Shared Objectives

Planning for Community Improvements

Deep Dive Workshop on Goal 5:

A Balanced Transportation Network

Goal 5: A Balanced Transportation Network

Our community will have a balanced and viable transportation network with location-appropriate options so pedestrians, bicyclists, motorists and public transportation users of all ages/abilities can travel safely and conveniently throughout the community.

The transportation network shall:

- Include streets, sidewalks, bicycle facilities, shared use paths, trails, airport facilities, transit, and on-demand options.
- Account for land use context, right-of-way constraints, as well as the short-term and long-term costs of transportation infrastructure.
- Incorporate emerging technologies.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Distribute the benefits and burdens of transportation projects equitably.
- Maintain adopted quality of service measures.

Our community will coordinate with neighboring local governments and regional, state, and federal agencies to cooperatively plan and manage a balanced transportation network. This coordination will help maximize funding and development opportunities.

Community Values

- **Equity –** The community values fairness and equity in providing services, safety, housing opportunities, economic opportunities, education, justice, and other elements that contribute to a high quality of life for all residents.

- **Livability –** The community values fostering a safe, sustainable built environment that offers distinct, vibrant urban activity centers, nodes, neighborhood centers, key corridors, and green places for living, working, and recreating in the Capital Region.

- **Choice –** The community values having lifestyle options and opportunities, and the freedom to make informed choices and decisions.

- **Opportunity –** The community values having access to opportunities to flourish as individuals and as a community, and to improve our individual and collective lifestyles.

- **Stewardship –** The community values the responsible management of our resources and assets.

Current Overall Goal
Mobility Element

Establish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.

Current Goal 1 [M]

Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Current Objective 2.1[L]

Enhance the livability of existing neighborhoods and in new neighborhoods provide for future mixed residential areas which will accommodate growth and provide a wide choice of housing types, densities and prices as well as commercial opportunities based on performance criteria...

Original Draft Goal

Value and invest in mobility choices

Investments in mobility and transportation options should be made in ways that allow residents to make choices about how they travel through the provision of a network of roadways, trails, sidewalks, bicycle facilities, and transit service.

Revised Draft Goal

A Balanced Transportation Network:

Our community will provide a safe and balanced transportation network with viable options, so all residents can choose how they travel around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle facilities, shared use paths, trails, airport facilities, and transit routes
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure
- Account for emerging technologies
- Discourage the negative effects roadway widening can have on neighborhoods and community character
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users
- Maintain adopted quality of service measures
- Be coordinated between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT, or
- that extend beyond jurisdictional boundaries

Community Input

- *Improve bike safety ASAP. Too many cyclists are being hit by cars in Tally.*
- *Add something regarding transportation disadvantaged populations/vulnerable users*
- *It is currently unsafe to walk or cycle in much of Tallahassee/Leon County. It shouldn't be.*
- *Very important for aging population to have alternative transportation means*
- *Transit service needs to be frequent*
- *Thank you for continuing to move away from seeing commuter cyclists as a problem rather than an asset.*
- *Tallahassee's existing sprawl has made it very difficult to envision truly sustainable transportation systems.*
- *Make roads wider and get the bicycles off the road*
- *It would be nice to see separated bike lanes like the ones used in many European countries.*

Community Input

- *Provide means for citizens at economic levels to have ready access to airport and all forms of public transportation.*
- *Transit routes should be enhanced to improve choice before additional roadway lane miles are considered.*
- *More public transportation options that facilitate use. Less road projects that encourage driving.*
- *Encourage car pooling, etc. which proves to be the most practical transportation option for us.*
- *We should build more and wider roads. People want to own and use cars!*
- *This is also an aging population. I don't see grandma riding her bike to Walmart (or waiting at a bus stop) in August. This is where mixed-use, done correctly, can be a good thing. Having small neighborhood stores that meet day-to-day needs in realistic walking (or golf cart) distance for example.*

Revised Draft Goal

- Local Planning Agency
  - Workshop: December 5, 2017
  - Workshop: January 2, 2018
  - Acceptance: February 6, 2018
- Joint City/County Commission
  - Acceptance: February 27, 2018

Goal 5: A Balanced Transportation Network

Our community will have a balanced and viable transportation network with location-appropriate options so pedestrians, bicyclists, motorists and public transportation users of all ages/abilities can travel safely and conveniently throughout the community.

The transportation network shall:

- Include streets, sidewalks, bicycle facilities, shared use paths, trails, airport facilities, transit, and on-demand options.
- Account for land use context, right-of-way constraints, as well as the short-term and long-term costs of transportation infrastructure.
- Incorporate emerging technologies.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Distribute the benefits and burdens of transportation projects equitably.
- Maintain adopted quality of service measures.

Our community will coordinate with neighboring local governments and regional, state, and federal agencies to cooperatively plan and manage a balanced transportation network. This coordination will help maximize funding and development opportunities.

Objective 5.1: Context Based Mobility

Plan, design, and build the transportation system to reflect the physical setting in which the specific transportation facilities are located.

PLANNING DEPARTMENT
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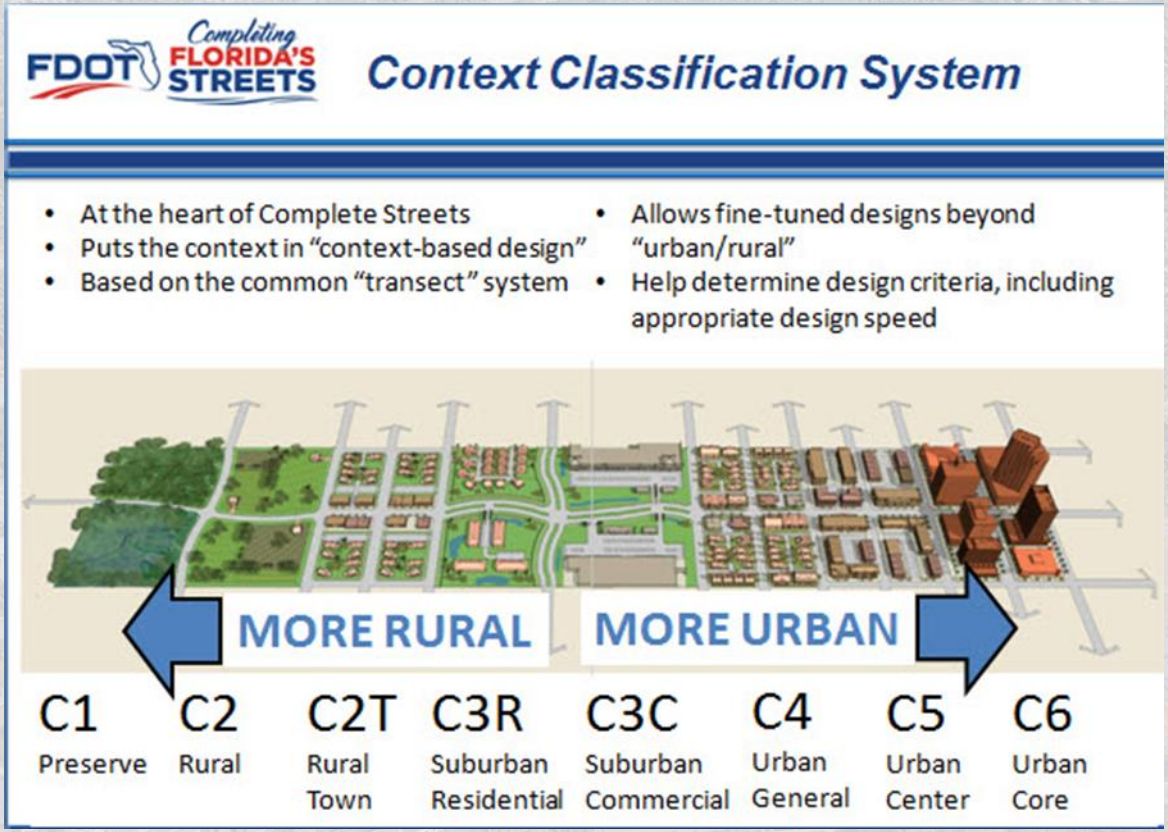
Current Policy 1.2.1 [M]

Recognizing that urban, suburban, and rural areas have different needs, develop and maintain context sensitive design standards for transportation facilities to protect and enhance community character and enhance the safety and desirability of walking, cycling, and transit.

FDOT Context Classification

FDOT Context Classification



FDOT Context Classification

CONTEXT CLASSIFICATION MATRIX

Table 1 Context Classification Matrix presents a framework to determine the context classifications along state roadways. This Context Classification Matrix outlines (1) distinguishing characteristics, (2) primary measures, and (3) secondary measures.

The distinguishing characteristics give a broad description of the land use types and street patterns found within each context classification. The primary and secondary measures provide more detailed assessments of the existing or future conditions along the roadway. These measures can be evaluated through a combination of a field visit, internet-based aerial and street view imagery, map analysis, and review of existing or future land use or existing zoning information. The Context Classification Matrix presents the primary and secondary measures thresholds for the eight context classifications.

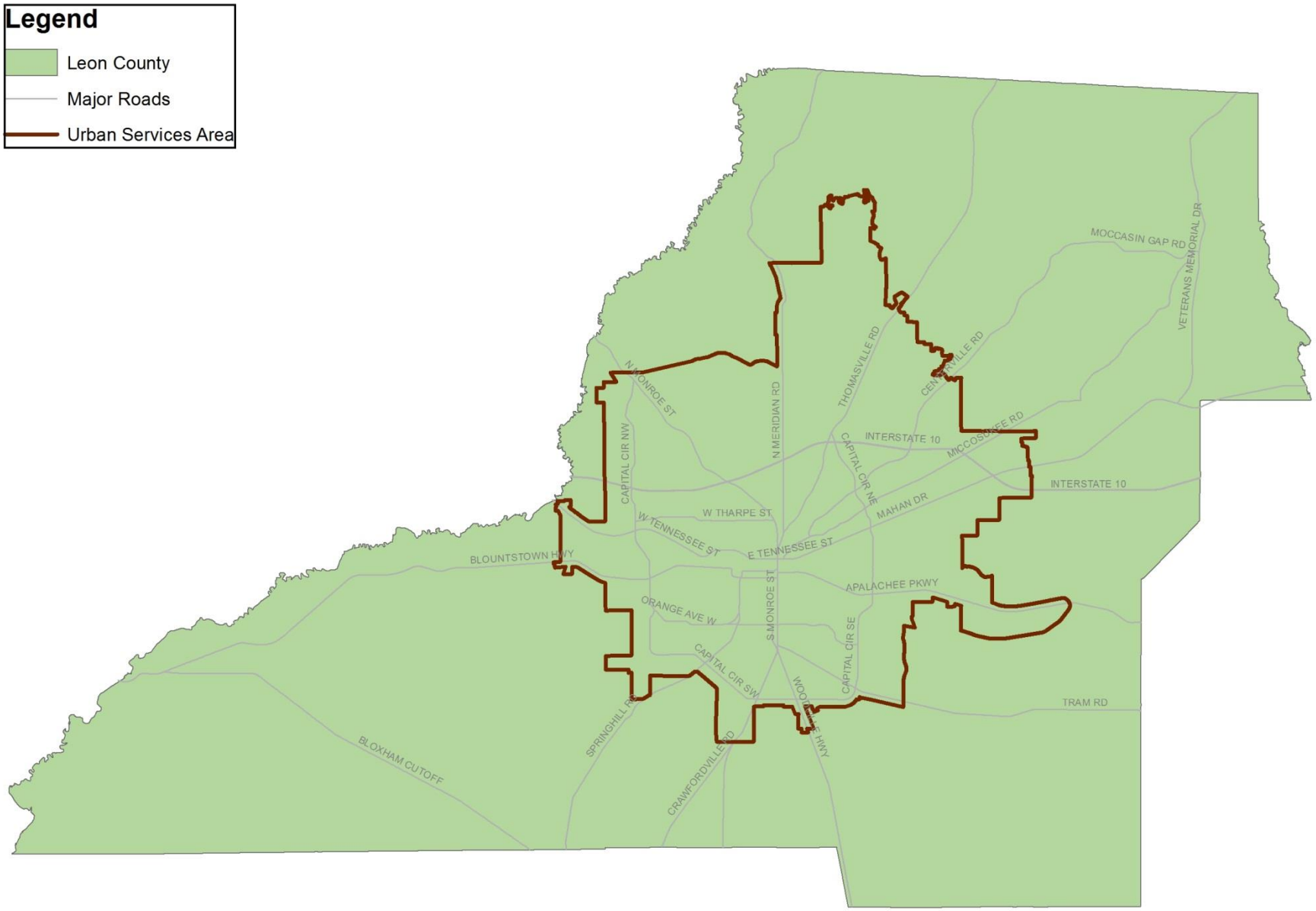
Appendix A illustrates the eight FDOT context classifications through case studies. These case studies present examples of real-world values for the primary and secondary measures that determine a roadway's context classification.

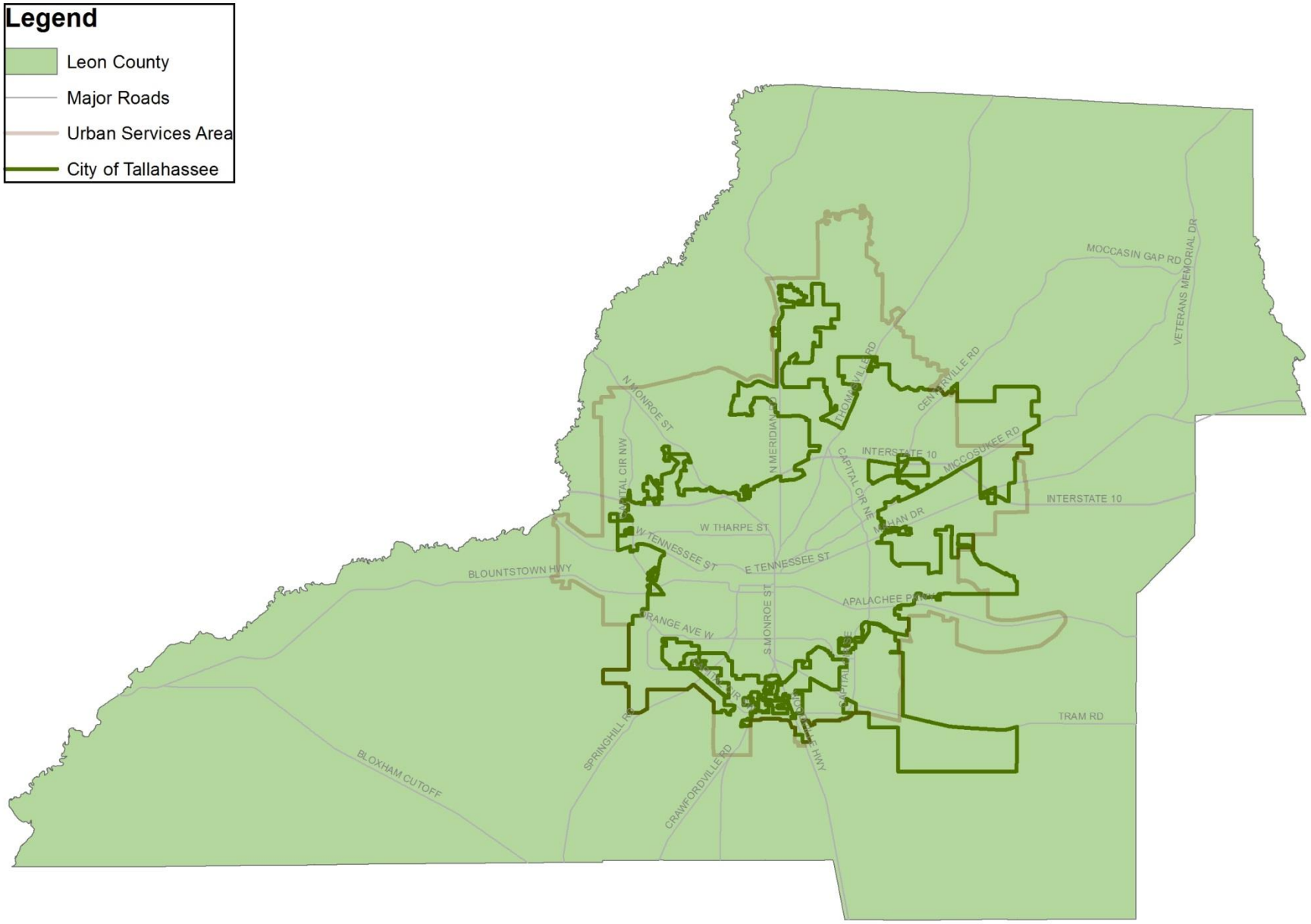
TABLE 1 CONTEXT CLASSIFICATION MATRIX

		(2) Primary Measures								(3) Secondary Measures			
		Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity: Intersection Density	Roadway Connectivity: Block Perimeters	Roadway Connectivity: Block Length	Allowed Residential Density	Allowed Office/ Retail Density	Population Density	Employment Density
Context Classification	**(1) Distinguishing Characteristics**	Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet	Dwelling Units/ Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	<20	N/A	N/A	<1	N/A	<2	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	>0.25	N/A	>2
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium (20' to 75') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with large (>75') setbacks on all sides	No	Mostly in front; occasionally in rear or side	<100	>3,000	>660	N/A	<0.75	N/A	N/A
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no setbacks or up to medium (<75') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	N/A	>5	>5
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500	>8	>0.75	>10	>20
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or minimal (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660	>16	>2	>20	>45

More information on measures with undefined thresholds (N/As) are included in Appendix B. The thresholds presented in Table 1 are based on the following sources, with modifications made based on Florida case studies:

1) *2008 Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities*, New Jersey Department of Transportation and Pennsylvania Department of Transportation;
2) *2012 Florida TOD Guidebook*, Florida Department of Transportation;
3) *2009 SmartCode Version 9.2*., Duany, Andres, Sandy Sorlien, and William Wright; and
4) *2010 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, Institute of Transportation Engineers and Congress for the New Urbanism.


