7,500,000	\$167,450,000
7	Transfer Point Improvement	Install better signage/provide clear information at CK Steele Plaza to direct patrons to appropriate buses	All Routes	\$100,000	\$100,000	\$167,550,000
8	Facilities Expansion	Expansion costs to existing facilities associated with larger fleet size	All Routes	\$1,000,000	\$1,000,000	\$168,550,000

(Effective 6/28/02)

Year 2020 Long Range Transportation Plan

Cost Feasible Plan



Prepared by the Tallahassee - Leon County Planning Department

Transit

Sales Tax Extension Roadway Projects

Project				Lanes		Total Cost	Cumulative Cost
No.	Segment	From	To	Existing	2020		
A	Capital Circle, Northwest	Interstate 10	West Tennessee Street	4/2	6	\$50,250,000	\$50,250,000
B	Capital Circle, Southeast	Tram Road	Orange Avenue	2	6	\$24,003,504	\$74,253,504
C	Capital Circle, Southeast	Orange Avenue	Apalachee Parkway	2	6	\$16,075,741	\$90,329,245
D	Capital Circle, Southwest	West Tennessee Street	Blountstown Highway	2	4	\$47,550,000	\$137,879,245
E	Capital Circle, Southwest	Blountstown Highway	Crawfordville Road	2	4	\$123,400,000	\$261,279,245
F	Capital Circle, Southwest/Southeast	Crawfordville Road	Tram Road	2	6	\$41,620,755	\$302,900,000
G	Chaires Cross Road	Apalachee Parkway	RR Crossing			\$7,900,000	\$310,800,000
H	Meridian Road / Franklin Blvd	Lafayette Street	Gaines Street	Operational		\$2,000,000	\$312,800,000
I	Gaines Street	Lake Bradford Road	Monroe Street	4	4	\$15,258,650	\$328,058,650
J	Jackson Bluff Road Extension	Lake Bradford Road	Railroad Avenue	0	2	\$12,484,350	\$340,543,000

(Effective 6/28/02)

Sales Tax Intersection Projects

Project			Cost
No.	Location	Comments	
A1	Calhoun / Gadsden Street Improvements		\$1,500,000
A2	Various Intersections	Sales Tax Project	\$6,000,000
A3	Talpeco Road at North Monroe Street	Sales Tax Project	\$250,000
A4	Crowder Road at North Monroe Street	Sales Tax Project	\$250,000
A5	Tram Road at Gaile Avenue	Sales Tax Project	\$250,000

(Effective 6/28/02)

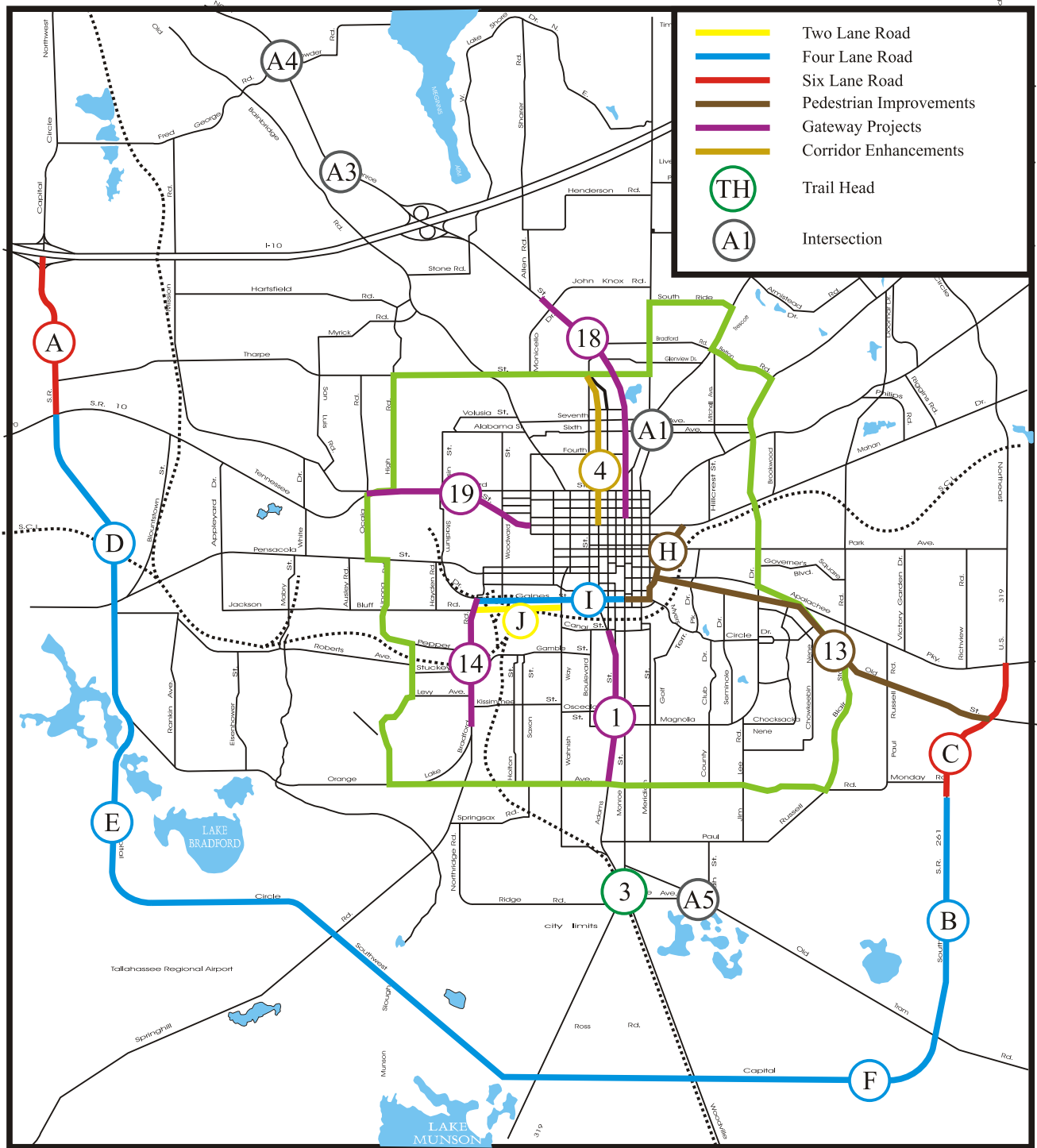
Sales Tax Extension - Bike and Pedestrian, Gateways, and Greenways Projects

Project				Total Cost	Cumulative Cost
No.	Segment	From	To		
1	Adams Street	Orange Avenue	Jennings Street	\$2,093,000	\$2,100,000
2	Bikeway Trail Head	Tallahassee Junction		\$500,000	\$2,600,000
3	Bikeway Trail Head	Four Points		\$500,000	\$3,100,000
4	Bronough Street	Tharpe Street	Tennessee Street	\$800,000	\$3,900,000
5	Greenway Connector Trails			\$1,250,000	\$5,200,000
6	Greenway	South Monroe Street	Gamble Street	\$2,800,000	\$8,000,000
7	Greenway	Crawfordville Road	Springhill Road	\$300,000	\$8,300,000
8	Greenway	Thomasville Road	Centerville Road	\$1,900,000	\$10,200,000
9	Greenway	Blountstown Highway	Springhill Road	\$400,000	\$10,600,000
10	Greenway	Interstate 10	Blountstown Highway	\$400,000	\$11,000,000
11	Greenway	Lake Lafayette	Heritage Trail	\$1,700,000	\$12,700,000
12	Greenway	Apalachee Parkway	South Monroe Street	\$500,000	\$13,200,000
13	Lafayette Street	CSX Railroad	Capital Circle, Southeast	\$5,292,000	\$18,500,000
14	Lake Bradford Road	Stadium Drive	Coleman Street	\$3,201,000	\$21,700,000
15	Leon County Sidewalks	Various		\$9,200,000	\$30,900,000
16	Leon County Bike Lanes	Various		\$10,000,000	\$40,900,000
17	Leon County Bike Paths	Various		\$6,400,000	\$47,300,000
18	Monroe Street	Virginia Street	Tallahassee Mall	\$3,644,000	\$50,900,000
19	Tennessee Street	Ocala Road	Dewey Street	\$3,812,000	\$54,700,000

(Effective 6/28/02)