Legend
Leon County
Major Roads
Urban Services Area
MOCCASIN GAP RD
VETERANS MEMORIAL DR
THOMASVILLE RD
CENTERVILLE RD
N MONROE ST
N MERIDIAN RD
CAPITAL CIR NW
INTERSTATE 10
MCCOSOSEE RD
CAPITAL CIR NE
INTERSTATE 10
MAHAN DR
W THARPE ST
W TENNESSEE ST
E TENNESSEE ST
BLOUNTSTOWN HWY
APALACHEE PKWY
S MONROE ST
ORANGE AVE W
CAPITAL CIR SE
CAPITAL CIR SW
WOODVILLE HWY
TRAM RD
SPRINGHILL RD
CRAWFORDVILLE RD
BLOXHAM CUTOFF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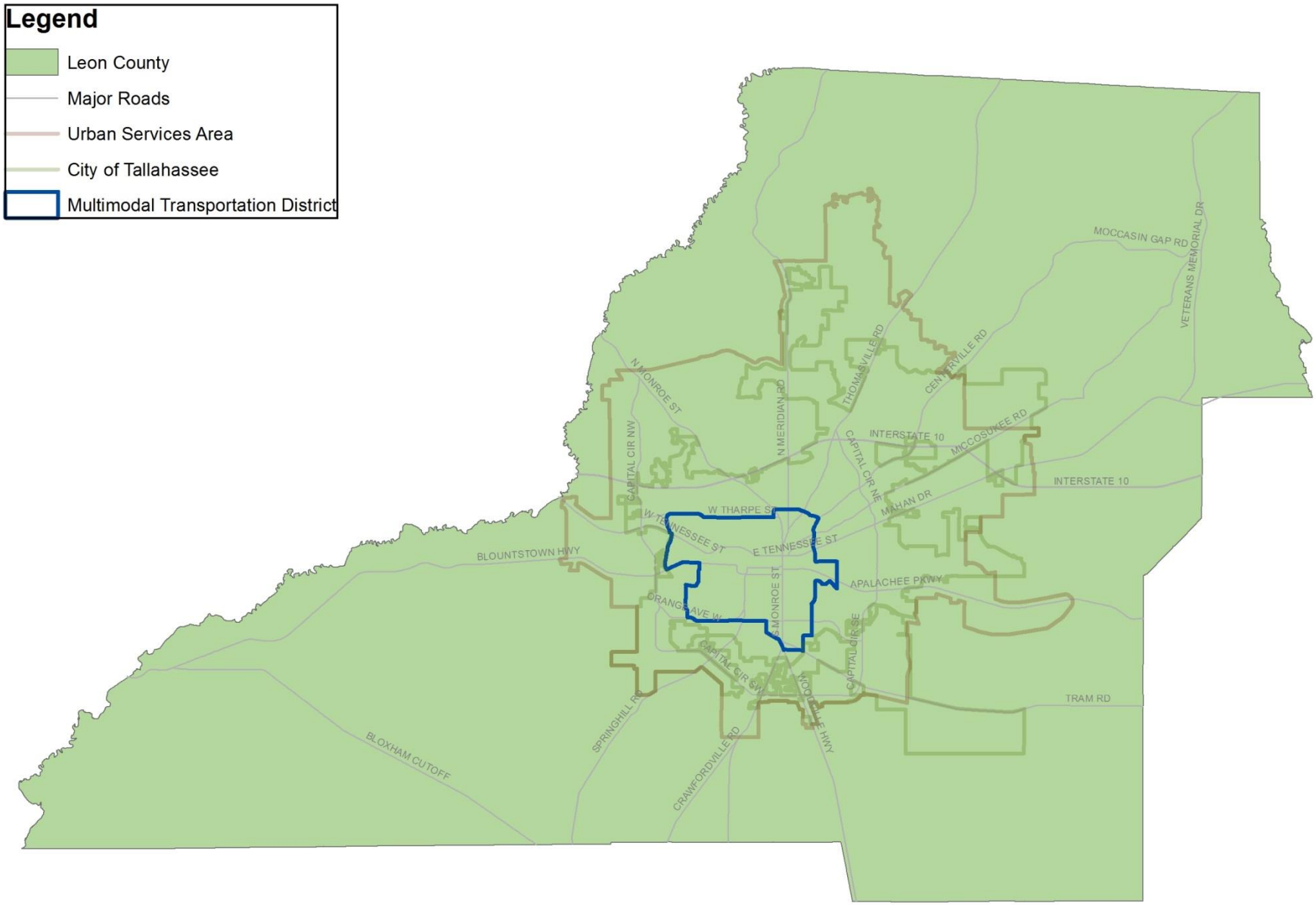
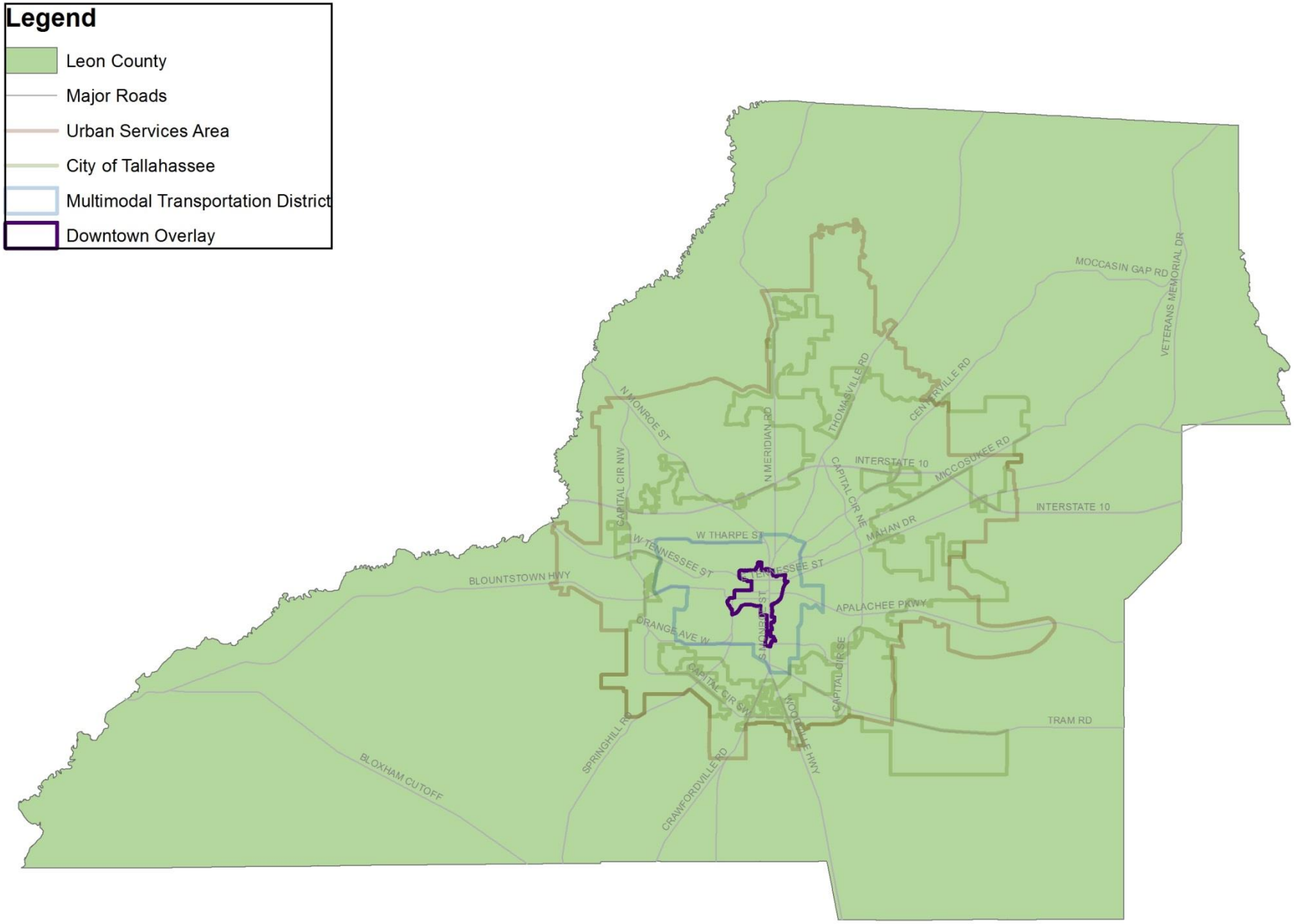
Leon County
Major Roads
Urban Services Area
City of Tallahassee
MOCCASIN GAP RD
VETERANS MEMORIAL DR
N MONROE ST
THOMASVILLE RD
CENTERVILLE RD
N MERIDIAN RD
CAPITAL CIR NW
CAPITAL CIR NE
INTERSTATE 10
MCCOSUKEE RD
INTERSTATE 10
W THARPE ST
W TENNESSEE ST
E TENNESSEE ST
BLOUNTSTOWN HWY
APALACHEE PKWY
ORANGE AVE W
S MONROE ST
SPRINGHILL RD
CRAWFORDVILLE RD
TRAM RD
BLOXHAM CUTOFF


Legend
Leon County
Major Roads
Urban Services Area
City of Tallahassee
Multimodal Transportation District
MOCCASIN GAP RD
VETERANS MEMORIAL DR
THOMASVILLE RD
CENTERVILLE RD
N MONROE ST
N MERIDIAN RD
CAPITAL CIR NW
CAPITAL CIR NE
INTERSTATE 10
MCCOSUKEE RD
MAHAN DR
W THARPE ST
W TENNESSEE ST
E TENNESSEE ST
BLOUNTSTOWN HWY
S MONROE ST
APALACHEE PKWY
ORANGE AVE W
CAPITAL CIR SW
CAPITAL CIR SE
WOODVILLE HWY
TRAM RD
SPRINGHILL RD
CRAWFORDVILLE RD
BLOXHAM CUTOFF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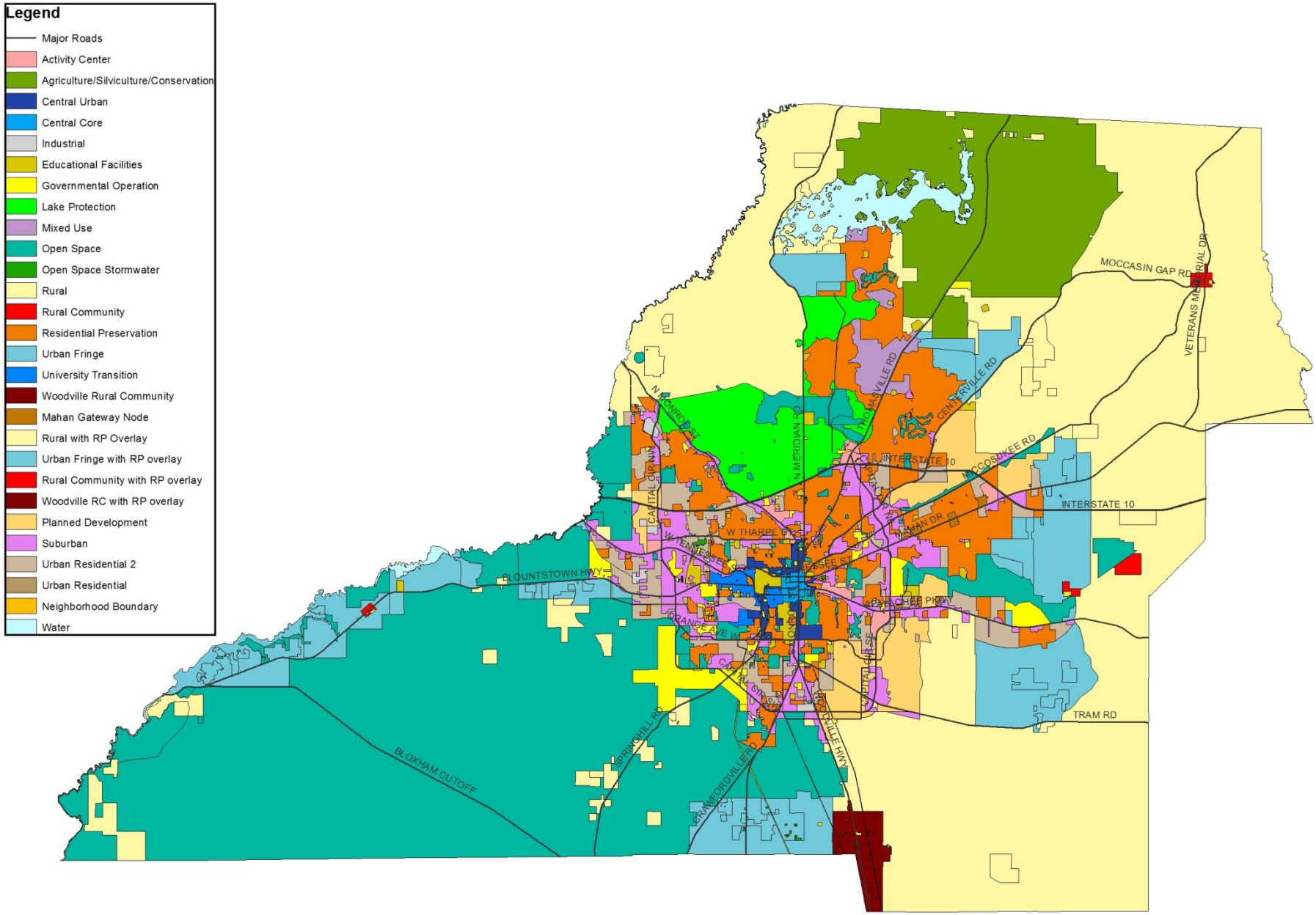
Leon County
Major Roads
Urban Services Area
City of Tallahassee
Multimodal Transportation District
Downtown Overlay
MOCCASIN GAP RD
VETERANS MEMORIAL DR
N MONROE ST
THOMASVILLE RD
CENTERVILLE RD
N MERIDIAN RD
CAPITAL CIR NW
INTERSTATE 10
MCCOSUKEE RD
CAPITAL CIR NE
INTERSTATE 10
MAHAN DR
W THARPE ST
W TENNESSEE ST
E TENNESSEE ST
BLOUNTSTOWN HWY
APALACHEE PKWY
ORANGE AVE W
S MONROE ST
CAPITAL CIR SW
CAPITAL CIR SE
WOODVILLE HWY
TRAM RD
SPRINGHILL RD
CRAWFORDVILLE RD
BLOXHAM CUTOFF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Major Roads
Activity Center
Agriculture/Silviculture/Conservation
Central Urban
Central Core
Industrial
Educational Facilities
Governmental Operation
Lake Protection
Mixed Use
Open Space
Open Space Stormwater
Rural
Rural Community
Residential Preservation
Urban Fringe
University Transition
Woodville Rural Community
Mahan Gateway Node
Rural with RP Overlay
Urban Fringe with RP overlay
Rural Community with RP overlay
Woodville RC with RP overlay
Planned Development
Suburban
Urban Residential 2
Urban Residential
Neighborhood Boundary
Water
MOCCASIN GAP RD
VETERANS MEMORIAL DR
N MONROE ST
N MERIDIAN RD
THOMASVILLE RD
CENTERVILLE RD
INTERSTATE 10
MCCOSDKEE RD
INTERSTATE 10
CAPITAL CIR NW
W TENNESSEE ST
W THARPE ST
MAHAN DR
TALLAHASSEE ST
APALACHEE PKWY
BLOUNTSTOWN HWY
ORANGE AVE W
CAPITAL CIR SW
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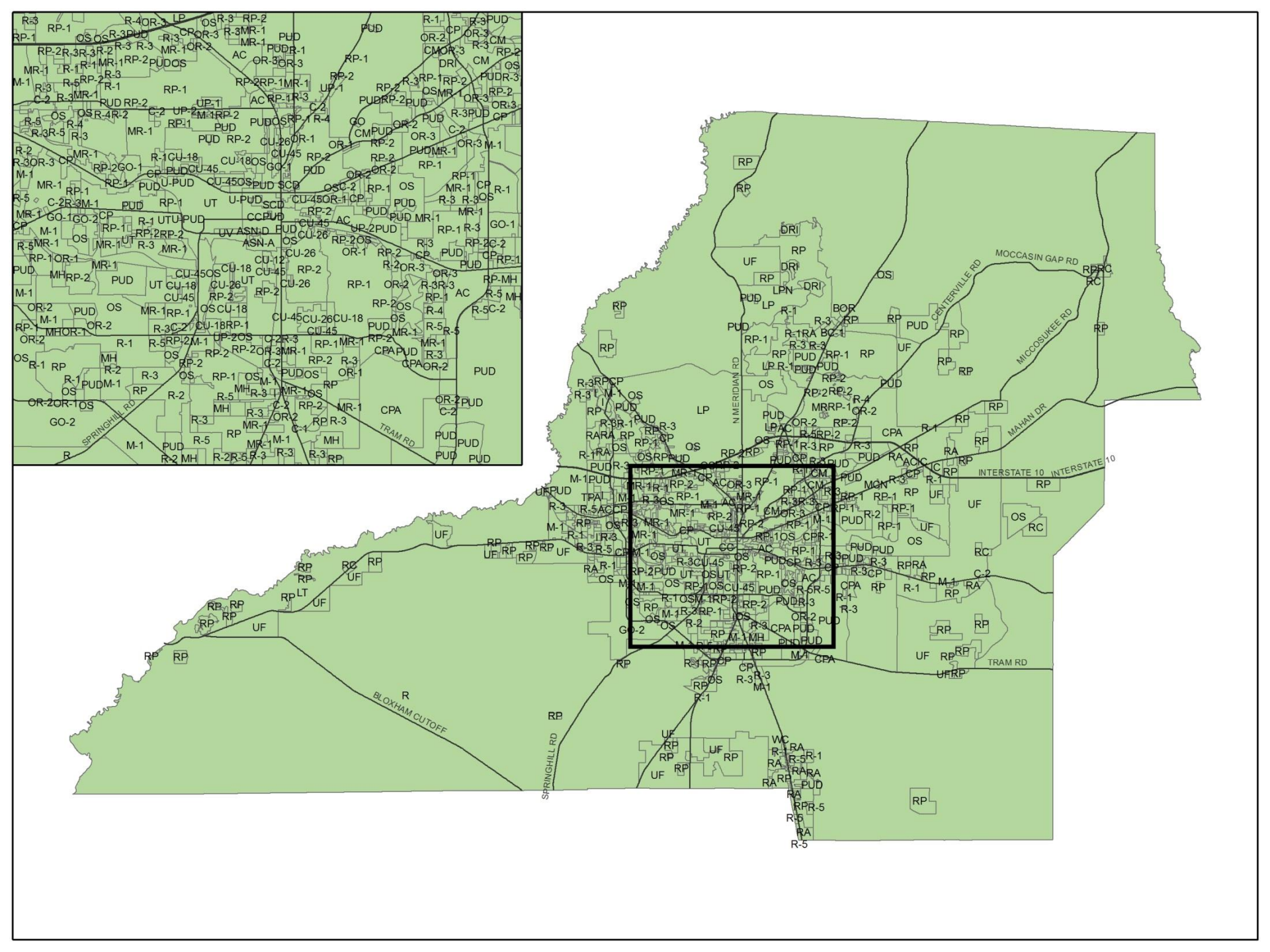
WOODVILLE HWY
TRAM RD
SPRINGHILL RD
CRAWFORDVILLE RD
BLOXHAM CUTOFF