Year 2020 Long Range Transportation Plan

Sales Tax Projects

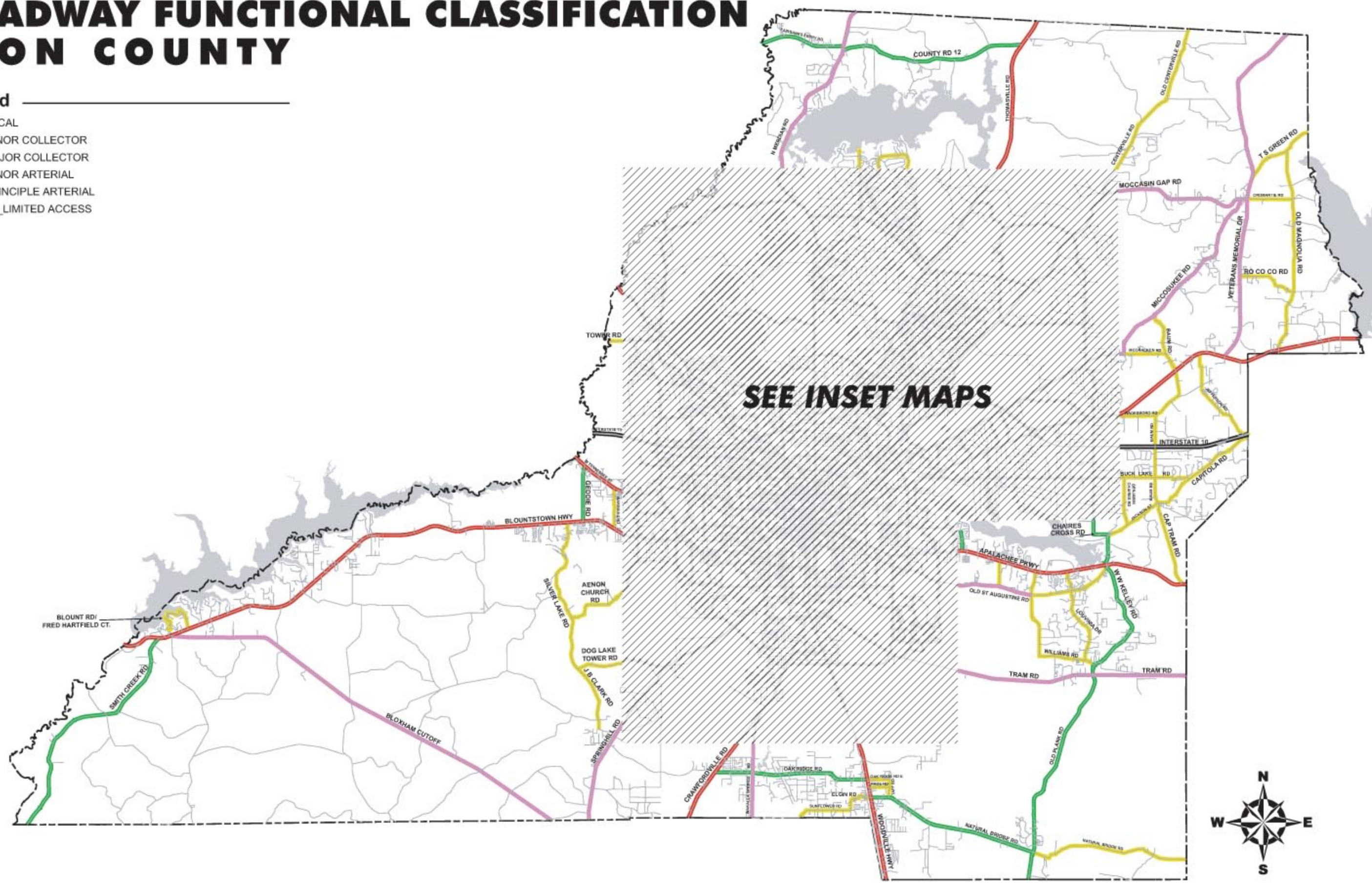


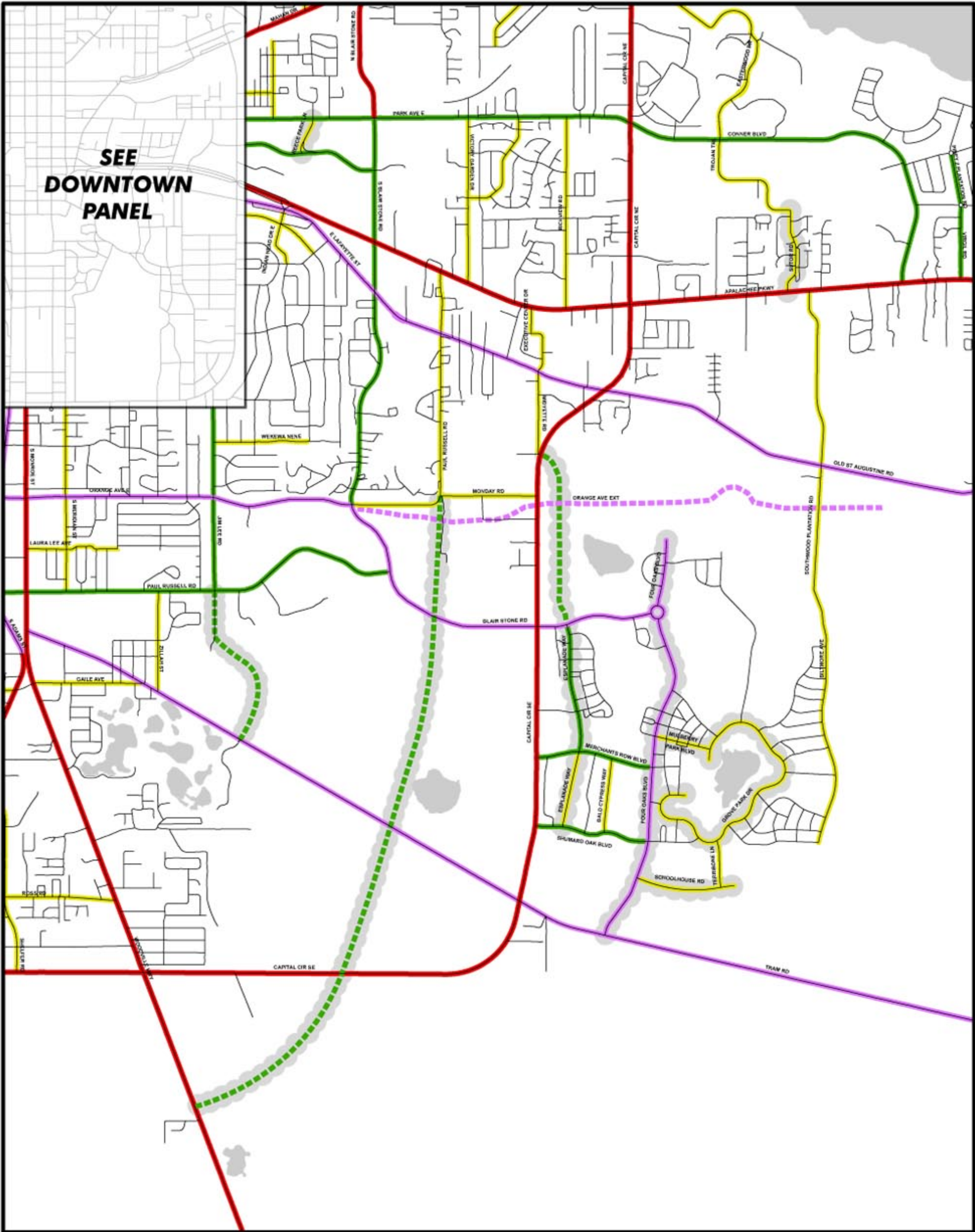
Additional Sales Tax Projects (not shown on map) With Unidentified Location Improvements

- * - City Project #7 - Unidentified Intersection Improvements (\$6,000,000)
- * - County Sidewalks (\$9,200,000)
- * - County Bike Lanes (\$10,000,000)