MOCCASIN GAP RD
CENTERVILLE RD
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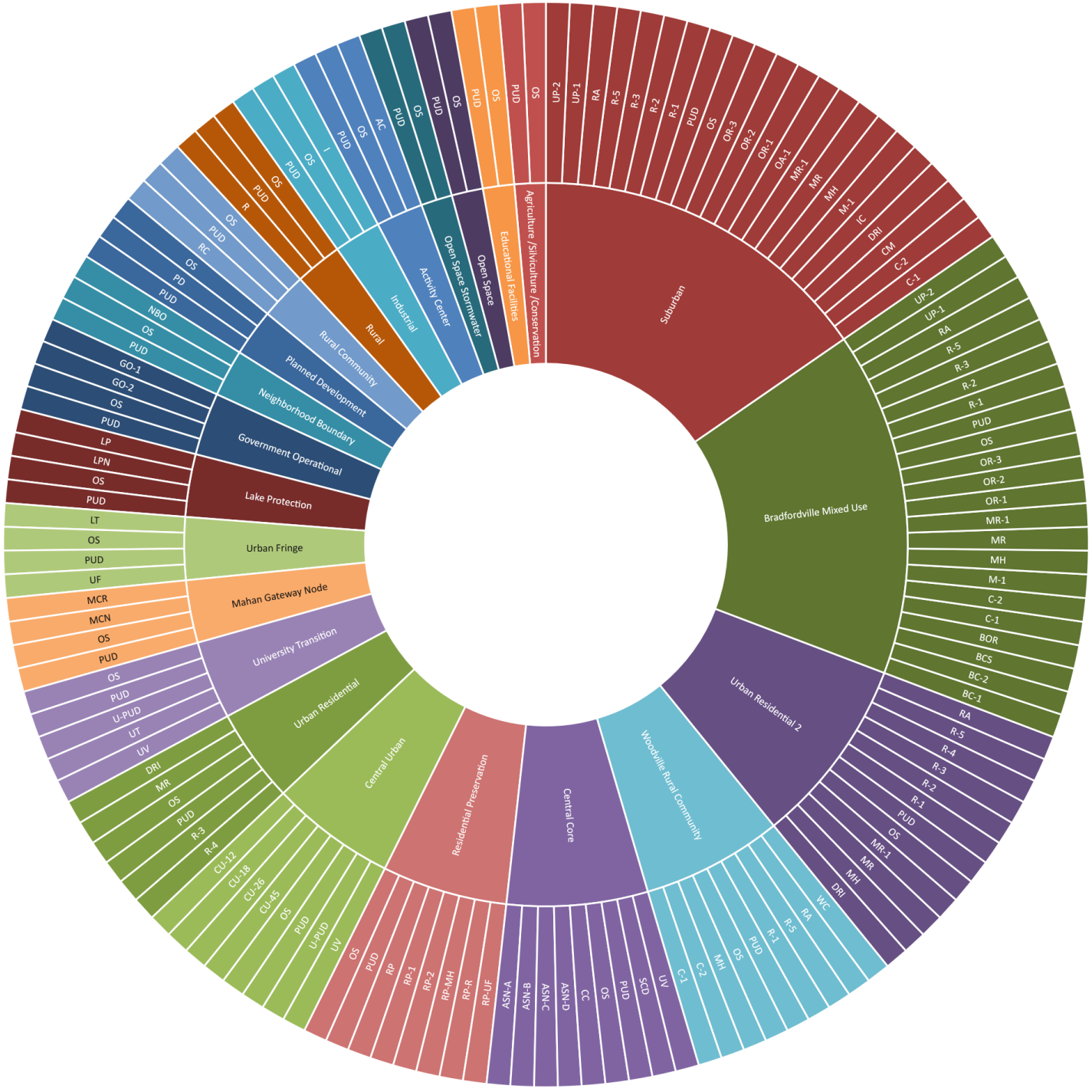
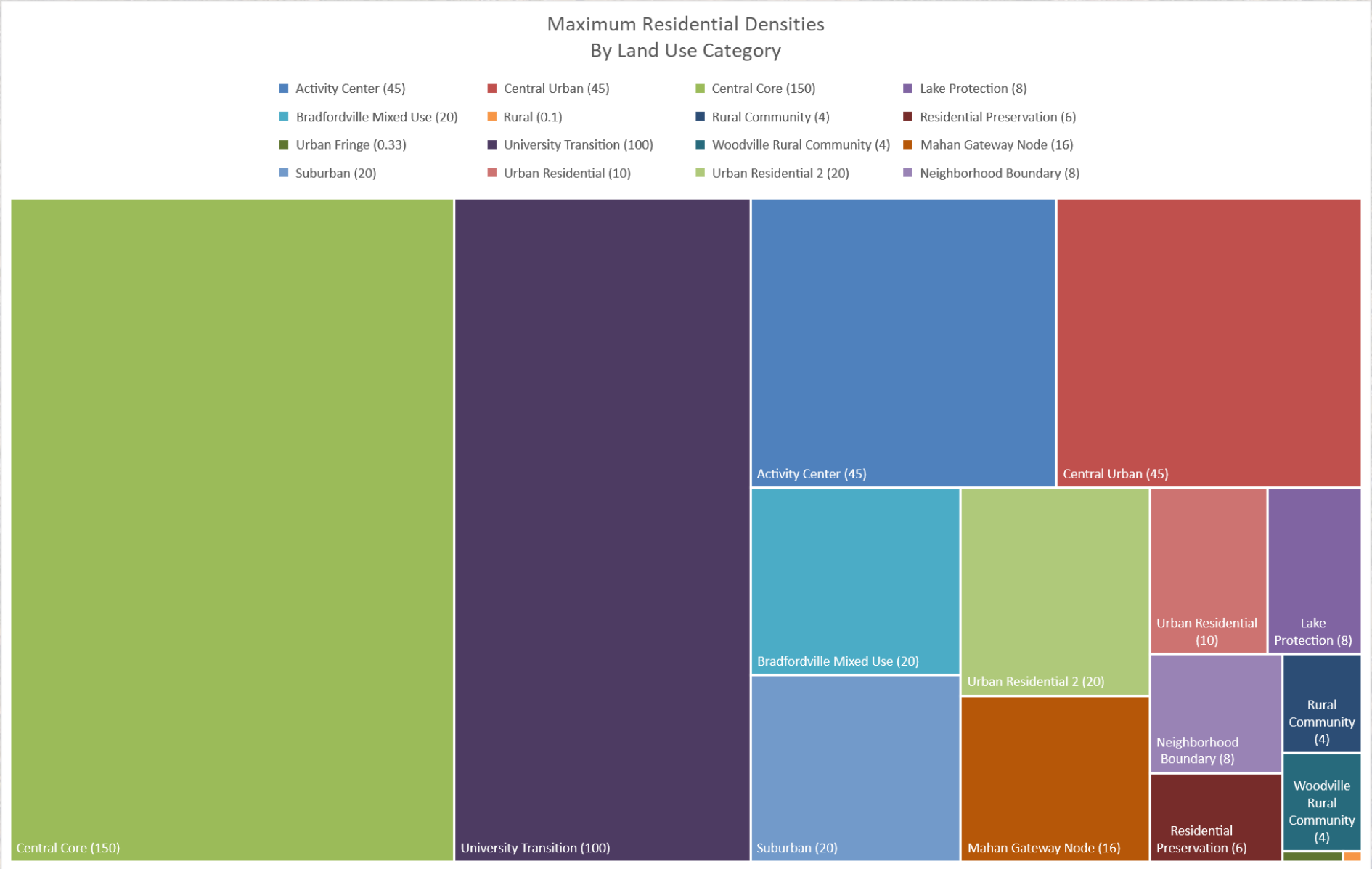
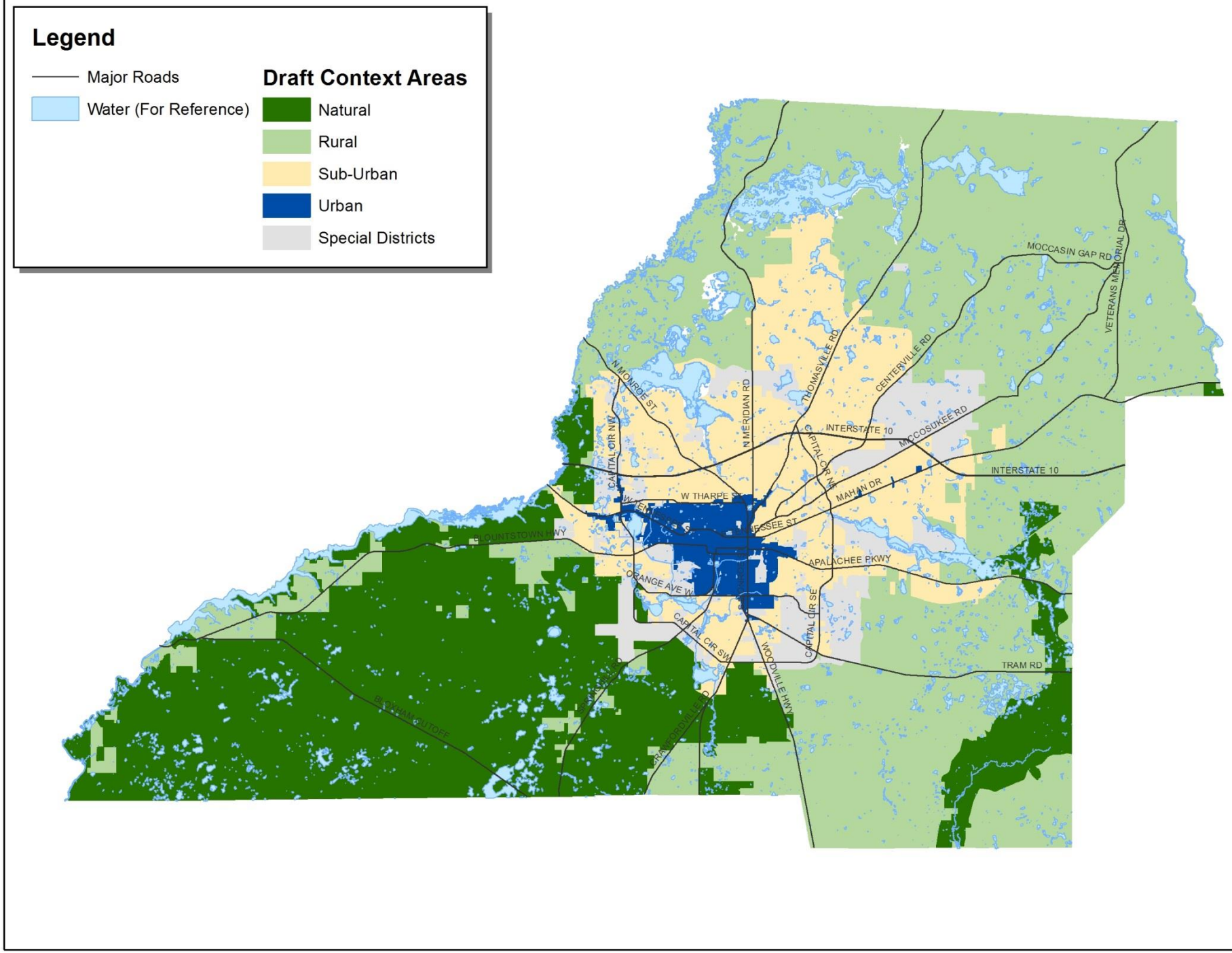
MAHAN DR
INTERSTATE 10
INTERSTATE 10
N MERIDIAN RD
TRAM RD
SPRINGHILL RD
BLOXHAM CUTOFF
SPRINGHILL RD
TRAM RD

Land Uses and Implementing Zoning Districts



Land Use Residential Densities

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Major Roads
Water (For Reference)
Draft Context Areas
Natural
Rural
Sub-Urban
Urban
Special Districts
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VETERANS MEMORIAL DR
N MONROE ST
THOMASVILLE RD
CENTERVILLE RD
N MERIDIAN RD
CAPITAL CIR NW
INTERSTATE 10
MCCOSUKEE RD
CAPITAL CIR NE
MAHAN DR
INTERSTATE 10
W THARPE ST
TENNESSEE ST
BLOUNTSTOWN HWY
APALACHEE PKWY
ORANGE AVE W
CAPITAL CIR SW
CAPITAL CIR SE
WOODVILLE HWY
TRAM RD
CRAWFORDVILLE RD
BLOXHAM CUTOFF

Objective 5.1: Context Based Mobility

Plan, design, and build the transportation system to reflect the physical setting in which the specific transportation facilities are located.

PLANNING DEPARTMENT
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Objective 5.2 – Complete Streets:

Design and operate streets and roads to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

PLANNING DEPARTMENT
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Current Objective 1.2 [M]

Complete Streets

The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Completing FLORIDA'S STREETS

Putting the right street in the right place.

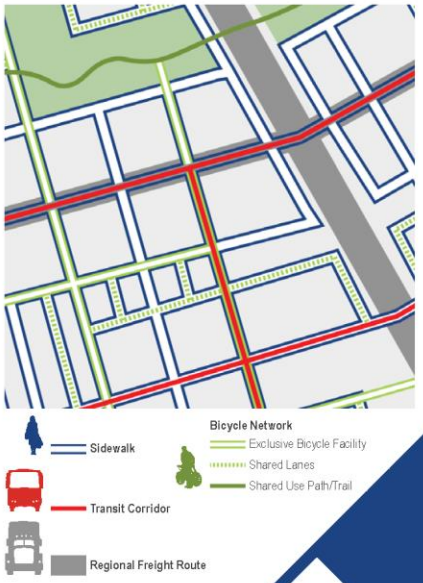
WHAT IS THE ROLE OF LOCAL PARTNERS?

A network of Complete Streets cannot be built entirely within the state roadway system and solely within FDOT's right of way. Transportation system and development pattern (such as land use, development density and intensity, building design, and site layout) are inextricably linked, and both have an effect on travel choices and mobility. A robust, connected roadway network provides options for the movement of people and goods and is the foundation for safe and comfortable travel for pedestrians, bicyclists, and transit riders.

Local governments and metropolitan planning organizations (MPOs) are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions. Comprehensive plans, subarea plans, and land development regulations are some of the documents that will be reviewed to determine future visions and other land use-related items in evaluating context classification.

FDOT will apply criteria and standards based on the context classification. There is no separate FDOT funding category or FDOT funding source specifically for Complete Streets. Projects that require modifications to comply with criteria associated with the context classification will be funded through the funding programs currently available to Federal, State, and local roadways, as appropriate. The existing MPO funding process will remain the same. If local governments or other partners would like to include features that go beyond what is required by FDOT design criteria, such as decorative lighting or landscaping, patterned pavements, or street furniture and wayfinding, local communities must coordinate with FDOT to align local resources and projects with the FDOT project.

CONTEXT-SENSITIVE SYSTEM
OF COMPLETE STREETS



WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders motorists, and freight handlers. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Safety: Safety for all users is FDOT's top priority. Roadways with context-appropriate speeds can result in reduced fatalities and serious injuries. The Complete Streets approach considers the mobility, convenience, accessibility, and safety of all road users, and places an emphasis on the most vulnerable users of a given roadway.

Quality of Life: A Complete Streets approach helps to align transportation decisions with land use, resulting in quality places where transportation investments support a community's quality of life.

Economic Development: A Complete Streets approach connects communities and supports Florida's existing economic centers, employment centers, and visitor destinations by striving to provide the highest level of multimodal infrastructure in these core areas.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

WHEN WILL COMPLETE STREETS BE IMPLEMENTED?

The determination of a roadway's context classifi cation is required in order to utilize the criteria in the FDOT Design Manual (FDM.) The context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018, and may be applied to active design projects at the discretion of the district. For PD&E projects, implementation of context classification and the FDM is required for projects that have the Public Hearing scheduled in April 2018 or later. The 2017 Plans Preparation Manual (PPM) will apply through the completion of the PD&E studies for projects that have the Public Hearing scheduled prior to April 2018. Criteria contained in the FDM may also be applied earlier at the discretion of the district.