ROADWAY FUNCTIONAL CLASSIFICATION LEON COUNTY

- Legend**
- LOCAL
 - MINOR COLLECTOR
 - MAJOR COLLECTOR
 - MINOR ARTERIAL
 - PRINCIPLE ARTERIAL
 - PA_LIMITED ACCESS





ROADWAY FUNCTIONAL CLASSIFICATION

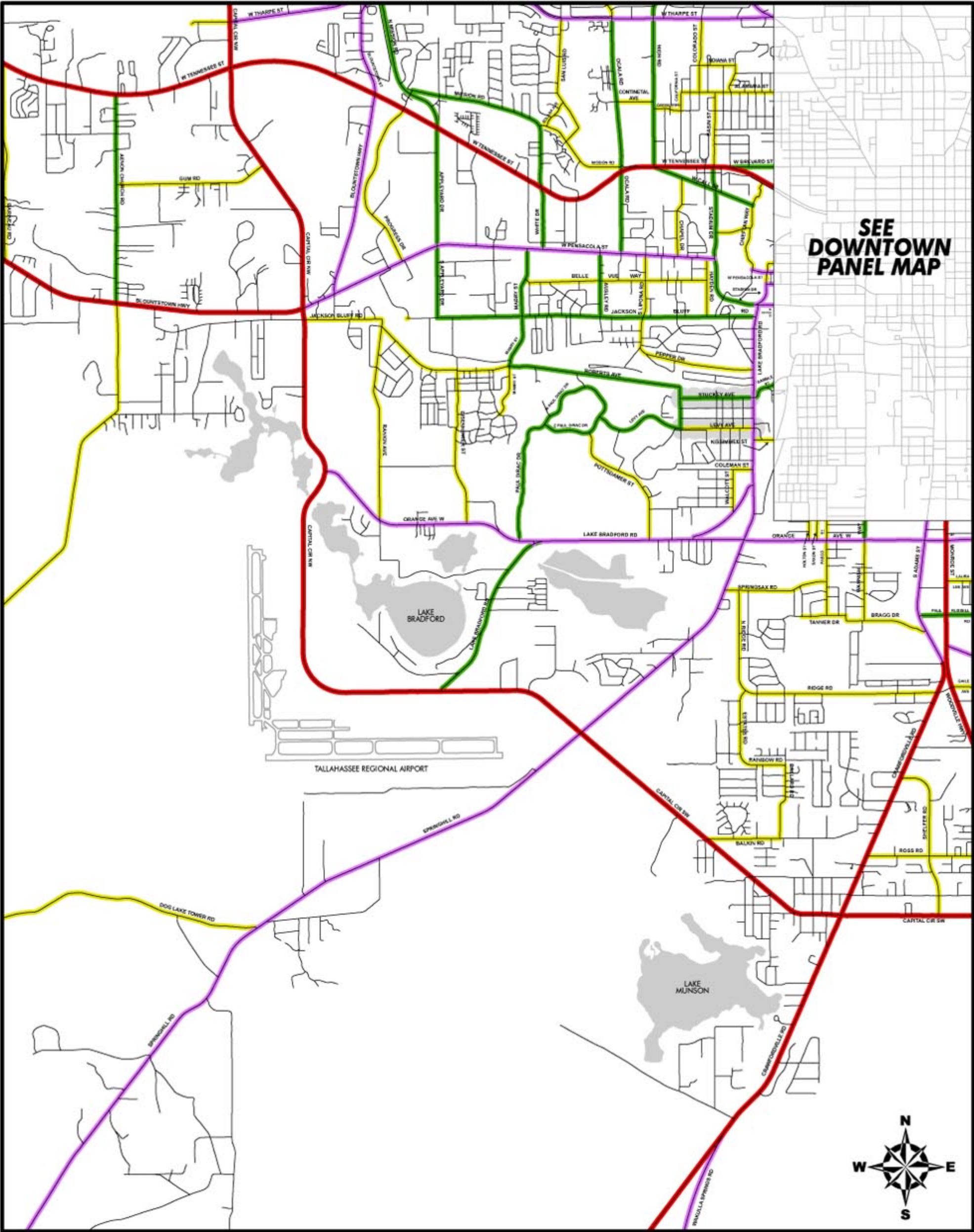
TALLAHASSEE URBAN AREA

SOUTHEAST

Legend

- LOCAL
- MINOR COLLECTOR
- MAJOR COLLECTOR
- MINOR ARTERIAL
- PRINCIPLE ARTERIAL
- PA_LIMITED ACCESS
- FUTURE ROADWAYS





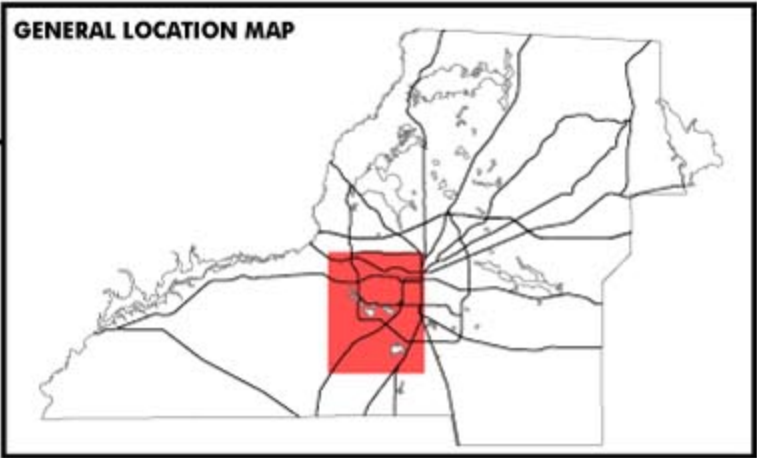
ROADWAY FUNCTIONAL CLASSIFICATION

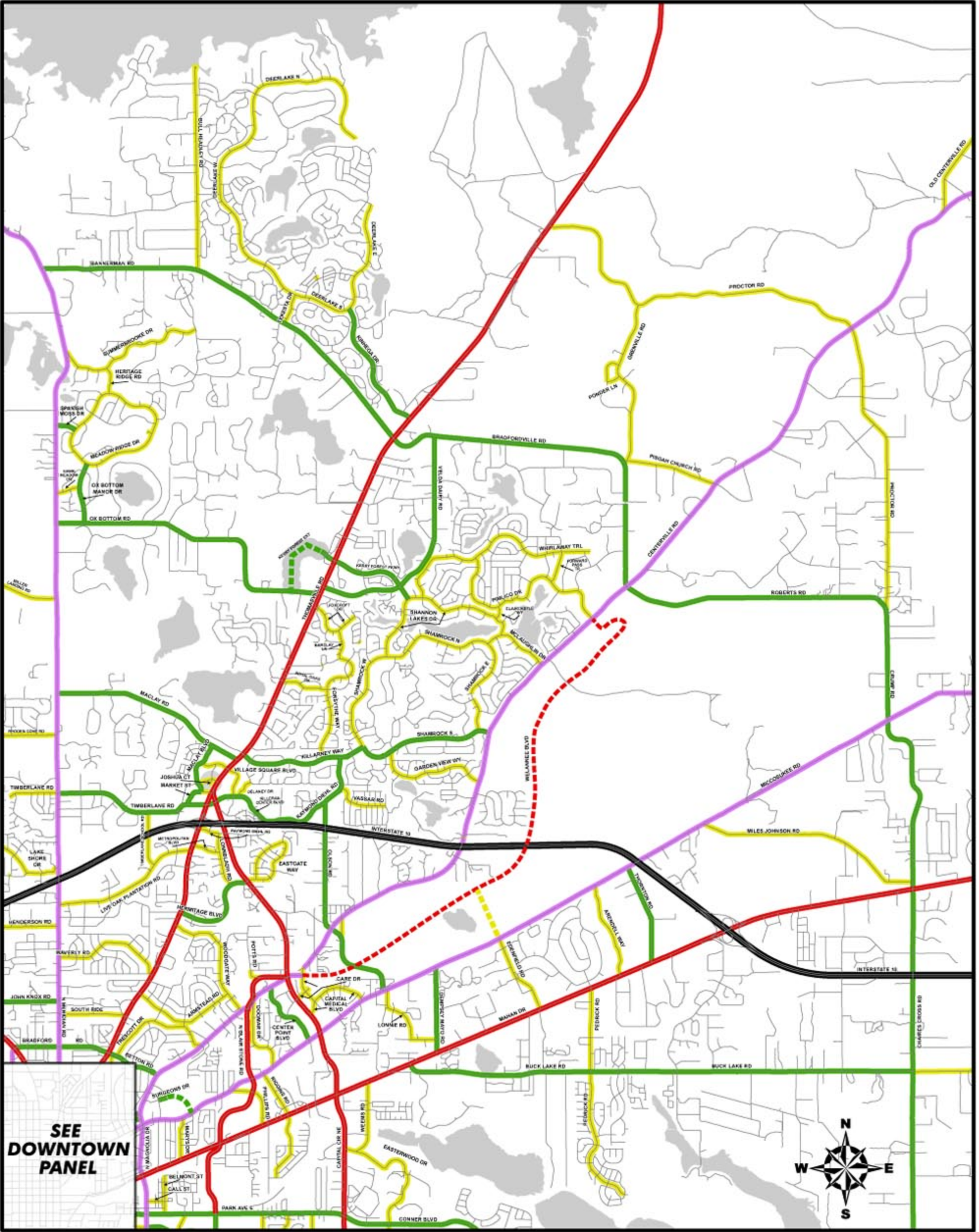
TALLAHASSEE URBAN AREA

SOUTHWEST

Legend

- LOCAL
- MINOR COLLECTOR
- MAJOR COLLECTOR
- MINOR ARTERIAL
- PRINCIPLE ARTERIAL
- PA_LIMITED ACCESS

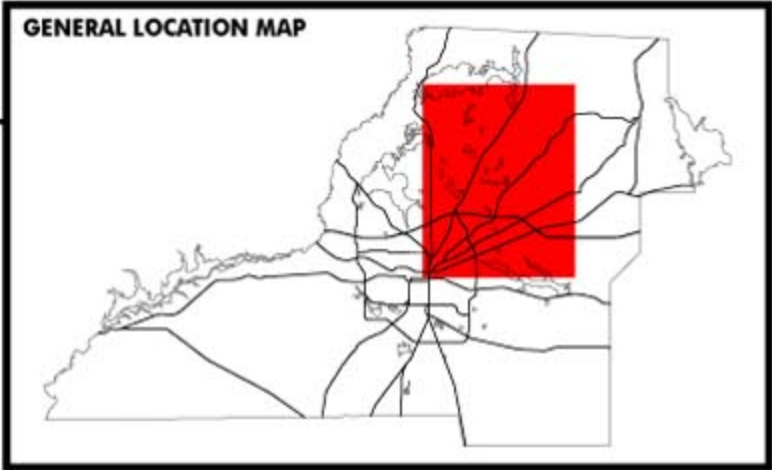


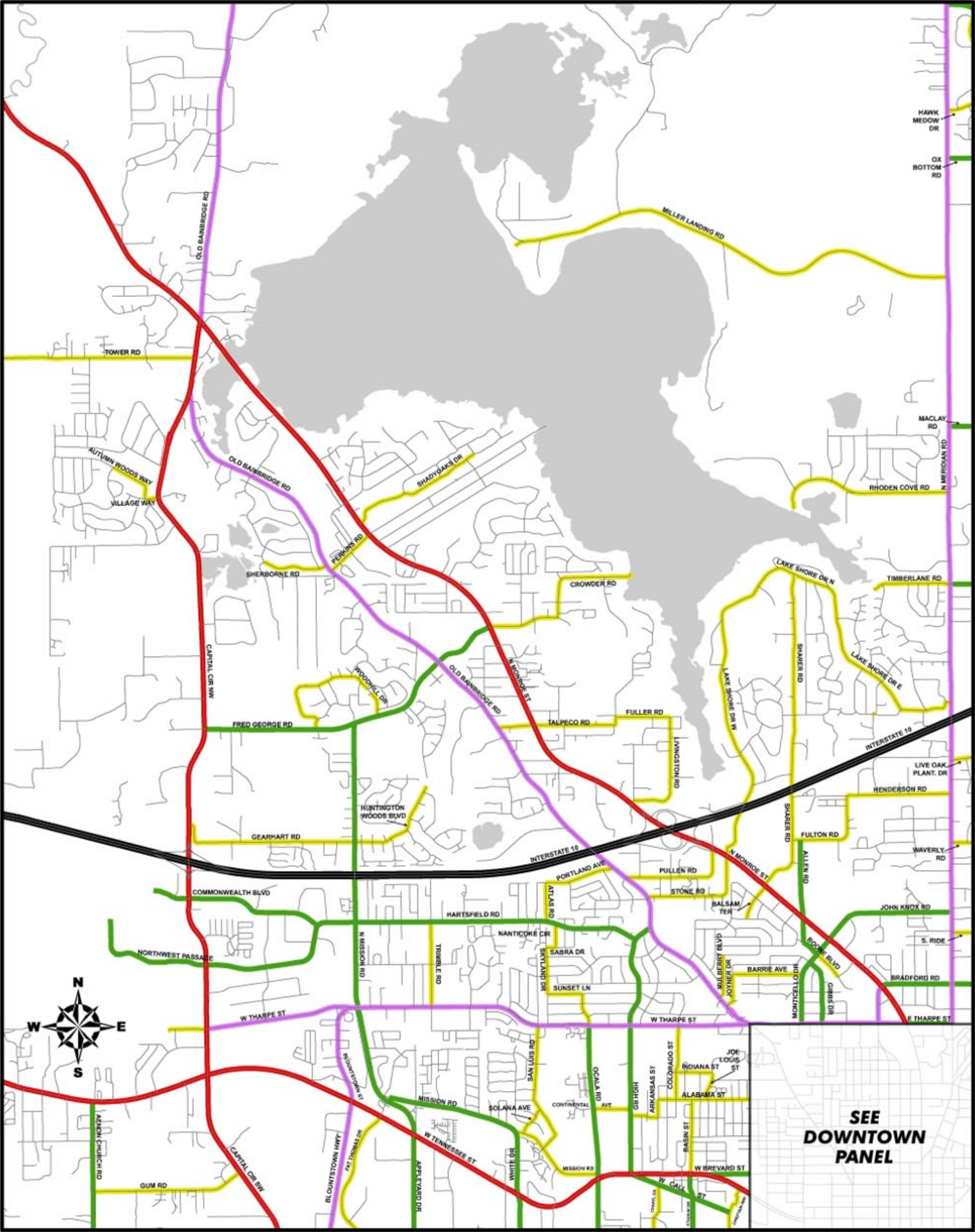


ROADWAY FUNCTIONAL CLASSIFICATION
TALLAHASSEE URBAN AREA
NORTHEAST

Legend

- LOCAL
- MINOR COLLECTOR
- MAJOR COLLECTOR
- MINOR ARTERIAL
- PRINCIPLE ARTERIAL
- PA_LIMITED ACCESS
- FUTURE ROADWAY

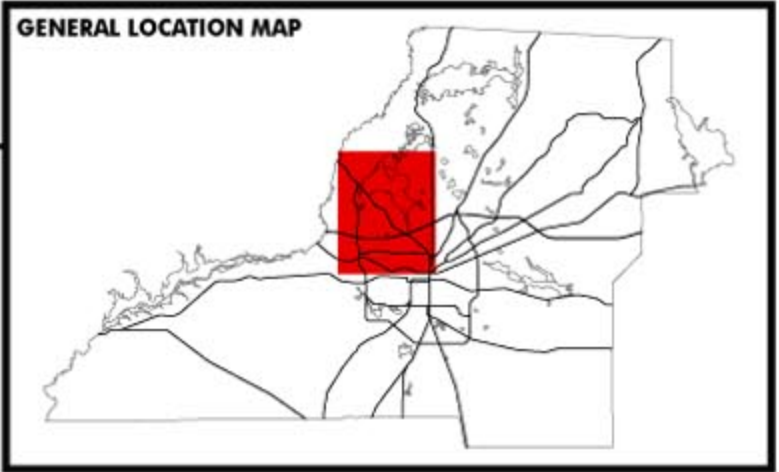


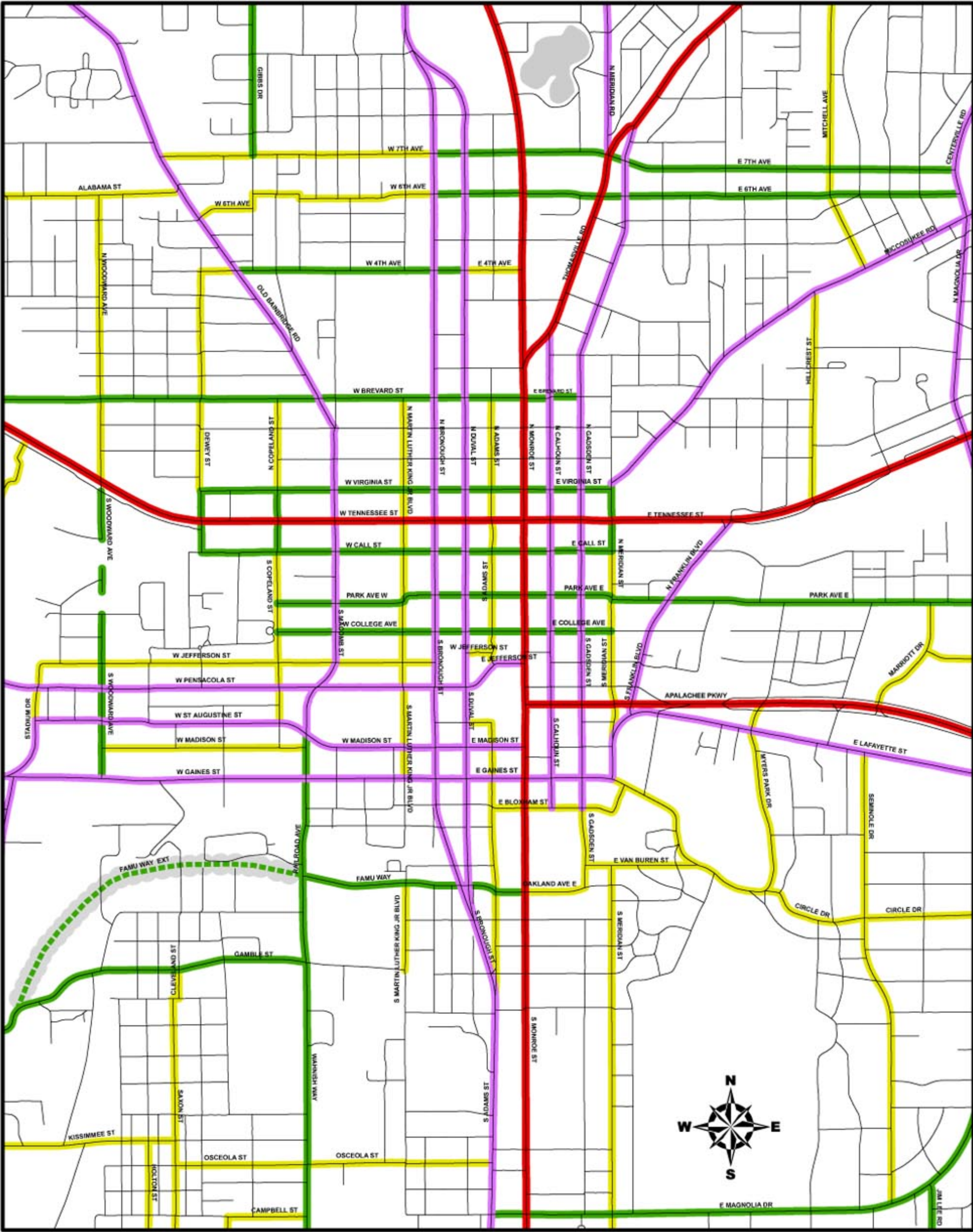


ROADWAY FUNCTIONAL CLASSIFICATION
TALLAHASSEE URBAN AREA
NORTHWEST

Legend

- LOCAL
- MINOR COLLECTOR
- MAJOR COLLECTOR
- MINOR ARTERIAL
- PRINCIPLE ARTERIAL
- PA_LIMITED ACCESS
- FUTURE ROADWAY

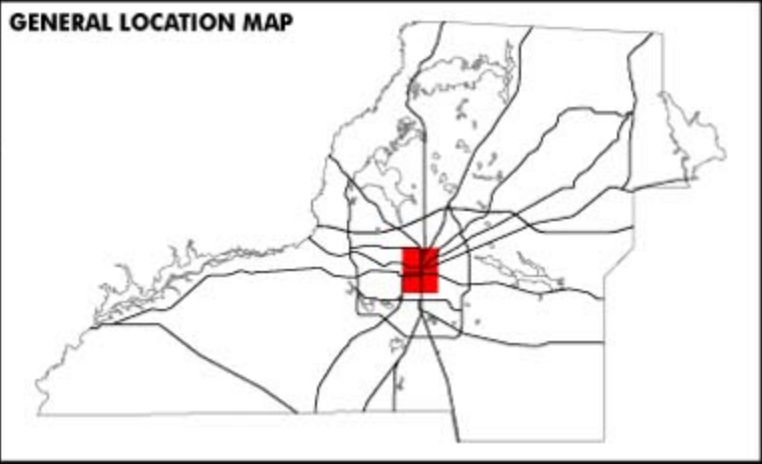


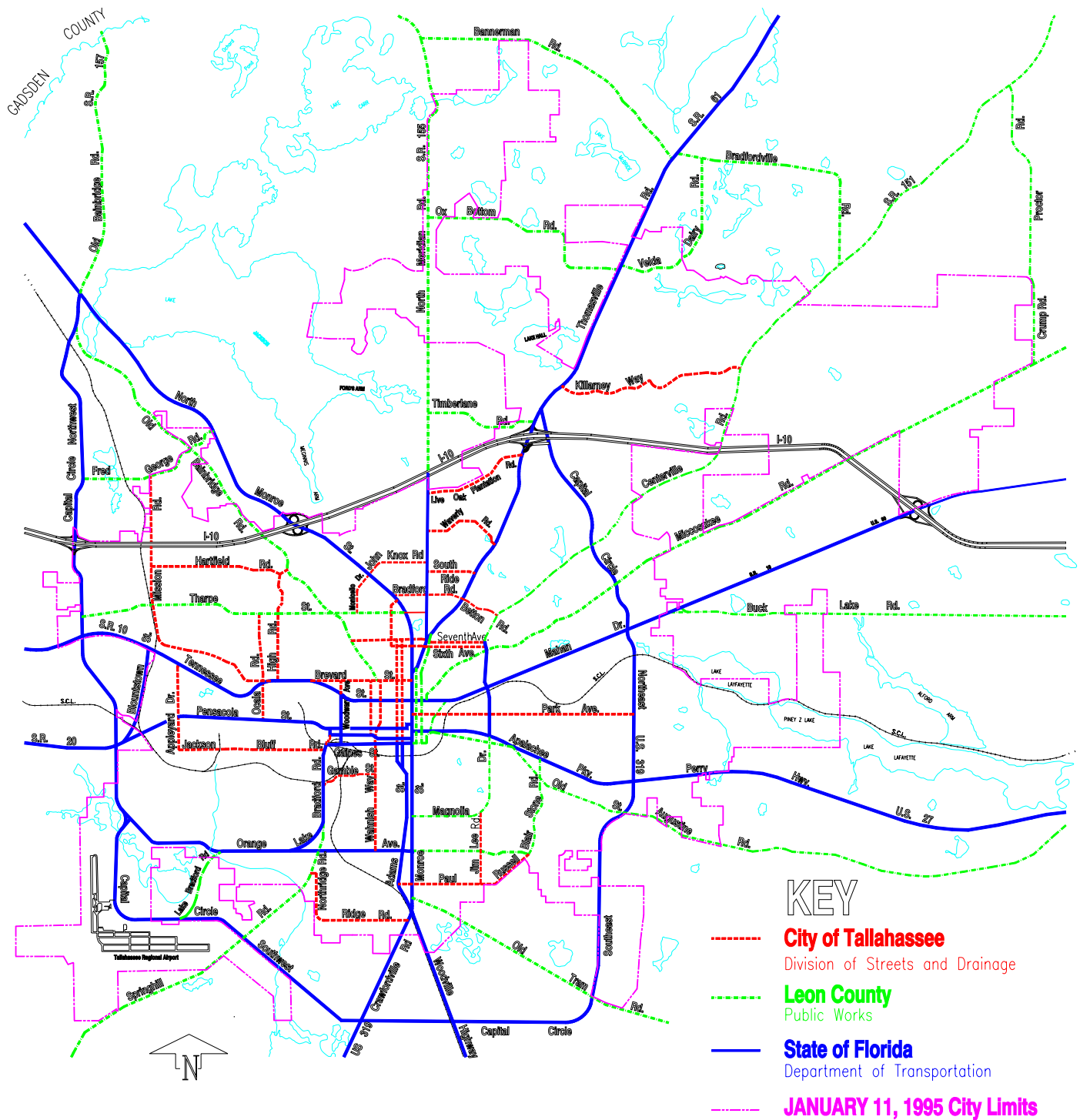


ROADWAY FUNCTIONAL CLASSIFICATION
TALLAHASSEE URBAN AREA
DOWNTOWN

Legend

- LOCAL
- MINOR COLLECTOR
- MAJOR COLLECTOR
- MINOR ARTERIAL
- PRINCIPLE ARTERIAL
- PA_LIMITED ACCESS
- FUTURE ROADWAYS





THE STREETS OF TALLAHASSEE AND LEON COUNTY

Jurisdictional Maintenance

Tallahassee-Leon County Planning Department

SCALE: 5" (1/4") = 1mi
Eng No. 17849287

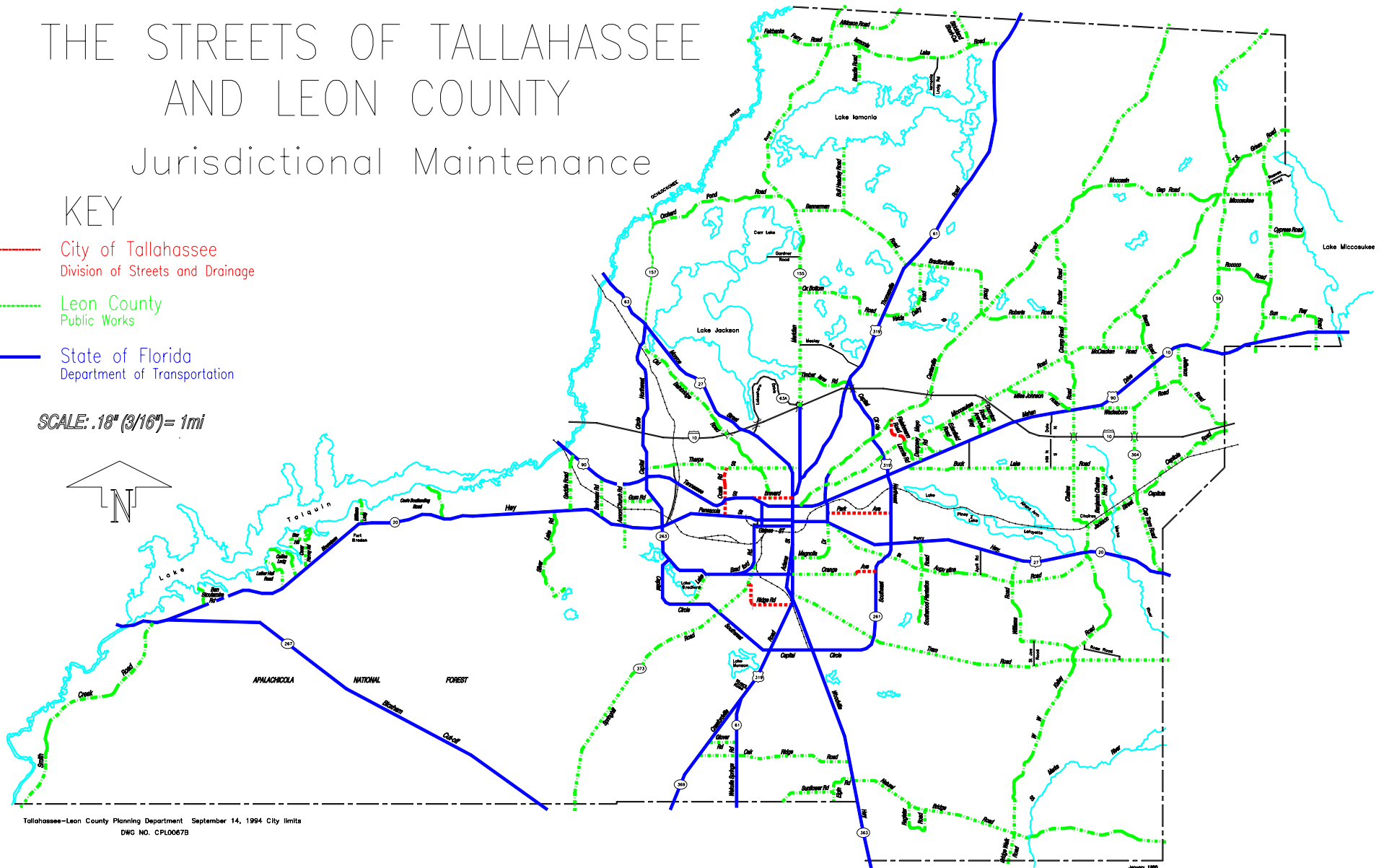
THE STREETS OF TALLAHASSEE AND LEON COUNTY

Jurisdictional Maintenance

KEY

- City of Tallahassee
Division of Streets and Drainage
- - - Leon County
Public Works
- State of Florida
Department of Transportation

SCALE: .16" (3/16") = 1mi



MASS TRANSIT GOALS, OBJECTIVES, AND POLICIES

Goal 2: *(Effective 7/16/90)*

Develop and improve the mass transit system so that it becomes an alternative to the automobile as a means of transportation.

IMPLEMENTATION STRATEGIES

Objective 2.1: [MT] *(Effective 7/16/90)*

In coordination with the Metropolitan Planning Organization, City of Tallahassee, and the Florida Department of Transportation, expand the integration of mass transit planning into the overall transportation delivery system by coordination of the short-range transit operations plan, long-range transit feasibility plan and 2015 Transportation Plan development.