FDOT Completing FLORIDA'S STREETS

WHERE CAN I FIND MORE RESOURCES?

WWW.FLCOMPLETESTREETS.COM

DeWayne Carver, AICP
State Complete Streets Program Manager
(850) 414 4322
dewayne.carver@dot.state.fl .us

Revised 3/29/2018

WHAT IS FDOT CONTEXT CLASSIFICATION?

Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns. Roadways will be planned and designed to support the safety, comfort, and mobility of all users based on the unique context of each roadway. The FDOT context classification system broadly identifies the various built environments existing in Florida. The context classification of a roadway will inform FDOT's planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

The Context Classification document presents and explains the Context Classification Matrix, which outlines the measures used to determine context classification. These include:

(1) **Distinguishing Characteristics**, which give a broad description of the land use types and street patterns found within each context classification

(2) **Primary Measures**, which measure the roadway connectivity and building use and form

(3) **Secondary Measures**, which look at existing and allowed development intensity

FDOT CONTEXT CLASSIFICATIONS

C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

CONTEXT CLASSIFICATION AND TRANSPORTATION CHARACTERISTICS

Context Classifications

+

Transportation Characteristics

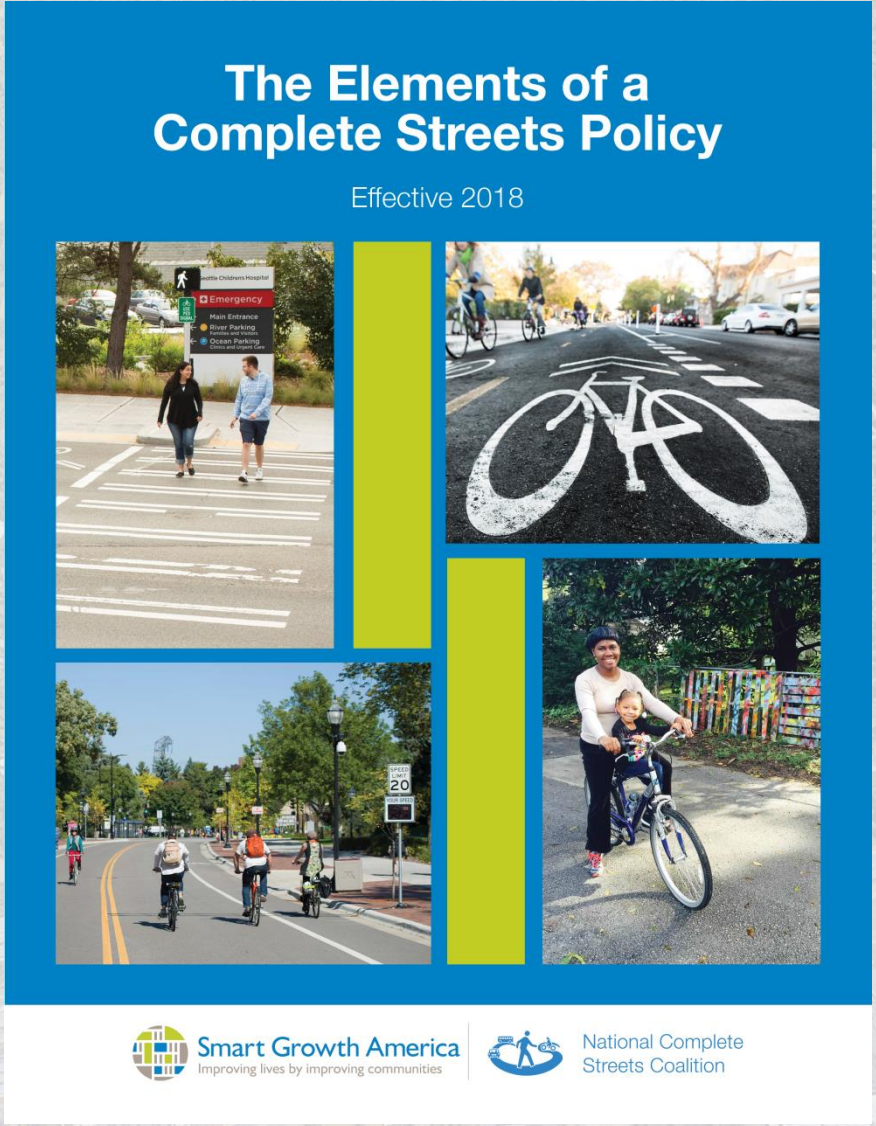
- **Roadway Users**
- **Regional and Local Travel Demand**
- **Challenges and Opportunities of Each Roadway User**

The context classification of a roadway, together with its transportation characteristics, will provide information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

WHAT IS THE FDOT PROCESS FOR IMPLEMENTING CONTEXT CLASSIFICATION?

Complete Streets are not a specific type of project, but rather are an approach to ensuring that projects are based on their contexts. This means that a Complete Streets approach will be implemented consistently for all non-limited access projects — from capital projects qualifying for Efficient Transportation Decision Making process (ETDM) screening to Resurfacing, Restoration and Rehabilitation (RRR), traffic operations, and safety projects.

FDOT will develop a database of context classification for all state roadways. Initially, districts will evaluate and map context classification as projects occur, while working to complete a statewide database of context classification. The context classification evaluations completed for the statewide database will utilize available data and information on existing built conditions. As FDOT projects are conducted, these initial evaluations will be updated or confirmed based on current data, as well as future conditions.



Available at https://smartgrowthamerica.org

Objective 5.2 – Complete Streets:

Design and operate streets and roads to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Objective 5.3 – Bicycle Facilities:

Develop a network of bicycle facilities that provides safe, comfortable, and direct connections throughout the community.

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Types of Cyclists

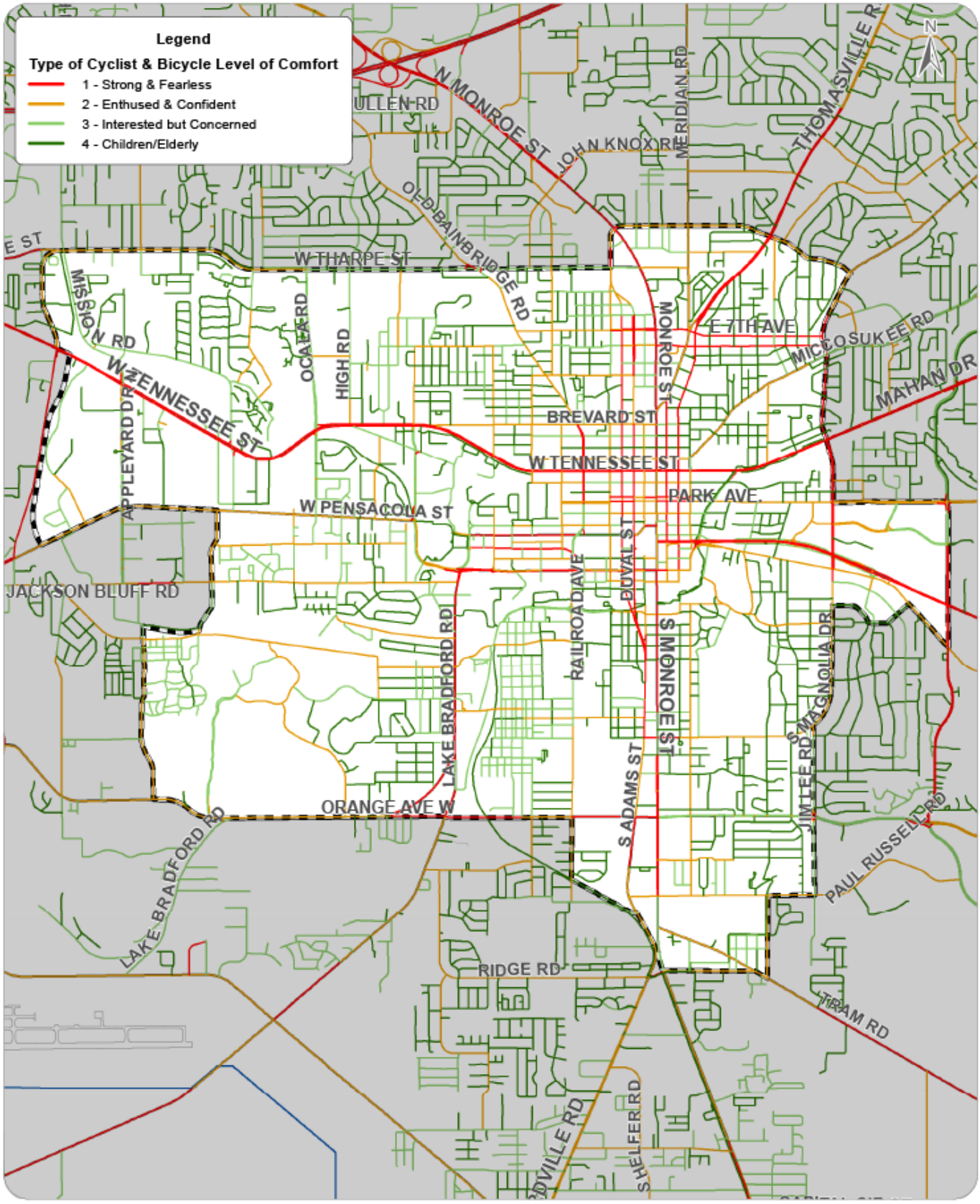
Children/Elderly
Needs a facility completely separated from the roadway such as a multiuse trail.

Enthused and Confident
Cyclists who feel comfortable riding along a corridor next to vehicles at lower speeds and with facilities such as a bike lane or signage.

Interested but Concerned
Cyclists who would like to ride their bike but have fears which are usually caused by vehicles. This type of cyclist needs low speeds, low volumes, and a separated facility such as a buffered bike lane.

Strong and Fearless
Cyclists who will ride along a corridor regardless of the conditions. These users have no problem sharing the lane with a vehicle traveling at speeds greater than 40 mph.

Type of Cyclist	Bicycle Comfort Level (BCL)
Children/Elderly	BCL 4
Interested but Concerned	BCL 3 and 4
Enthused and Confident	BCL 2, 3, and 4
Strong and Fearless	BCL 1, 2, 3, and 4



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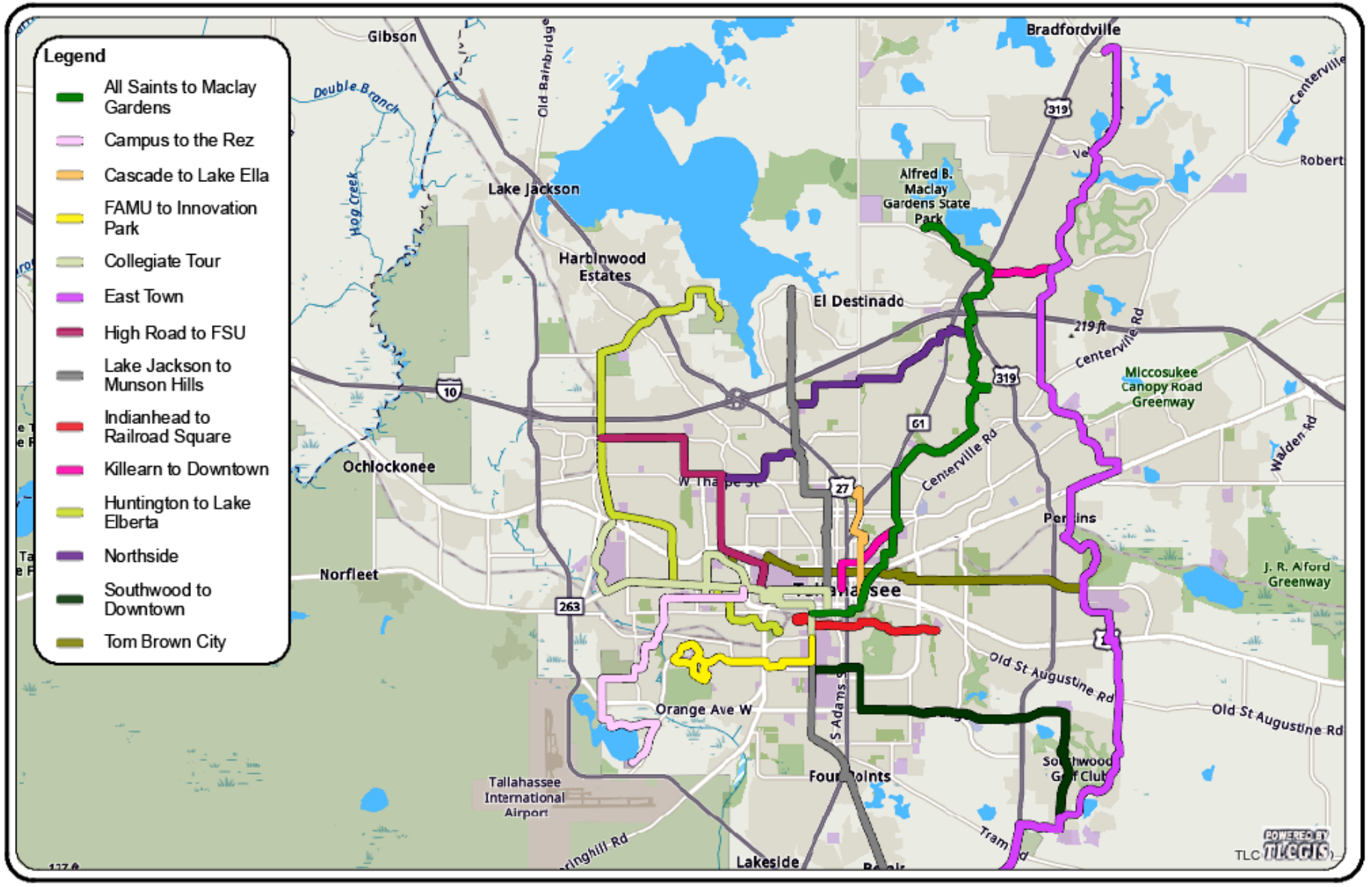
Map Created: April 15, 2019