Policy 2.1.1: [MT] *(Effective 7/16/90)*

Land use regulations shall be developed which emphasize pedestrian movement and the use of mass transit.

Policy 2.1.2: [MT] *(Effective 7/16/90)*

Systematically extend mass transportation routes through major residential neighborhoods in the urban area to major employment, shopping, business, recreational and other activity centers such as the airport.

Policy 2.1.3: [MT] *(Effective 7/16/90)*

Coordinate the location and design of office parks to foster ride sharing and mass transit use.

Policy 2.1.4: [MT] *(Effective 7/16/90)*

Discourage single occupancy vehicle use through innovative programs such as better bus stops and park and ride facilities. Such programs shall be part of the design criteria for new development.

Policy 2.1.5: [MT] *(Effective 7/16/90)*

Encourage the elimination of the subsidy of public employee parking to encourage ride sharing and mass transit use.

Policy 2.1.6: [MT] *(Effective 7/16/90)*

Devise a marketing strategy and campaign to inform the public on mass transit and to increase ridership.

Policy 2.1.7: [MT] *(Effective 7/16/90)*

The potential impacts upon mass transit shall be determined and utilized in evaluating highway projects when planning new roads or capacity expansions to existing roads.

Policy 2.1.8: [MT] *(Effective 7/16/90)*

The City of Tallahassee shall undertake a transit operations study to be completed by 1991 to establish the operating standards and methodology for expansion of the mass transit system. On an interim basis and for the purposes of concurrency, the adopted level of service shall be an increase in annual route mileage of 1%, unless this level of service is changed through a plan amendment.

Policy 2.1.9: [MT] *(Effective 7/16/90)*

Revisions to and expansion of mass transit services will be based on existing and major trip generators and attractors to provide efficient mass transit services.

Policy 2.1.10: [MT] *(Effective 7/16/90)*

Future mass transit planning for Tallahassee and Leon County will include provisions for determining the location of mass transit terminals.

Policy 2.1.11: [MT] *(Effective 7/16/90)*

To provide efficient mass transit for Tallahassee and Leon County, future mass transit planning will address population size, income, age and special needs.

MASS TRANSIT ALTERNATIVES

Objective 2.2: [MT] *(Effective 7/16/90)*

By 1992, adopt a plan for expanding the mass transit system beyond buses.

Policy 2.2.1: [MT] *(Effective 7/16/90)*

Initiate a study to evaluate the alternative types of mass transit in relation to their potential use in the City.

Policy 2.2.2: [MT] *(Effective 7/16/90)*

Develop a long range master plan for building the mass transit system type determined to be most feasible in Policy 2.2.1.

PROTECTION OF FUTURE MASS TRANSIT CORRIDORS

Objective 2.3: [MT] *(Effective 7/16/90)*

By 1992, develop a plan that identifies future mass transit rights-of-way and corridors and provides means of protecting and acquiring such areas.

Policy 2.3.1: [MT] *(Effective 7/16/90)*

Existing and future mass transit rights-of-way and corridors shall be identified as a part of the comprehensive plan for integrating mass transit into the existing transportation system.

Policy 2.3.2: [MT] *(Effective 7/16/90)*

Incentives to encourage the donation of mass transit rights-of-way and corridors shall be developed.

Policy 2.3.3: [MT] *(Effective 7/16/90)*

Development agreements and land use regulations shall be utilized to preserve future mass transit corridors.

FUNDING OF MASS TRANSIT

Objective 2.4: [MT] *(Effective 7/16/90)*

By 1992, alternative and innovative funding sources shall be developed to support an effective mass transportation system.

Policy 2.4.1: [MT] *(Effective 7/16/90)*

Mass transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.

TRANSPORTATION FOR DISADVANTAGED

Objective 2.5: [MT] *(Effective 7/16/90)*

By 1992, provide for full implementation of the requirements of Chapter 427, Florida Statutes regarding coordination of public and private transportation providers in meeting the needs of the transportation disadvantaged.

Policy 2.5.1: [MT] *(Effective 7/16/90)*

A needs assessment of the transportation disadvantaged shall be undertaken.

Policy 2.5.2: [MT] (*Effective 7/16/90*)

An assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs.

Policy 2.5.3: [MT] (*Effective 7/16/90*)

A strategy to meet identified unmet needs shall be developed with emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).

AVIATION GOALS, OBJECTIVES, AND POLICIES

Goal 3: *(Effective 7/16/90)*

Provide for adequate capacity and safe, appropriate airport facilities to meet the demand and to enhance aviation opportunities.

LONG TERM IMPLEMENTATION GUIDELNES

Objective 3.1: [TA] *(Effective 7/16/90)*

Expand and improve on a phased, incremental basis, the aviation facilities at and the access to Tallahassee Regional Airport to meet the transportation needs of the Tallahassee-Leon County area while maintaining consistency with all elements of the comprehensive plan. The Tallahassee Regional Airport Master Plan will be maintained and monitored on an ongoing basis to ensure that implementation of the plan meets the aviation needs of the area.

Policy 3.1.1: [TA] *(Effective 7/16/90)*

Implement the Tallahassee Regional airport Master Plan for the Year 2005.

ACCESS TO AIRPORT

Objective 3.2: [TA] *(Effective 7/16/90)*

Access routes to the Tallahassee Regional Airport will be integrated with the street and highway planning process of the City, County, MPO, and Florida DOT. Alternative modal choices will be studied as part of the mass transportation planning process.

Policy 3.2.1: [TA] *(Effective 7/16/90)*

An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.

Policy 3.2.2: [TA] *(Effective 7/16/90)*

By 1992, conduct a feasibility study to determine the need for, type of, and proposed location of mass transportation services between the airport and priority destinations within the urban area.

Policy 3.2.3: [TA] *(Effective 7/16/90)*

The interface between the roadway network and the airport vehicle circulation system shall be designed, constructed, and signalized (when warranted) to provide efficient on-site and off-site traffic flow.

Objective 3.3: *(Effective 9/19/91)*

The City of Tallahassee will coordinate any aviation facilities plan with U.S. Army Corps of Engineers, the Federal Aviation Administration, the MPO, military service, the FDOT 5 Year Transportation Plan and the Continuing Florida Aviation System Planning Process.

Goal 4: *(Effective 7/16/90)*

The aviation sub-element shall be consistent with and integrated into the other elements of the comprehensive plan. The Traffic Circulation and Mass Transit sub-elements shall consider future airport access needs, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

CRITERIA FOR OPERATION AND MODIFICATION OF AIRPORT

Objective 4.1: [TA] *(Effective 7/16/90)*

Operation of and modification to Tallahassee Regional Airport shall take into account impacts to adjacent land uses, the natural resources, and the community in general.

Policy 4.1.1: [TA] *(Effective 7/16/90)*

Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.

Policy 4.1.2: [TA] *(Effective 7/16/90)*

Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.

Policy 4.1.3: [TA] *(Effective 7/16/90)*

Aviation and related facilities development and expansion shall be consistent with the conservation element.

Policy 4.1.4: [TA] *(Effective 7/16/90)*

Aviation and related facilities development and expansion shall mitigate structural and non-structural impact on adjacent natural resources.

Policy 4.1.5: [TA] *(Effective 7/16/90)*

Additional parking shall be provided in ways that minimize impervious surfaces and that maintain the appearance of the airport terminal.

Policy 4.1.6: [TA] *(Effective 7/16/90)*

Aesthetics shall be considered in any future airport facility design.

LAND USE IN ADJACENT AREAS

Objective 4.2: [TA] *(Effective 7/16/90)*

Development near the airport shall occur in ways and at locations compatible with the airport's operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Policy 4.2.1: [TA] *(Effective 7/16/90)*