Bicycle Comfort Level

0 0.25 0.5 1 Miles

1 inch equals 0.79 miles



Bike Tallahassee Map

DISCLAIMER

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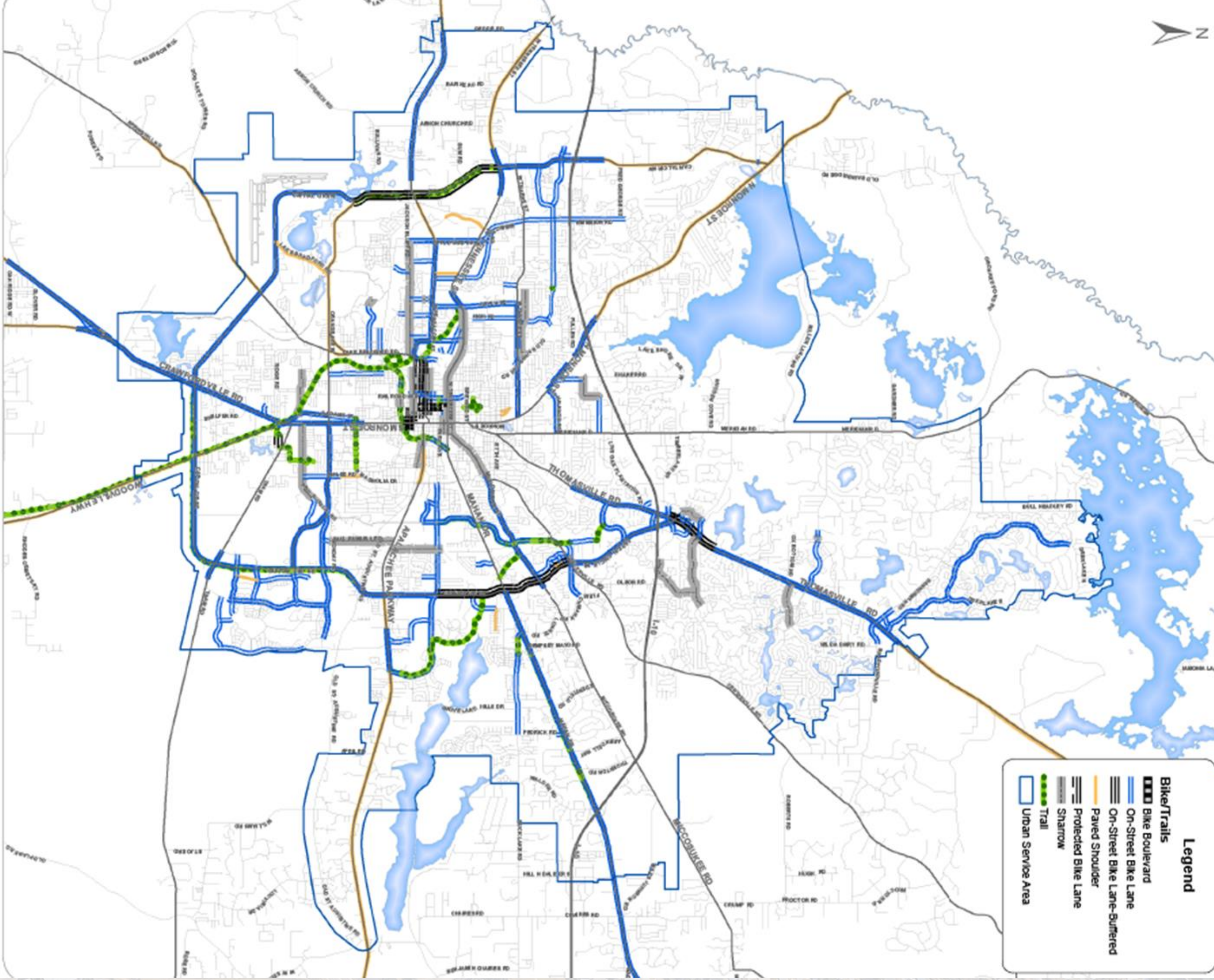
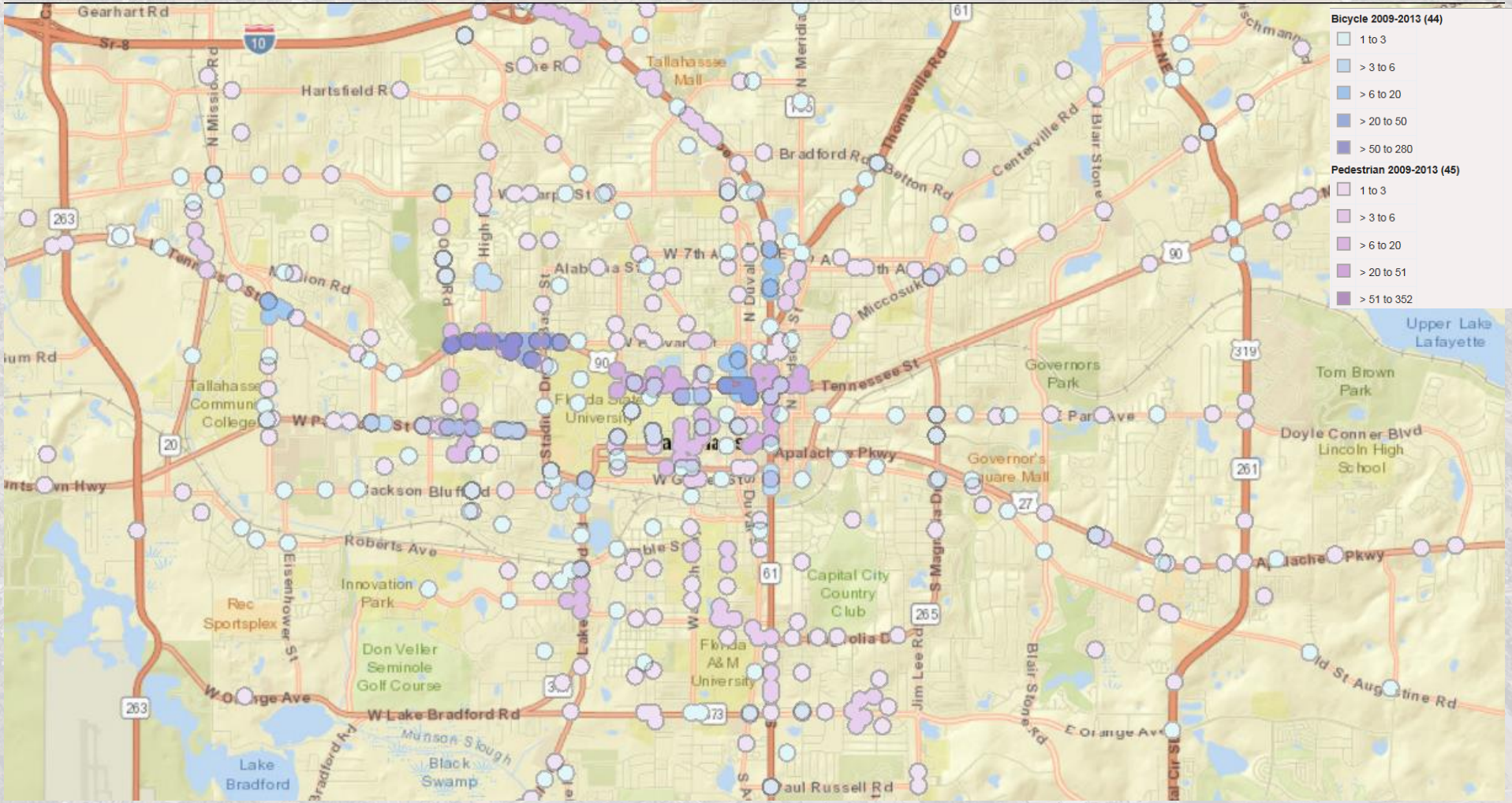
N

Scale:	Tallahassee/Leon County GIS Management Information Services Leon County Courthouse 301 S. Monroe St, P3 Level Tallahassee, Fl. 32301 850/606-5504 http://www.tlcgis.org
Not To Scale:	
Date Drawn:	
April 15, 2019	


N
Legend
Bike/Trails
Bike Boulevard
On-Street Bike Lane
On-Street Bike Lane-Buffered
Paved Shoulder
Protected Bike Lane
Sharrow
Trail
Urban Service Area
THOMASVILLE RD
APALACHEE PARKWAY
MAHAN DR
N MONROE ST
CRAWFORDVILLE RD
WOODVILLE HWY
MICCOSUKEE RD

Bicycle and Pedestrian Collisions



Objective 5.3 – Bicycle Facilities:

Develop a network of bicycle facilities that provides safe, comfortable, and direct connections throughout the community.

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Objective 5.4 – Pedestrian Facilities:

Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting.

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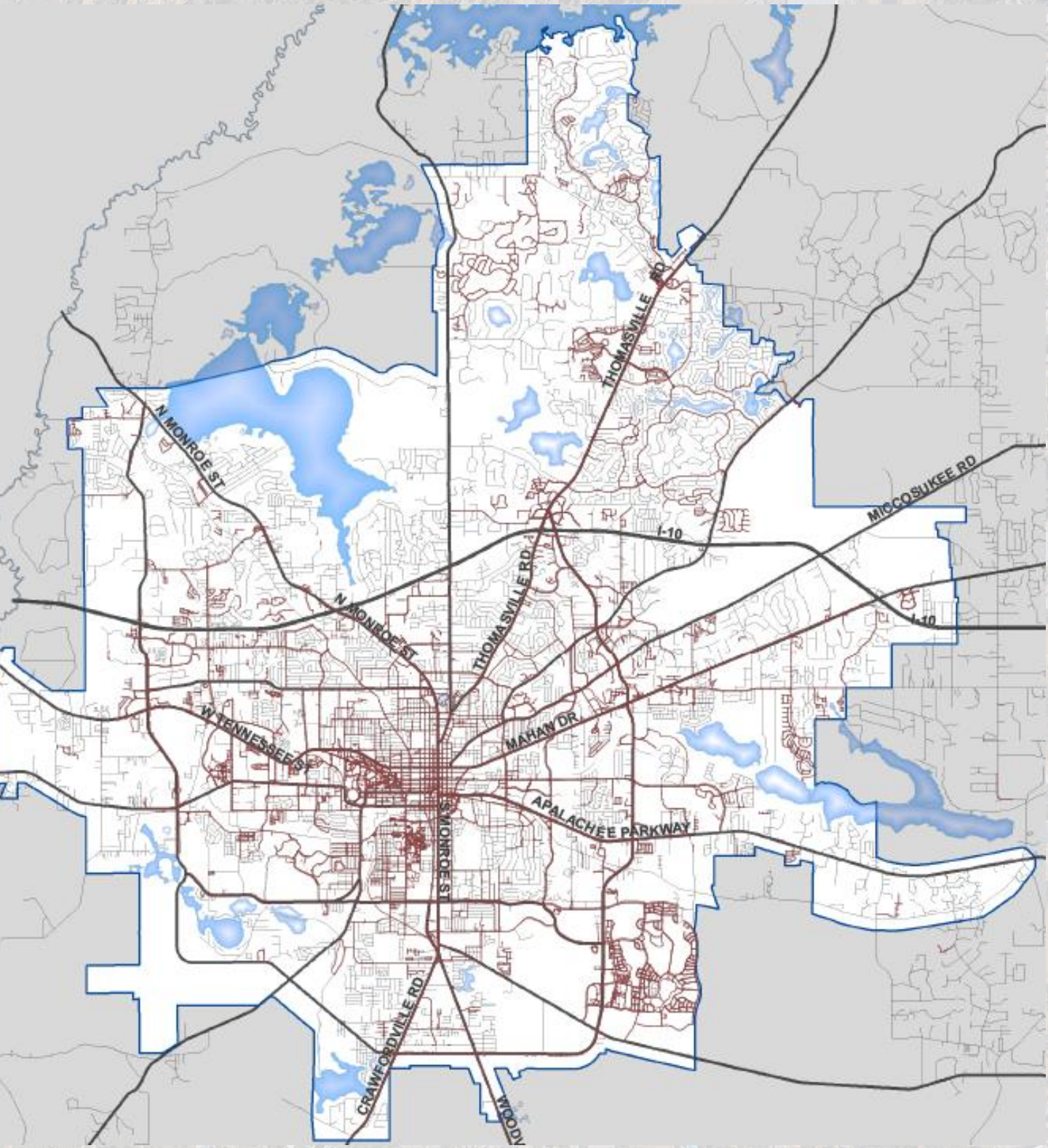
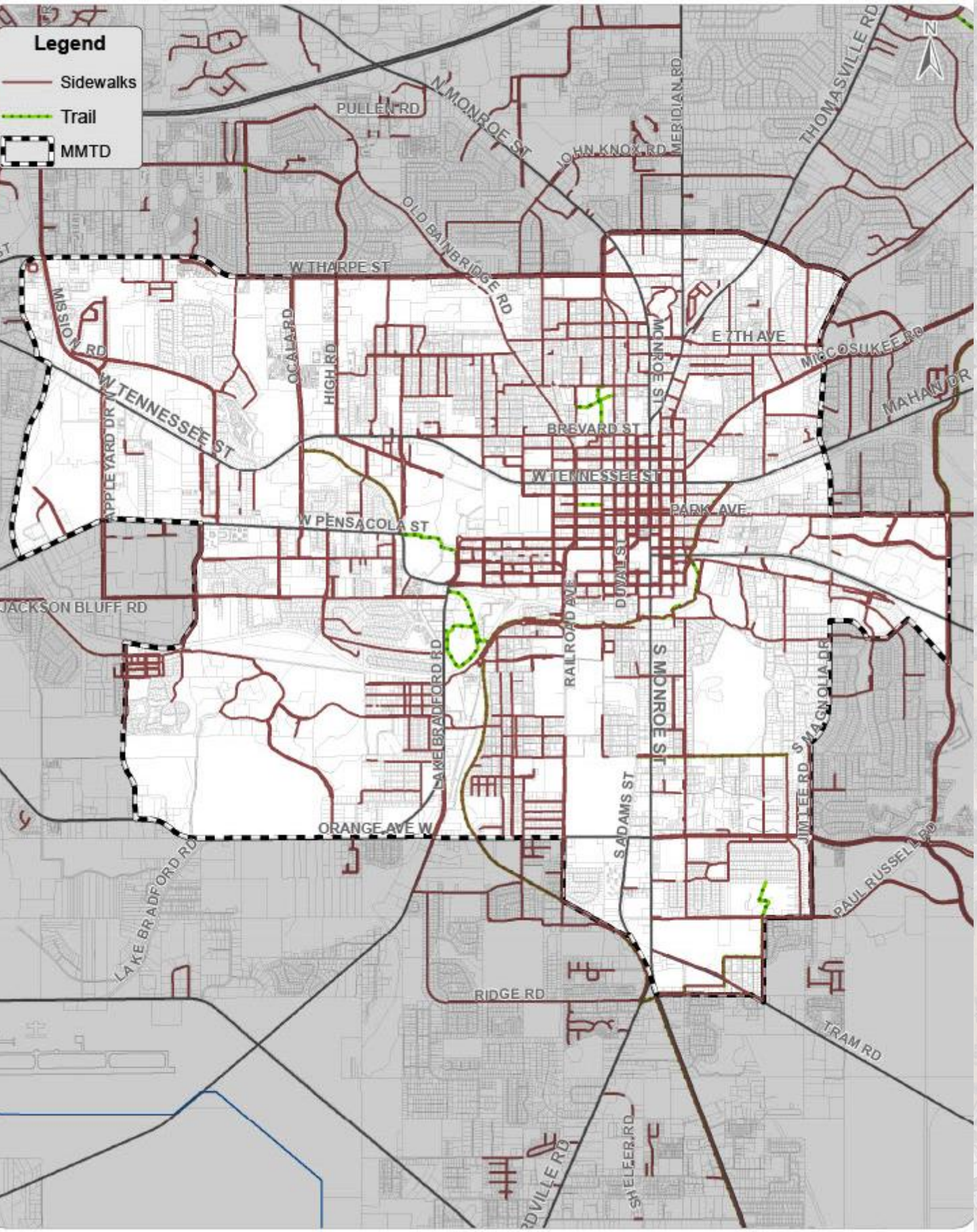
City Maintained Sidewalks




Legend
Sidewalks
Trail
MMTD
N
PULLEN RD
N MONROE ST
JOHN KNOX RD
MERIDIAN RD
THOMASVILLE RD
OLD BAINBRIDGE RD
W THARPE ST
MISSION RD
OCALA RD
HIGH RD
MONROE ST
E 7TH AVE
MICCOSUKEE RD
MAHAN DR
APPLEYARD DR
W TENNESSEE ST
BREVARD ST
PARK AVE
W PENSACOLA ST
JACKSON BLUFF RD
DUVAL ST
RAILROAD AVE
LAKE BRADFORD RD
S MONROE ST
S MAGNOLIA DR
JIM LEE RD
S ADAMS ST
ORANGE AVE W
PAUL RUSSELL RD
RIDGE RD
TRAM RD
SHELFER RD

Objective 5.4 – Pedestrian Facilities:

Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting.

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Objective 5.5 – Transportation Demand Management:

Leverage transportation demand management strategies to promote efficient modes of travel and to spread the travel demand across more hours of the day.

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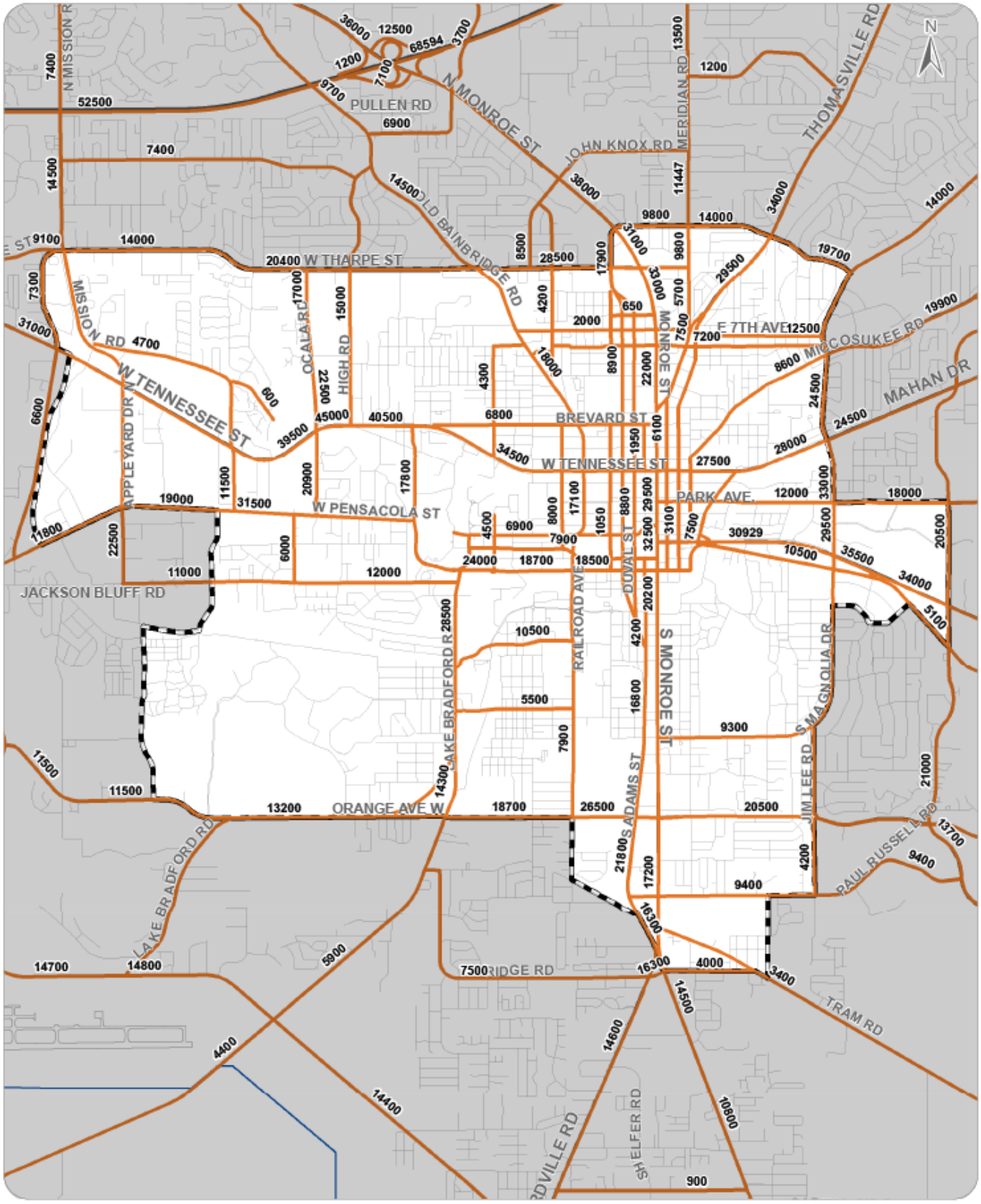
Current Objective 1.3 [M]

Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants.



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Map Created: April 15, 2019

FDOT Traffic Counts (2017)

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Figure 1 – 2007 Volume to Capacity

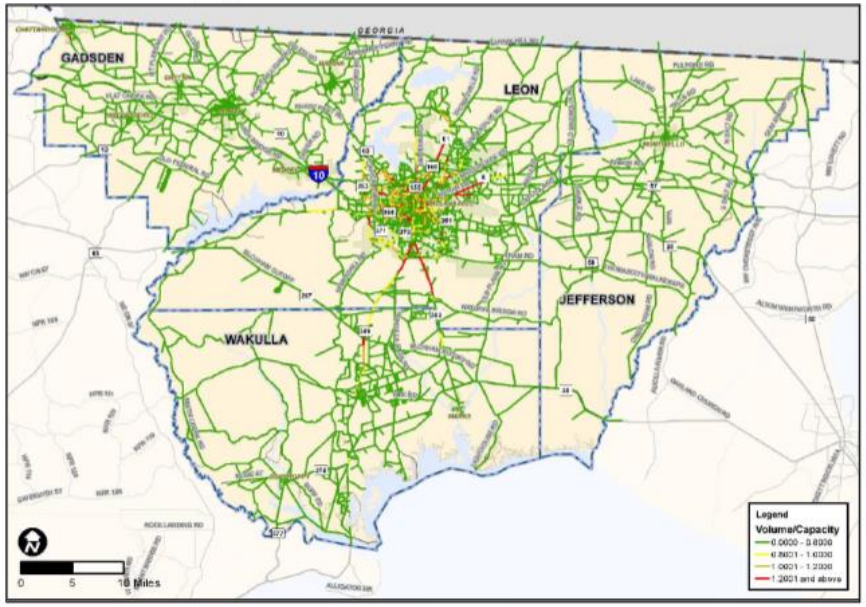
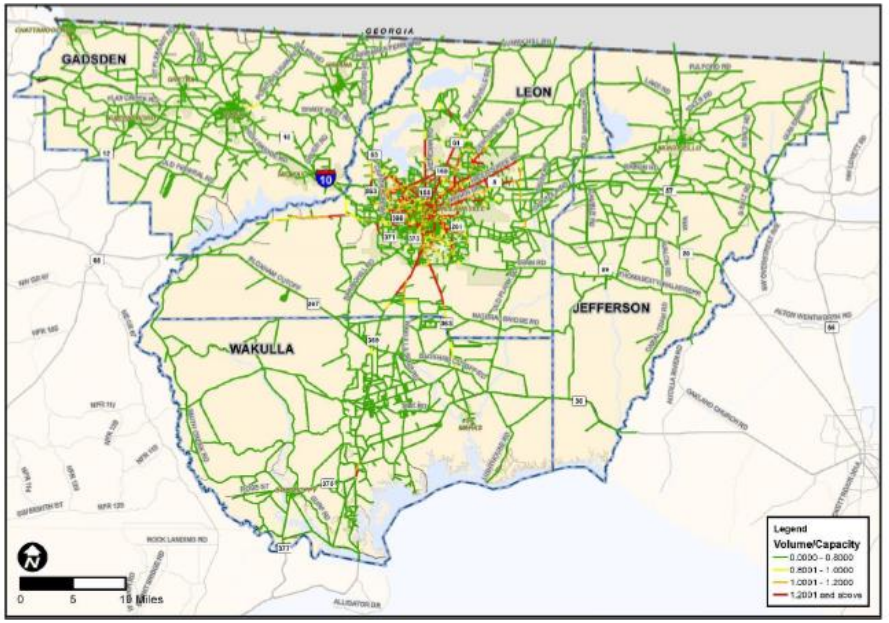


Figure 3 – 2040 Cost Feasible Plan Volume to Capacity



Objective 5.5 – Transportation Demand Management:

Leverage transportation demand management strategies to promote efficient modes of travel and to spread the travel demand across more hours of the day.

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Objective 5.6 – Transportation for the Disadvantaged:

Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

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Current Objective 2.5 [M]

Transportation for Disadvantaged

Provide for full implementation of the requirements of Chapter 427, Florida Statutes and Section 3046(a)(9) of the SAFETEA-LU Act regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.

DAR and CTC

What is StarMetro Dial-A-Ride?

In compliance with the Americans with Disabilities Act (ADA), the Dial-A-Ride Service provides curb-to-curb paratransit services to persons with ADA-qualifying disabilities who reside and are traveling within ¾ mile of StarMetro's fixed route system. All paratransit vehicles are wheelchair accessible, and door-to-door services are provided when needed. If you are experiencing a life-threatening event, please call 911.

How do I register for Dial-A-Ride?

Download the application for paratransit service from **Talgov.com/StarMetro** (StarMetro's website) or request that one be mailed to you by calling **850.891.5199**. Section C of the application must be filled out by a licensed medical professional. You will be notified of your eligibility to participate in the Dial-A-Ride Program within 10 business days of receipt of your completed application. Fax the completed application and supporting documents to 850.891.5143 or mail to:

StarMetro Office
555 Appleyard Drive
Tallahassee, FL 32304

Dial-A-Ride hours of operation

Dial-A-Ride (DAR) transportation is provided Monday-Friday from 6 a.m. to 10 p.m. Saturday from 7 a.m. to 10 p.m. Sunday from 11 a.m. to 7 p.m.

Dial-A-Ride fares

The fare is $2.50 for each trip. You must have exact change or Dial-A-Ride tokens as the drivers do not carry money. Ten-ride token cards can be ordered through the call center and delivered to your door on your next trip.

Personal belongings

Personal belongings (i.e. groceries, luggage, etc.) are the sole responsibility of the passenger. There is a limit of two (2) bags per rider. Dial-A-Ride drivers are not responsible for riders' packages or personal belongings, nor are they expected to assist riders with those items.

CALL US TODAY

RESERVATIONS: 850.891.5199
TDD USERS: 1.800.955.8771

Scheduling a ride

Call **850.891.5199**. Reservations can be made Monday-Saturday from 6 a.m. to 10 p.m. and on Sundays from 11 a.m. to 7 p.m. You can schedule trips up to 14 days in advance, but you must call before 5 p.m. to make reservations for next day service. The driver may arrive up to an hour before the time you requested to be dropped off. When making a reservation, don't forget to factor in the amount of time it will take to get from your drop-off point to the place of your destination. Trips can also be scheduled online at **Talgov.com/StarMetro.**

Who can ride Dial-A-Ride?

Anyone whose disability prevents them from boarding or riding StarMetro's fixed route buses may qualify for Dial-A-Ride. Citizens who are not disabled but are 60 years of age and over may also use these services from 9 a.m. to 3 p.m., Monday-Friday.

How to prepare for my Dial-A-Ride trip?

Your reservation specialist will give you an estimated pickup time. You will also receive a phone call or text message 15 minutes prior to your driver arriving at the curb.

Personal Care Attendants or Escorts

A personal care attendant (PCA) rides free, as does a working service animal (SA). However, both the PCA and SA must be registered in the system before the ride is scheduled, and one or the other must accompany you during all travel on the Dial-A-Ride vehicles. An escort (i.e. family member or friend) may accompany you on your trip with common origin and destination if there is space available on your dates of travel (registered DAR customers have priority). Escorts must pay the $2.50 fare for each trip.

Title VI / Nondiscrimination

StarMetro assures the Federal Transit Administration and the Florida Department of Transportation that no person shall on the basis of race, color, national origin, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992, as well as other applicable Federal statutes, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by the agency.

Dial-A-Ride Service

StarMetro Office
850.891.5199
Talgov.com/StarMetro

Revised: April 23, 2018

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Cancellations, Limitations

If you need to make changes to a scheduled trip, please call in advance as soon as possible. Cancellations must be made at least one hour in advance of the scheduled pick-up time or it will be considered a "No Show." Excessive "No-Shows" could lead to suspension of service. Same-day requests for transportation or alternate pickup times may not be accommodated.

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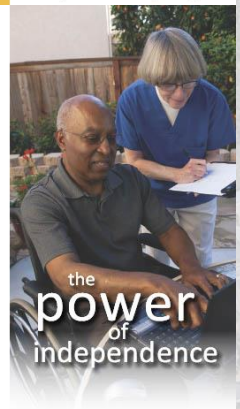
The City of Tallahassee manages all Dial-A-Ride services through StarMetro.

StarMetro offices are located at
555 Appleyard Drive
Tallahassee, FL 32304



"Dial-A-Ride gives me the independence and peace of mind to get around town safely." – Ramona Peters

What is the CTC program?

The Tallahassee/Leon County Community Transportation Coordinator (CTC) program is a curb-to-curb, advanced reservation, shared ride program for residents who have no other means of transportation.

Who can access the CTC program?

To be eligible for the CTC program, you must be transportation disadvantaged, which is defined as unable to transport themselves or purchase needed transportation because of physical or mental disability, income status or age.

How do I schedule a ride with CTC?

Call the StarMetro Office at **850.891.5199** to schedule a trip (TDD users dial **1.800.955.8771**). Advanced registration may be made up to 14 days in advance but must be called in by 2 p.m. the day before the ride is needed. Trip requests for Saturday, Sunday and Monday should be reserved the preceding Friday. When scheduling your ride, allow at least 15 minutes to get from the vehicle to your appointment location.

Guidelines for Riding CTC

A $2.50 co-pay is required for each ride or one-way trip, and exact change is required as drivers do not carry cash. A Personal Care Attendant may travel free with a certified rider when medically necessary; companion riders pay the full $2.50 fare. A working service animal may accompany you at all times. Seat belts and mobility tie downs should remain secure until the vehicle has come to a complete stop.

Cancellations, Limitations

If you need to change plans, please call as soon as possible. Cancellations must be made at least one hour in advance of the scheduled pick-up time or it will be considered a "No Show." Excessive "No Shows" may result in suspension of your service. Same-day requests for transportation or alternate pickup times may not be accommodated.

CALL US TODAY

RESERVATIONS:
850.891.5199
TDD USERS:
1.800.955.8771

How do I register with CTC?

Call the StarMetro Office at **850.891.5199** Monday through Saturday from 6 a.m. to 10 p.m. and Sunday from 11 a.m. to 7 p.m. to request a CTC application package, or you can download the application from StarMetro's website at **Talgov.com/StarMetro.**

You will be notified of your eligibility within 10 business days of receipt of your completed application. Recertification is required every three years. You can fax your application and supporting documents to **850.891.5143** or mail to:

CTC Office
555 Appleyard Drive
Tallahassee, FL 32304

How do I prepare for my CTC ride?

Be ready an hour to an hour and a half before your appointment. CTC is not an emergency transportation provider. If a life-threatening event occurs, call **911.**

Personal Belongings

Personal belongings (i.e. groceries, luggage, etc.) are the sole responsibility of the passenger. Transportation providers are not responsible for, nor expected to assist riders with, packages and are not responsible for belongings left on the vehicle.

Title VI / Nondiscrimination

StarMetro assures the Federal Transit Administration and the Florida Department of Transportation that no person shall on the basis of race, color, national origin, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992, as well as other applicable Federal statutes, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by the agency.

Suggestions and Comments

Please direct your suggestions and comments to the CTC office at **850.891.5199** or the Transportation Disadvantaged Hotline at **1.800.983.2435.**

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The City of Tallahassee/Leon County manages all Community Transportation Coordinator (CTC) services through StarMetro.

CTC offices are located at:
StarMetro
555 Appleyard Drive
Tallahassee, FL 32304

Community Transportation Coordinator Program

StarMetro CTC Office
850.891.5199
Talgov.com/StarMetro

Revised: April 23, 2018

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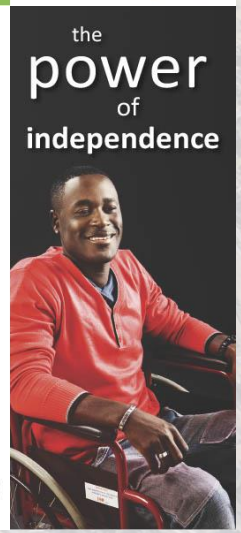

Objective 5.6 – Transportation for the Disadvantaged:

Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

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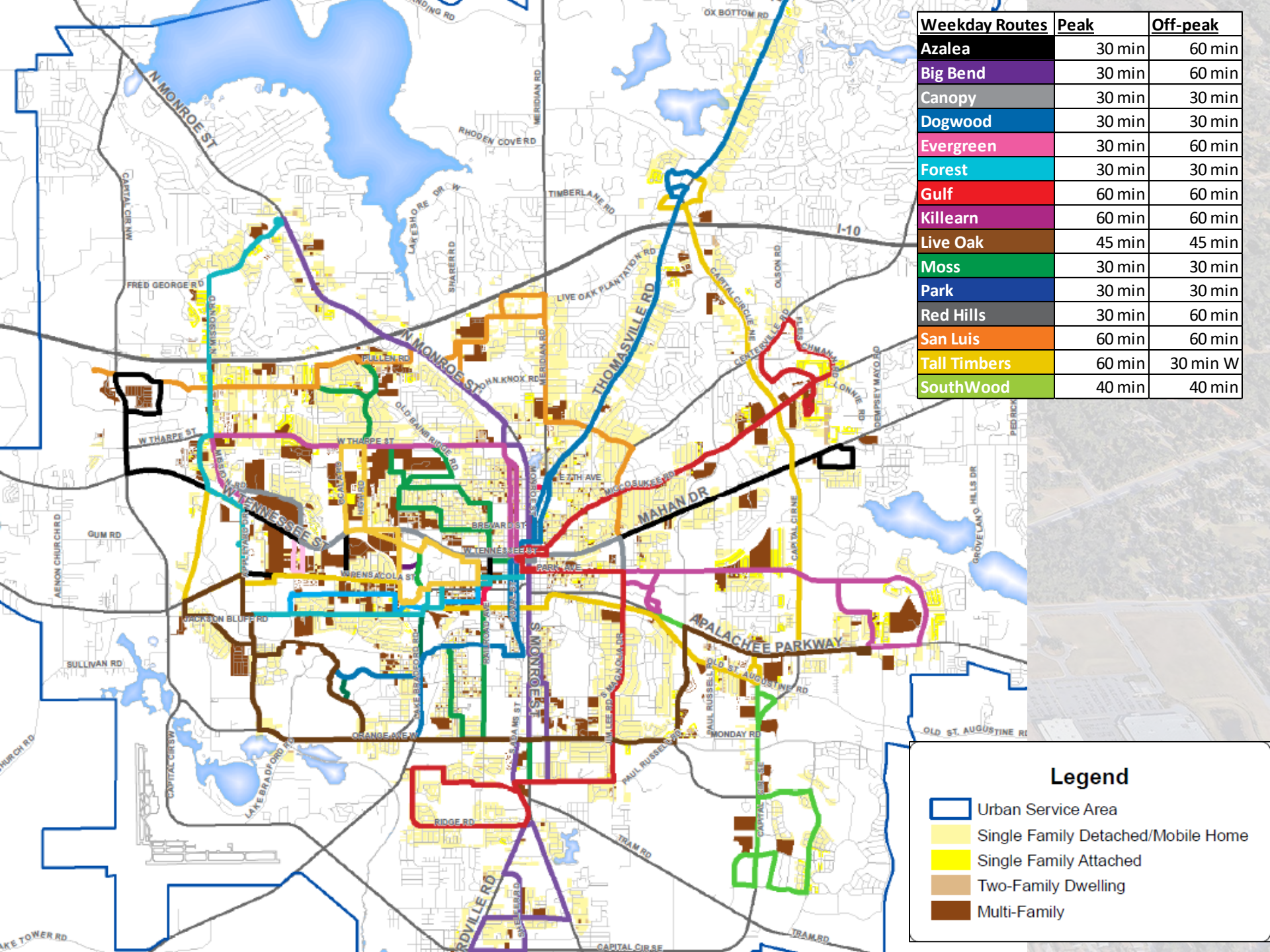
Objective 5.7 – Transit:

Ensure that the community is well-connected via transit to major activity centers, transit stops and waiting areas are safe and comfortable, and transit is coordinated with other modes of transportation.

Current Goal 2 [M]

Transit

Capture a five to ten percent mode share through the development and improvement of the mass transit system so that transit is seen as a viable alternative to the automobile as a means of transportation.



Weekday Routes	Peak	Off-peak
Azalea	30 min	60 min
Big Bend	30 min	60 min
Canopy	30 min	30 min
Dogwood	30 min	30 min
Evergreen	30 min	60 min
Forest	30 min	30 min
Gulf	60 min	60 min
Killearn	60 min	60 min
Live Oak	45 min	45 min
Moss	30 min	30 min
Park	30 min	30 min
Red Hills	30 min	60 min
San Luis	60 min	60 min
Tall Timbers	60 min	30 min W
SouthWood	40 min	40 min

Legend

- Urban Service Area
- Single Family Detached/Mobile Home
- Single Family Attached
- Two-Family Dwelling
- Multi-Family

Transit Service and Density/Intensity

Mode	Frequency (20 hour day)	Dwelling Units Per Acre	Gross population density (people per square mile)	Non-Residential Intensity
Bus	1 bus/hour	4	3,000-4,000	Concentrations of activities from 5 to 8 million square feet.
Bus	1 bus/30 minutes	7	5,000 to 6,000	Concentrations of activities from 8 to 20 million square feet.
Bus	1 bus/10 minutes	15	8,000 to 10,000	Concentrations of activities from 20 to 50 million square feet.
Light Rail Transit (Short travel)		9+ over the line's catchment area		Concentrations of activities from 35 to 50 million square feet.
Light Rail Transit (Longer travel, higher speeds)		12+ over the line's catchment area		Concentrations of activities greater than 50 million square feet.

Source: Institute of Transportation Engineers, *A Toolbox for Alleviating Traffic Congestion.* (1989)

Objective 5.7 – Transit:

Ensure that the community is well-connected via transit to major activity centers, transit stops and waiting areas are safe and comfortable, and transit is coordinated with other modes of transportation.