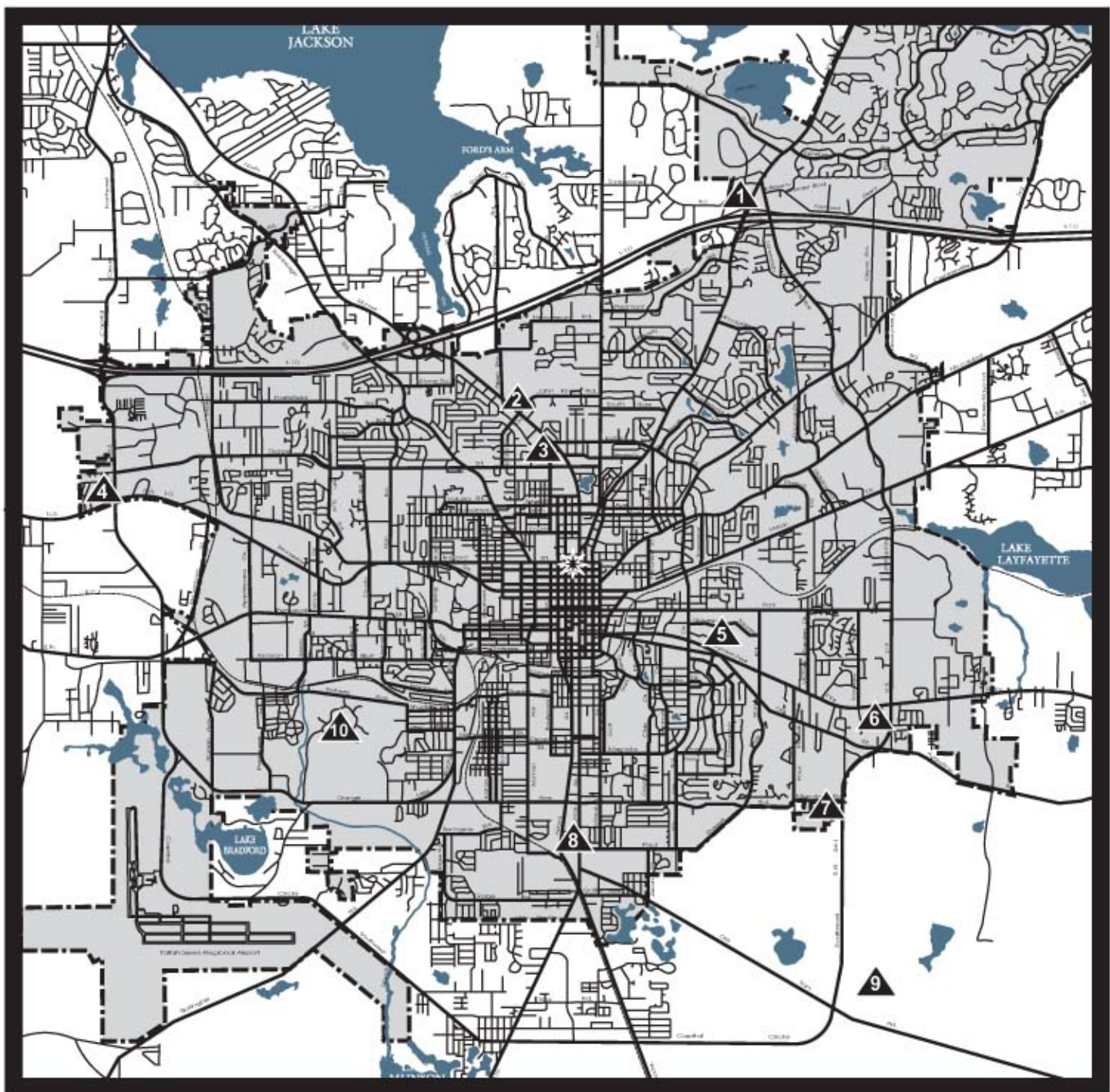
Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.

Policy 4.2.2: [TA] *(Effective 7/16/90)*

Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.

Policy 4.2.3: [TA] *(Effective 7/16/90)*

Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.



Future Mass Transit Map (Year 1995)

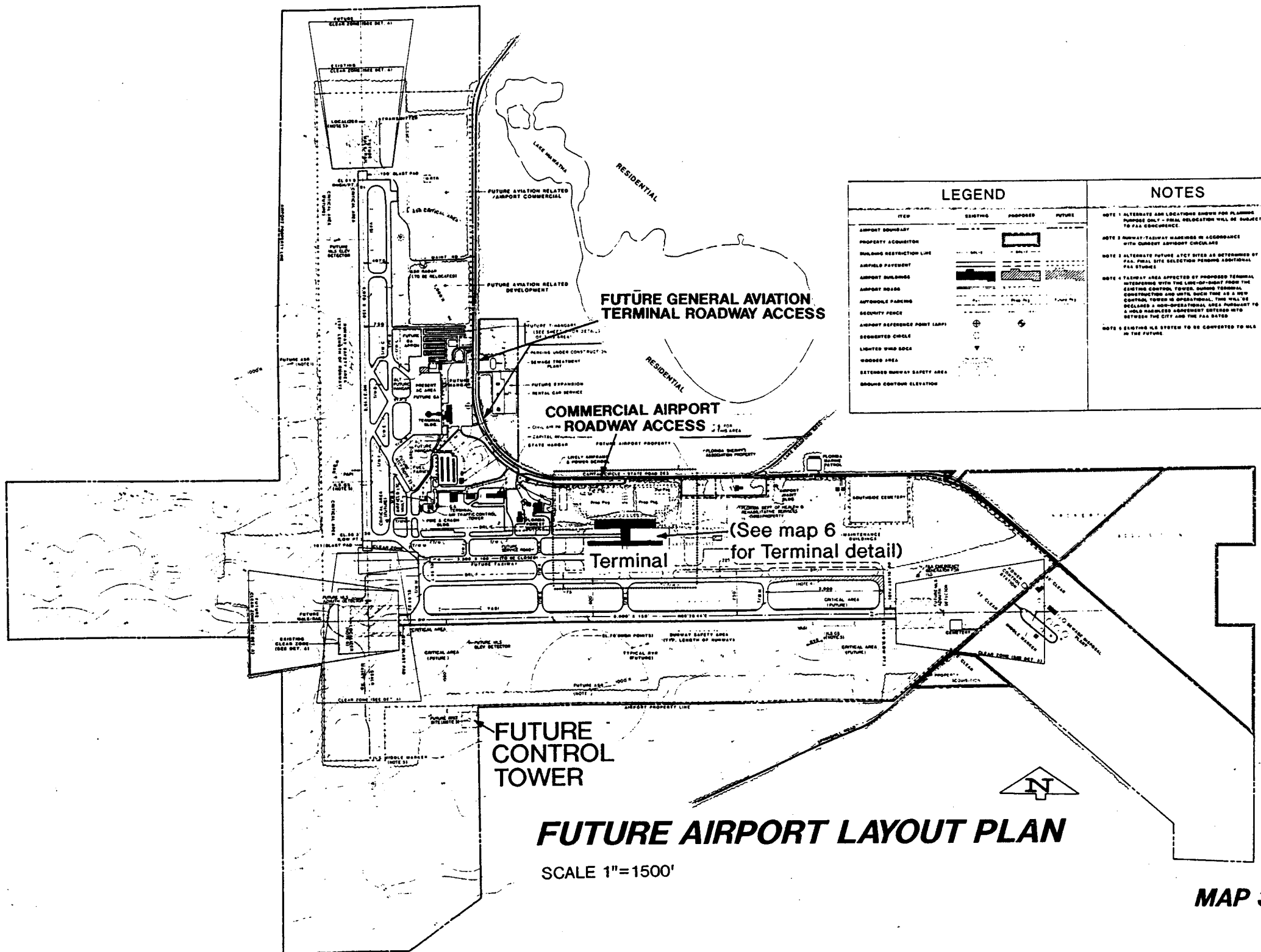
Based on City Limits and future transit
propensity criteria and future land use map

- ★ Terminus
- ▲ Activity Center
- Service Area

1. Thomasville I-10
2. Tallahassee Mall
3. Noryhwood Centre
4. Tennessee /
Capital Activity Centre
5. Governor's Square Mall
6. Koger Center
7. Capital Circle South East
8. Southside Activity Centre
9. State Satellite Complex
10. Innovation Research park

URBAN AREA
TALLAHASSEE, FLORIDA

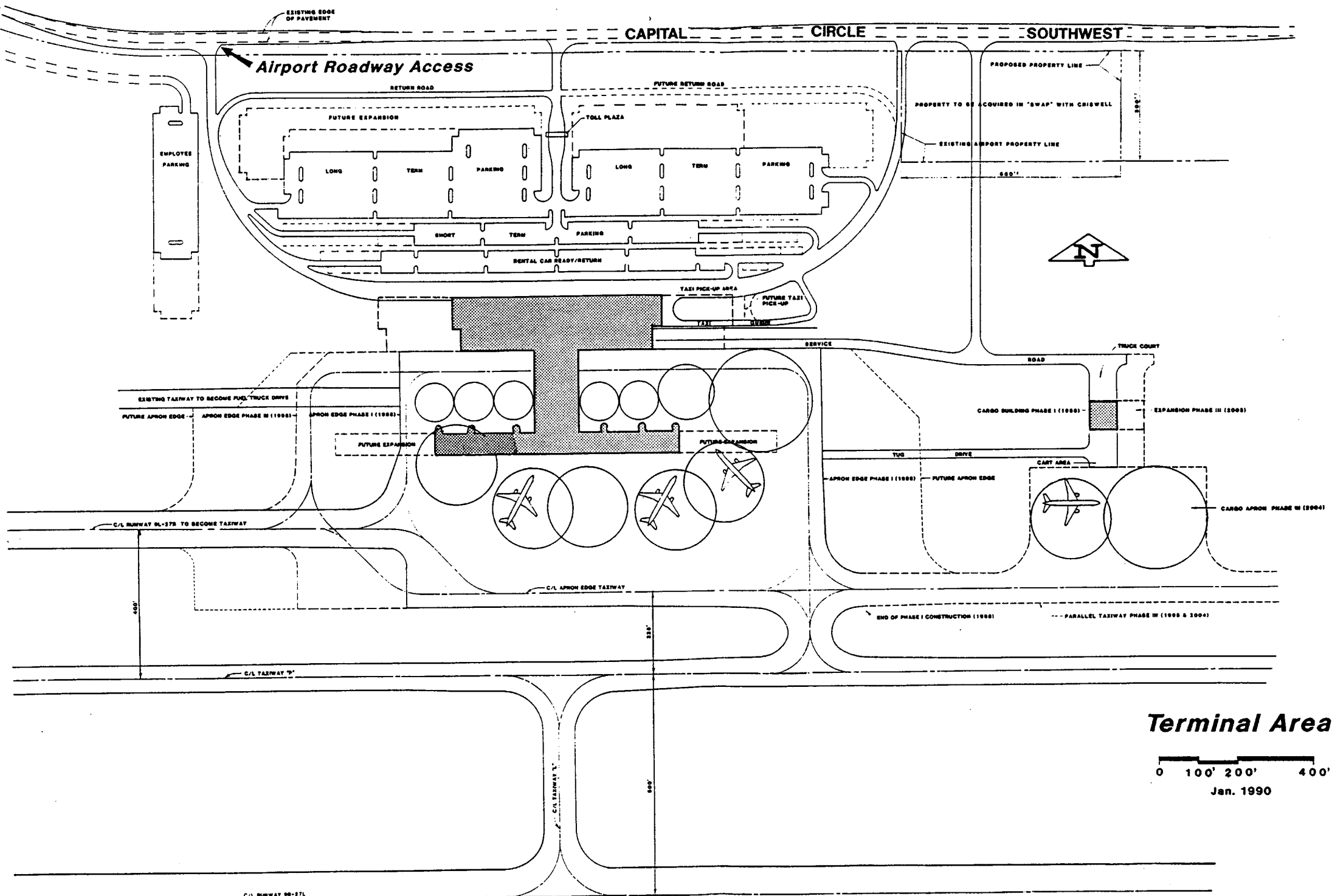
Tallahassee-Leon County Planning Department



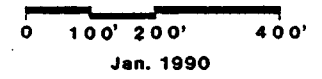
LEGEND		NOTES	
ITEM	EXISTING	PROPOSED	<p>NOTE 1: ALTERNATE AIR LOCATIONS SHOWN FOR PLANNING PURPOSES ONLY - FINAL RELOCATION WILL BE SUBJECT TO FAA CONCURRENCE.</p> <p>NOTE 2: RUNWAY-TAXIWAY MARKINGS IN ACCORDANCE WITH CURRENT AIRPORT CIRCULARS.</p> <p>NOTE 3: ALTERNATE FUTURE ATCT SITES AS DETERMINED BY FAA. FINAL SITE SELECTION PENDING ADDITIONAL FAA STUDIES.</p> <p>NOTE 4: TAXIWAY AREA AFFECTED BY PROPOSED TERMINAL INTERFERING WITH THE LONG-UP-DOWN FROM THE EXISTING CONTROL TOWER. DURING TERMINAL CONSTRUCTION AND UNTIL SUCH TIME AS A NEW CONTROL TOWER IS OPERATIONAL, THIS WILL BE DECLARED A NON-OPERATIONAL AREA PURSUANT TO A HOLD HARMLESS AGREEMENT ENTERED INTO BETWEEN THE CITY AND THE FAA DATED 10/1/88.</p> <p>NOTE 5: EXISTING NLS SYSTEM TO BE CONVERTED TO MSL IN THE FUTURE.</p>
AIRPORT BOUNDARY	---	---	
PROPERTY ACQUISITION	---	---	
RAILROAD RESTRICTION LINE	---	---	
AIRFIELD PAVEMENT	---	---	
AIRPORT BUILDINGS	---	---	
AIRPORT ROADS	---	---	
ANTICOLLISION PARKING	---	---	
SECURITY FENCE	---	---	
AIRPORT REFERENCE POINT (LAMP)	---	---	
SEGMENTED CIRCLE	---	---	
LIGHTED WIND SOCK	---	---	
WOODED AREA	---	---	
EXTENDED RUNWAY SAFETY AREA	---	---	
BROWN CONTOUR ELEVATION	---	---	

FUTURE AIRPORT LAYOUT PLAN

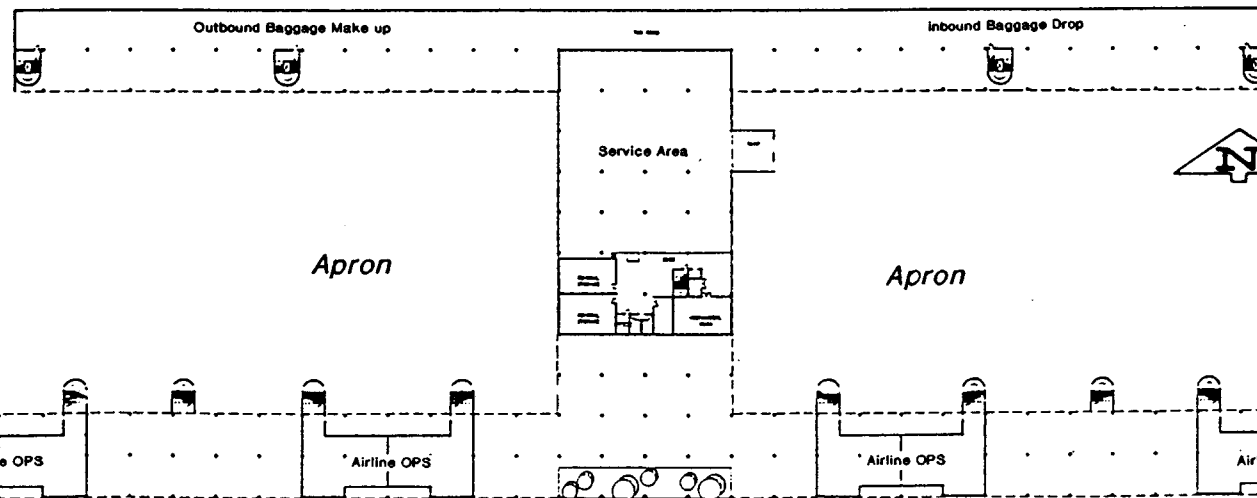
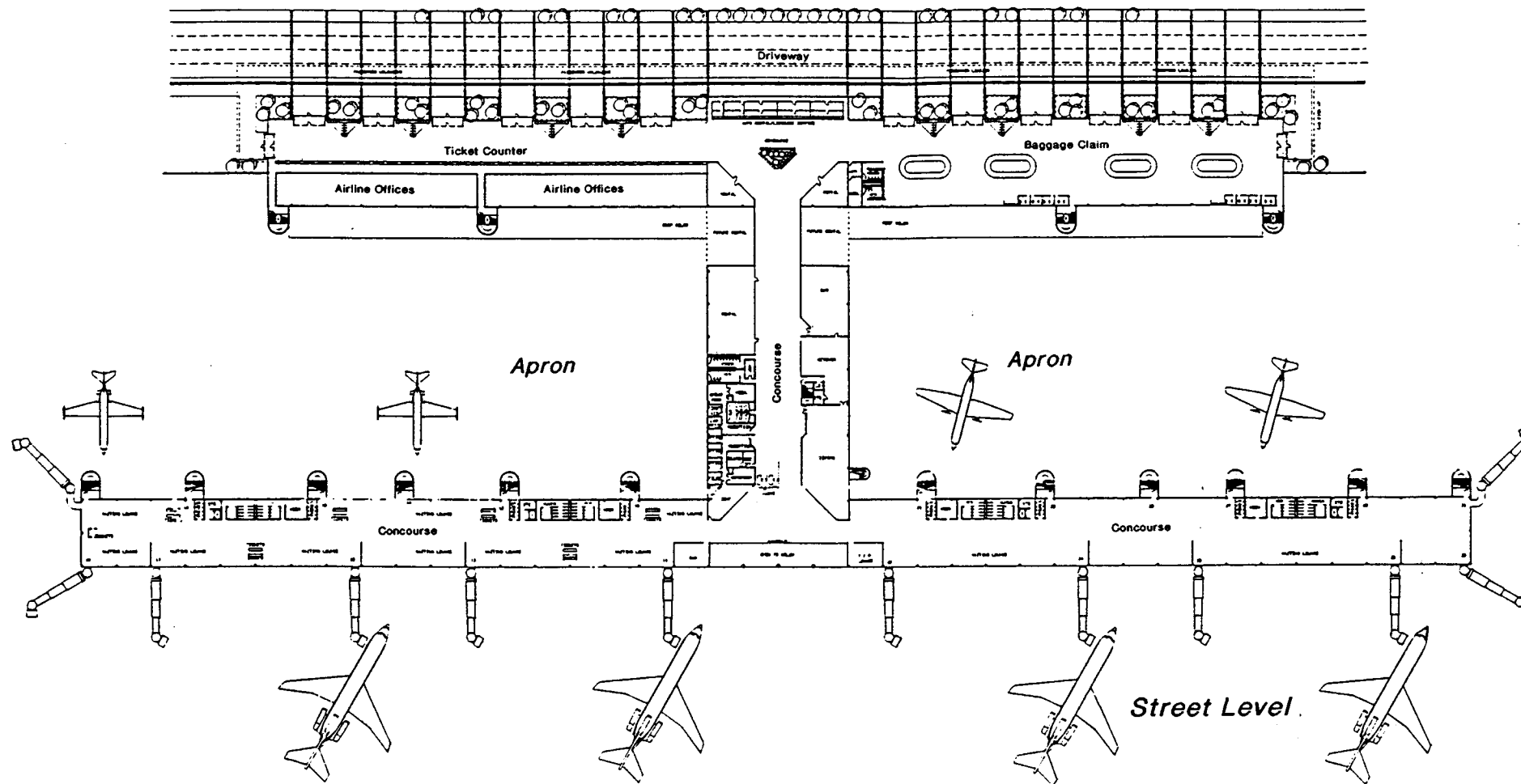
SCALE 1"=1500'



Terminal Area



11-20C



Future Airport Facilities Ultimate Terminal Floor Plan

0 30' 60' 120'

Apron Level