Objective 5.8 – Aviation:

Provide airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Current Goal 3 [M]

Aviation

Provide for adequate capacity and safe, appropriate airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

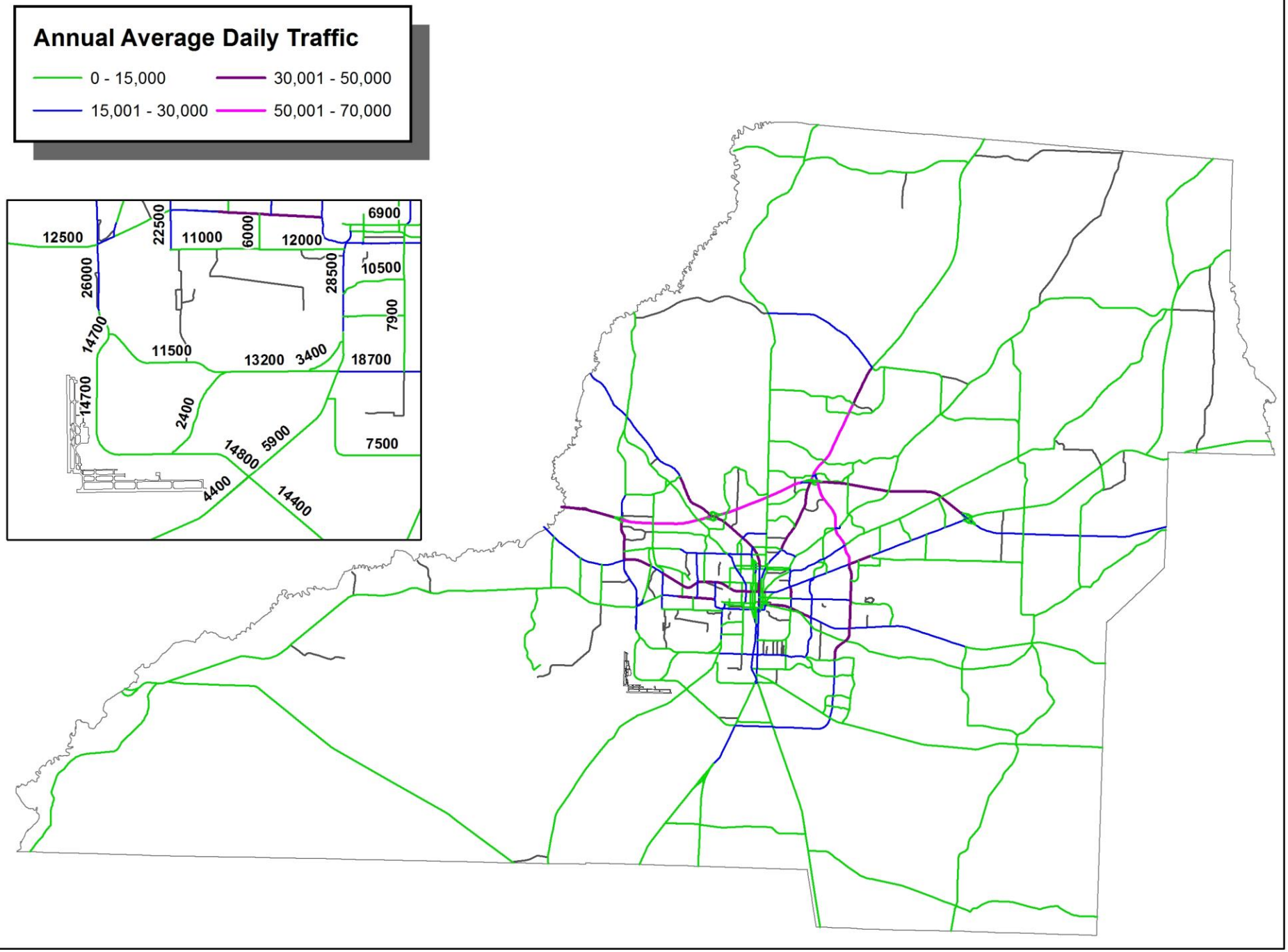

Annual Average Daily Traffic
0 - 15,000
15,001 - 30,000
30,001 - 50,000
50,001 - 70,000
12500
22500
11000
6000
12000
6900
10500
26000
28500
7900
14700
11500
13200
3400
18700
14700
2400
14800
5900
7500
4400
14400

Table 4-1
Land Use Analysis

Parcel	Approximate Acreage	Access to Runways	Potential Use	Access	Feasibility of Development
A	74	Yes	MRO/Freight and Logistics/Commercial/Flight Training/Manufacturing	Vehicle access could be provided from Capital Circle SW.	This area is best suited for aviation-related development. Buildings to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. Development of this area is warranted by demand and will require the relocation of the Remote Transmitter/Receiver (RTR) to a location south of Runway 9-27.
B	27	Yes	MRO/Freight and Logistics/ Commercial/Flight Training/Manufacturing	Vehicle access could be provided from Capital Circle SW.	Buildings or hangars to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
C	56	No	Freight and Logistics/Commercial/Light Industrial/Manufacturing	Vehicle access could be provided from Capital Circle SW or Springhill Road.	Buildings to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
D	161	No	Freight and Logistics/Commercial/Light Industrial/Manufacturing	Vehicle access could be provided from Capital Circle SW or Springhill Road.	Buildings to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
E	100	Yes	MRO/Light Industrial	Vehicle access could be provided from Springhill Road and new road construction.	Buildings or hangars to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
F	236	Yes	MRO/Flight Training/Light Industrial/Manufacturing	Vehicle access could be provided from Airport Perimeter Road and new road construction from Springhill Road.	Eastern portion of this area is suitable for aviation-related development. Currently, the city is performing a study to determine the feasibility of developing portions of this site as an alternative energy resource. Buildings or structures to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
G	100	Yes	MRO/Flight Training/Light Industrial/Manufacturing	Vehicle access could be provided from Airport Perimeter Road and new road construction from Capital Circle SW.	Buildings or hangars to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
H	10	Yes	Freight and Logistics	Vehicle access could be provided from Capital Circle SW and Air Cargo Road.	Proximity to the air cargo area makes this parcel ideal for freight and logistics related development and there is a potential to construct an Intermodal Logistics Center (ILC) for freight on the airport property. Buildings to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional surface. To be developed as warranted by demand.
I	31	No	Commercial	Vehicle access could be provided from Capital Circle SW.	Site is ideal for hotel or other complementary commercial development. To be developed as warranted by demand. There are some soil contamination issues associated with this parcel.

Source: Michael Baker International, Inc., 2017.

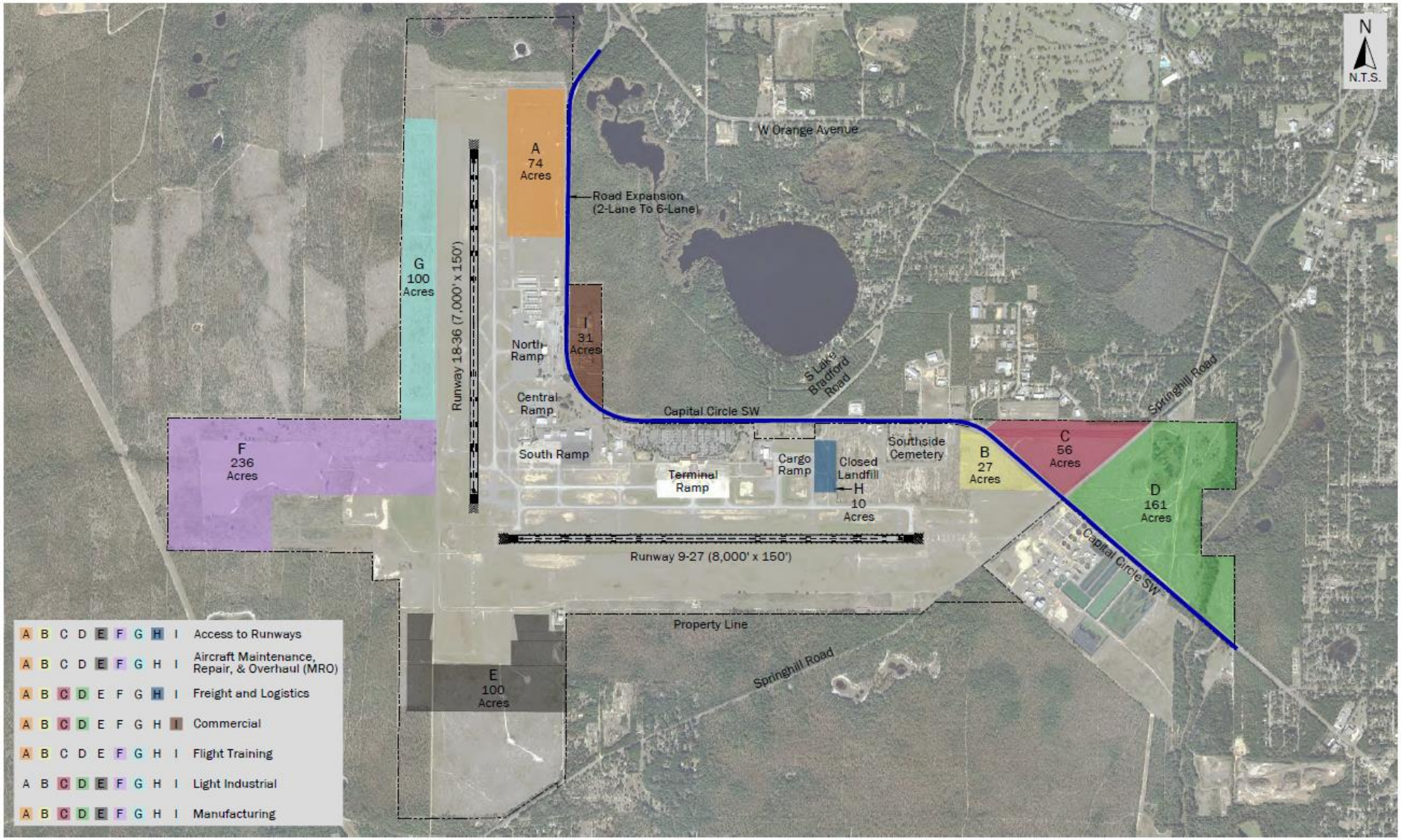

N
N.T.S.
W Orange Avenue
A
74
Acres
Road Expansion
(2-Lane To 6-Lane)
G
100
Acres
Runway 18-36 (7,000' x 150')
I
31
Acres
North
Ramp
Central
Ramp
South Ramp
S Lake
Bradford
Road
Capital Circle SW
Springhill Road
F
236
Acres
Terminal
Ramp
Cargo
Ramp
Closed
Landfill
H
10
Acres
Southside
Cemetery
B
27
Acres
C
56
Acres
D
161
Acres
Runway 9-27 (8,000' x 150')
Property Line
E
100
Acres
A B C D E F G H I Access to Runways
A B C D E F G H I Aircraft Maintenance, Repair, & Overhaul (MRO)
A B C D E F G H I Freight and Logistics
A B C D E F G H I Commercial
A B C D E F G H I Flight Training
A B C D E F G H I Light Industrial
A B C D E F G H I Manufacturing

Figure 1. Annual Enplanements[1]

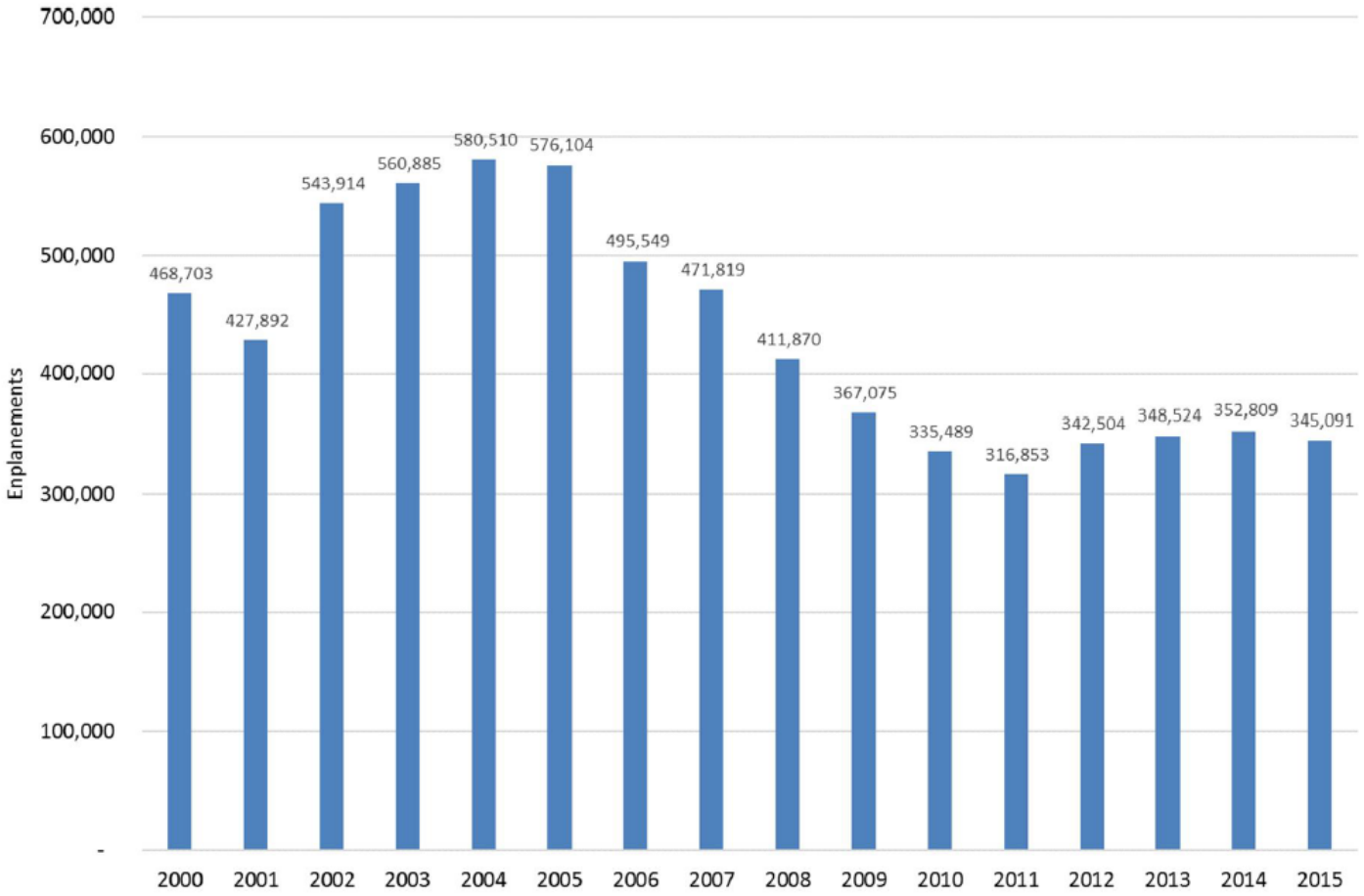


Figure 2. Annual Domestic Passengers and Average Fares[2]

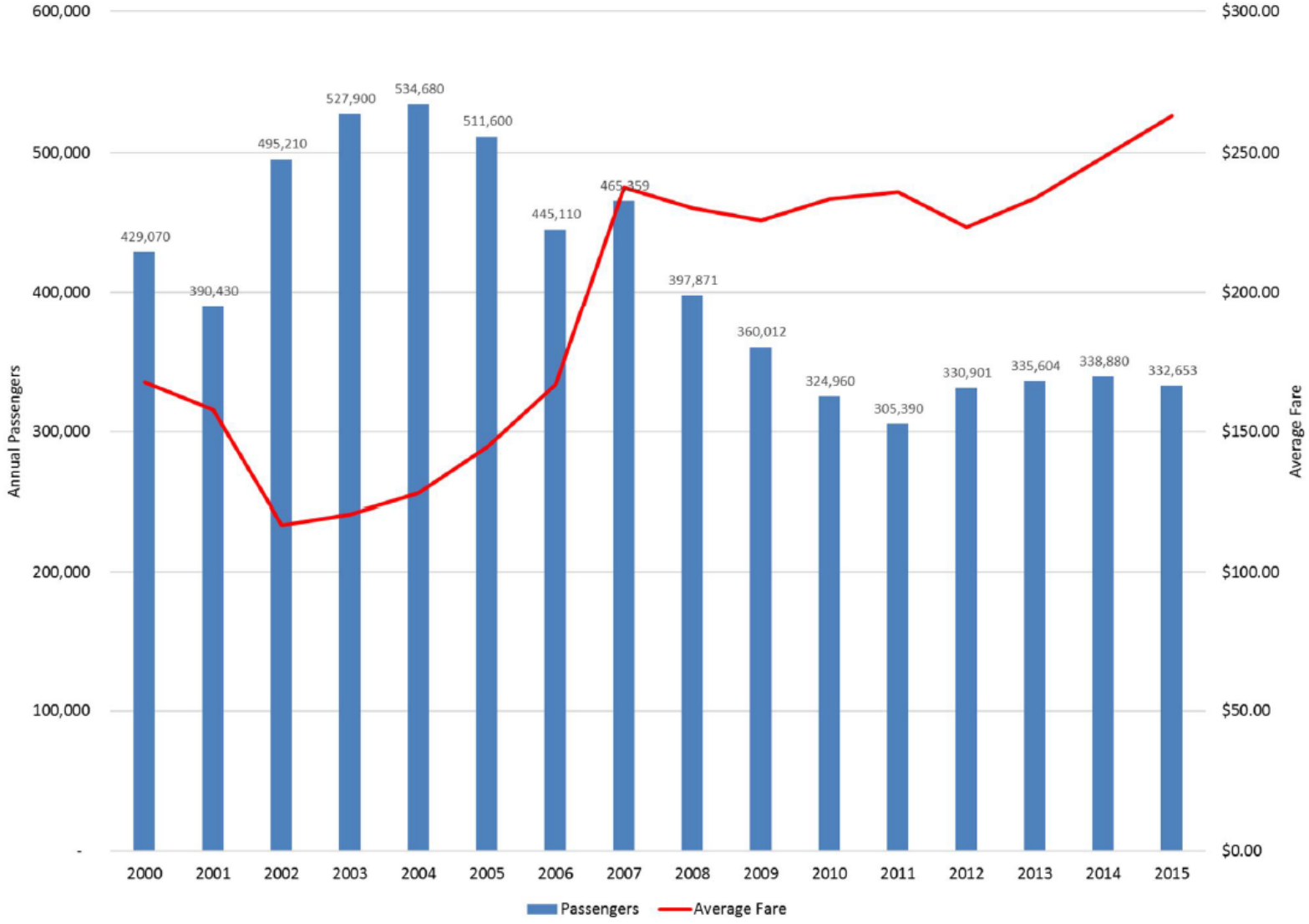
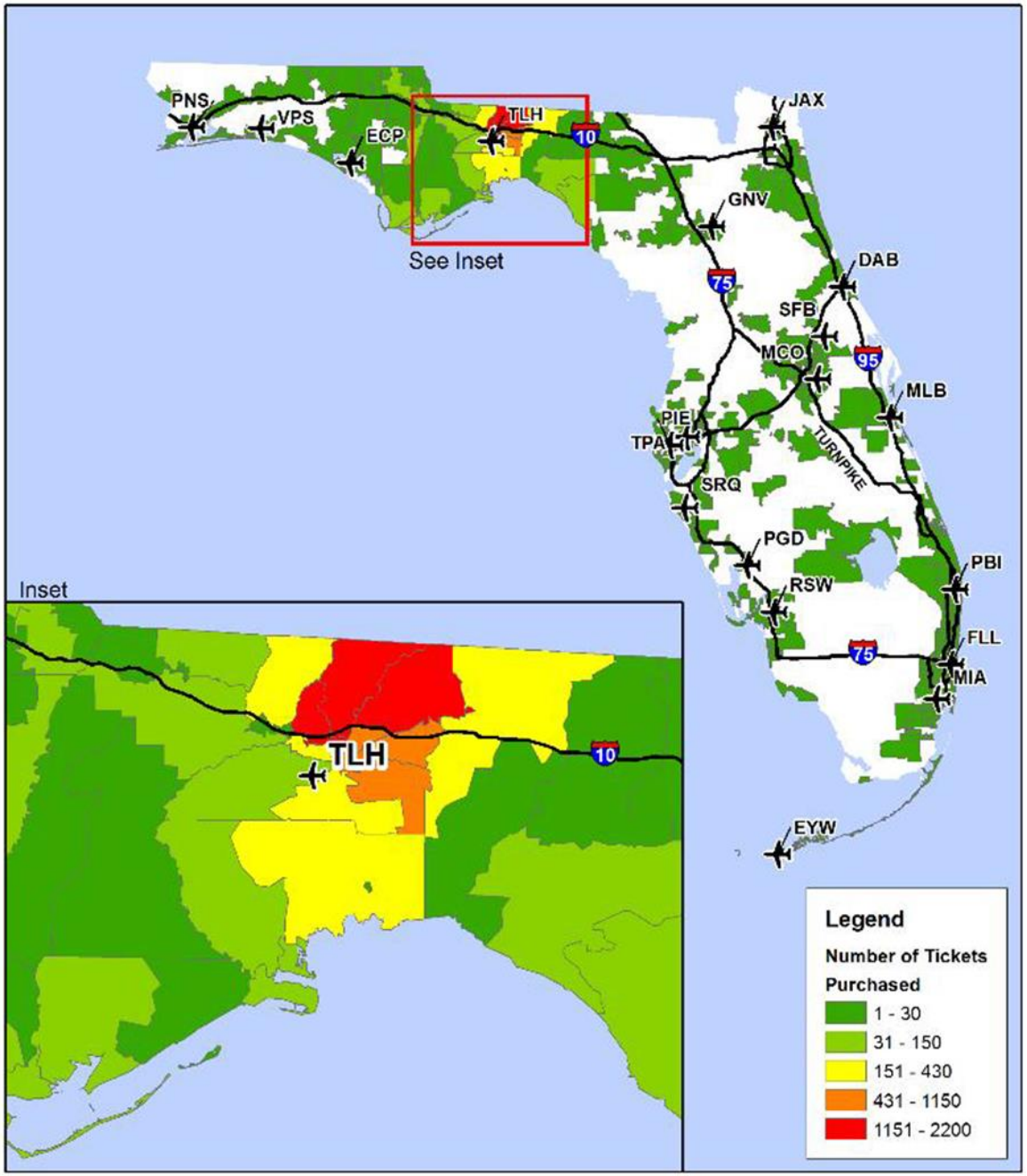


Figure 11. In-state Ticket Purchases[15]



Objective 5.8 – Aviation:

Provide airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Objective 5.9 – Intergovernmental Coordination:

Effectively address and manage transportation systems that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional levels by coordinate with neighboring jurisdictions.

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CRTPA Regional Mobility Plan

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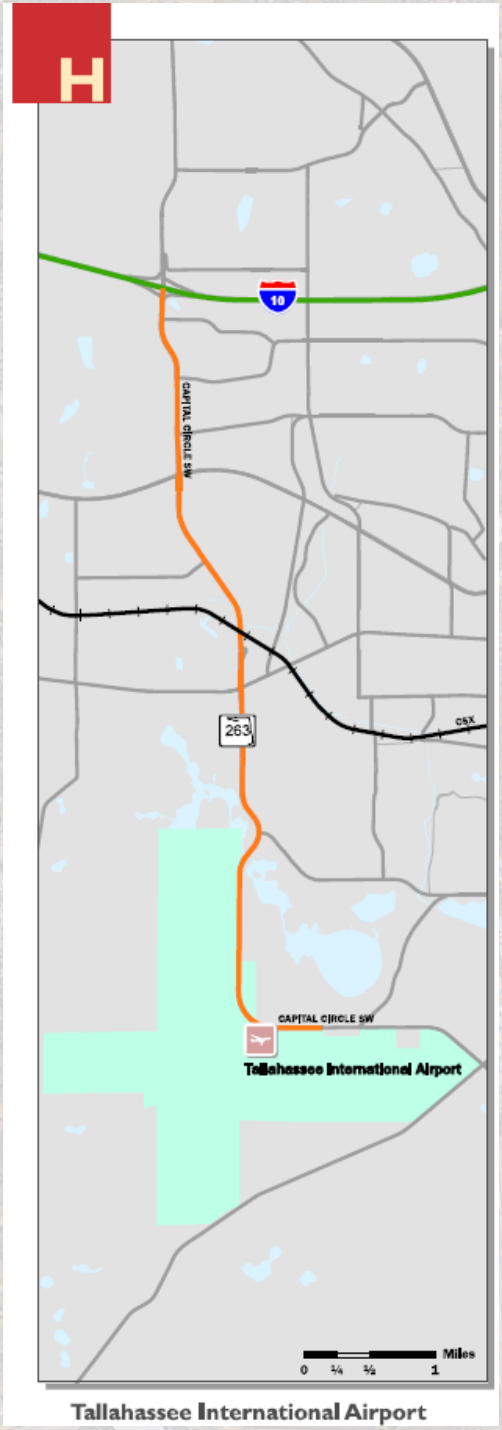
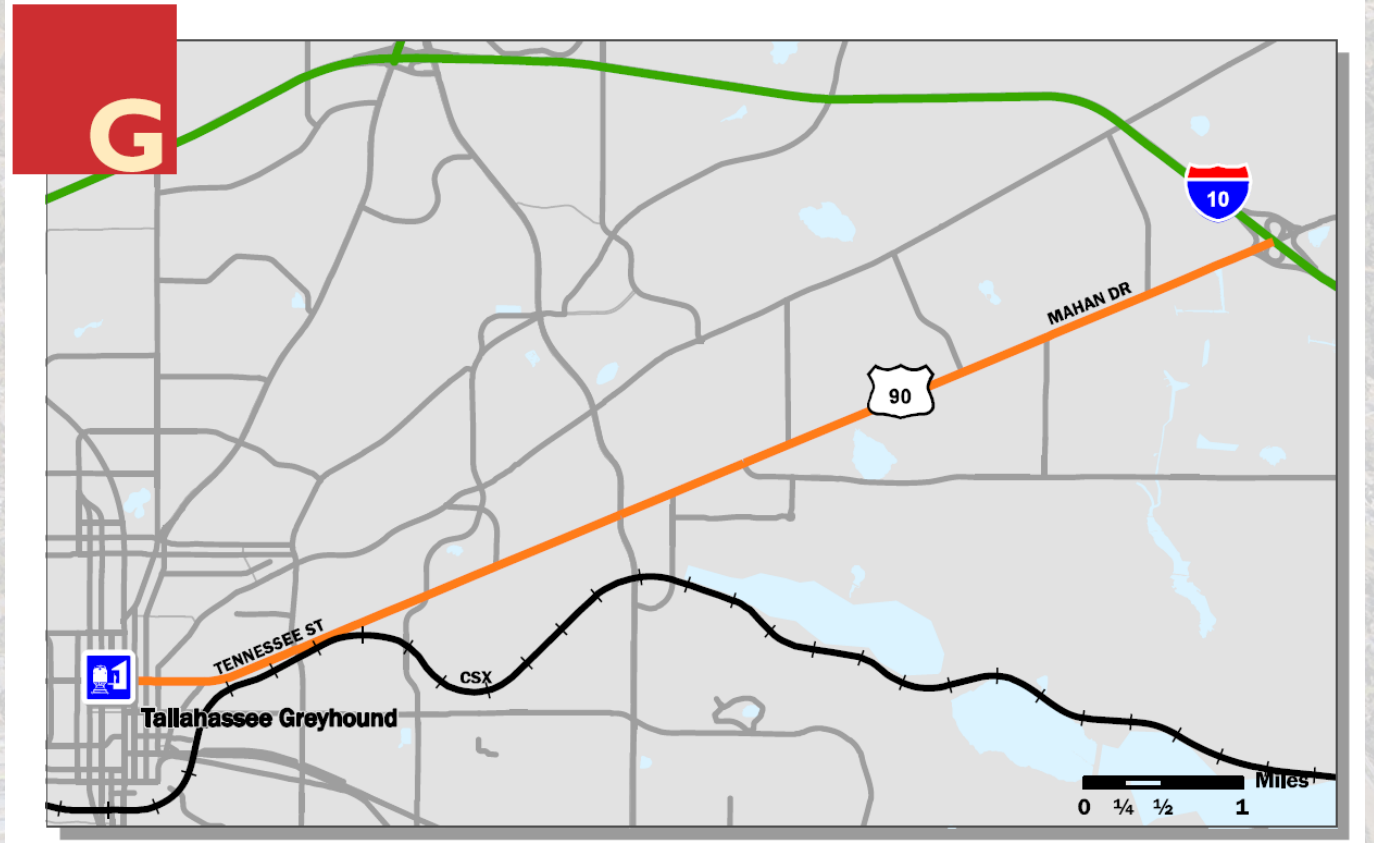
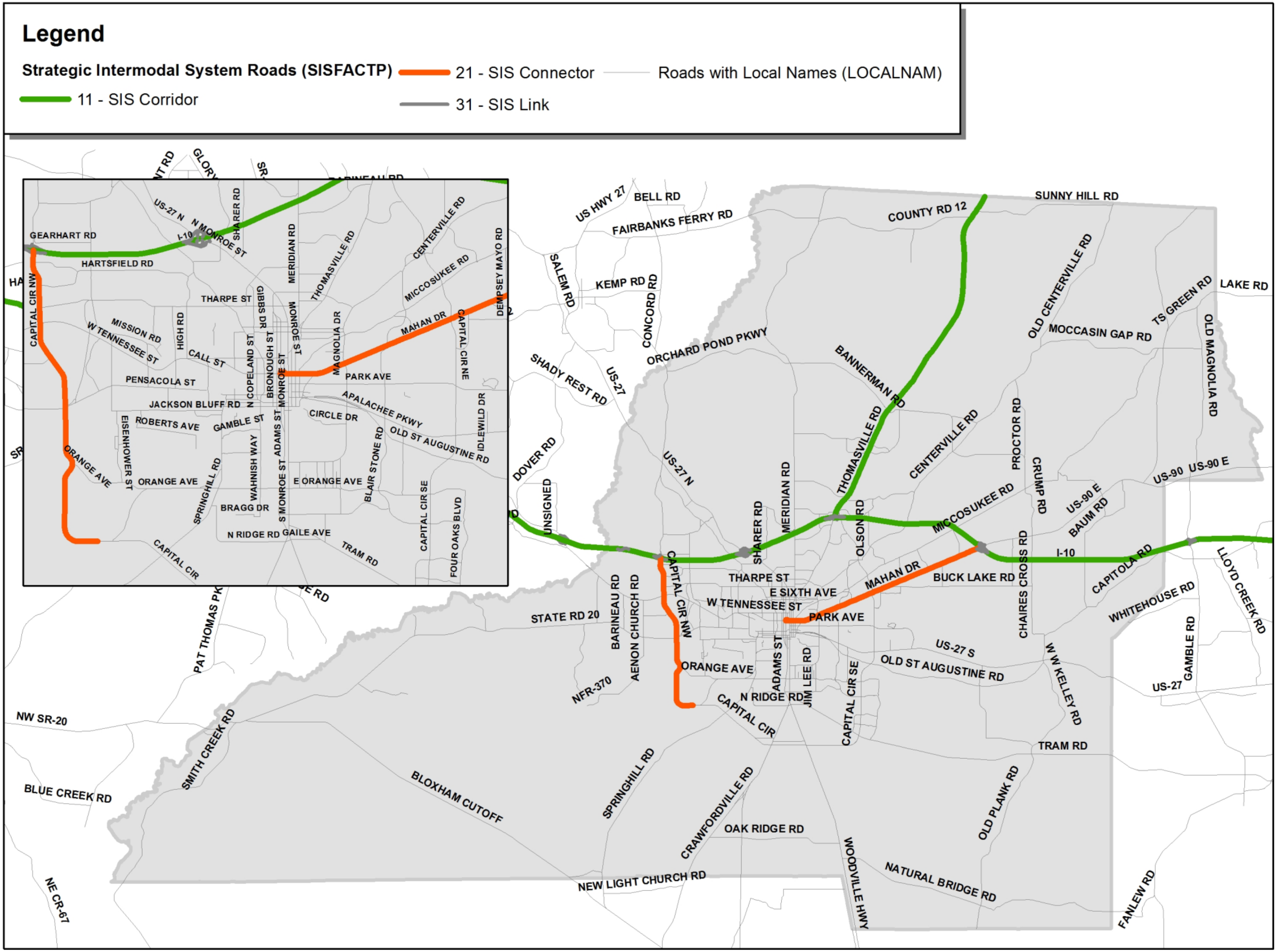
Strategic Intermodal Systems



Tallahassee International Airport



Tallahassee Greyhound


Legend
Strategic Intermodal System Roads (SISFACTP)
11 - SIS Corridor
21 - SIS Connector
31 - SIS Link
Roads with Local Names (LOCALNAM)
GEARHART RD
HARTSFIELD RD
CAPITAL CIR NW
THARPE ST
MISSION RD
W TENNESSEE ST
CALL ST
PENSACOLA ST
JACKSON BLUFF RD
ROBERTS AVE
GAMBLE ST
ORANGE AVE
E ORANGE AVE
BRAGG DR
N RIDGE RD
GAILE AVE
TRAM RD
CAPITAL CIR
PARK AVE
APALACHEE PKWY
CIRCLE DR
OLD ST AUGUSTINE RD
MAHAN DR
MICCOSUKEE RD
CENTERVILLE RD
THOMASVILLE RD
MERIDIAN RD
DEMPSEY MAYO RD
CAPITAL CIR NE
CAPITAL CIR SE
FOUR OAKS BLVD
IDLEWILD DR
BLAIR STONE RD
US-27 N
N MONROE ST
I-10
SHARER RD
US HWY 27
BELL RD
FAIRBANKS FERRY RD
COUNTY RD 12
SUNNY HILL RD
SALEM RD
KEMP RD
CONCORD RD
ORCHARD POND PKWY
SHADY REST RD
US-27
BANNERMAN RD
OLD CENTERVILLE RD
MOCCASIN GAP RD
TS GREEN RD
LAKE RD
OLD MAGNOLIA RD
PROCTOR RD
CRUMP RD
US-90 E
BAUM RD
DOVER RD
OLSON RD
BUCK LAKE RD
CHAIRES CROSS RD
CAPITOLA RD
WHITEHOUSE RD
LLOYD CREEK RD
STATE RD 20
BARINEAU RD
AENON CHURCH RD
E SIXTH AVE
US-27 S
ADAMS ST
JIM LEE RD
W W KELLEY RD
GAMBLE RD
NFR-370
PAT THOMAS PKWY
NW SR-20
SMITH CREEK RD
BLUE CREEK RD
BLOXHAM CUTOFF
SPRINGHILL RD
CRAWFORDVILLE RD
OAK RIDGE RD
WOODVILLE HWY
NATURAL BRIDGE RD
OLD PLANK RD
NEW LIGHT CHURCH RD
NE CR-67
FANLEW RD

Objective 5.9 – Intergovernmental Coordination:

Effectively address and manage transportation systems that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional levels by coordinate with neighboring jurisdictions.

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Objective 5.10 – Network Connectivity:

Effectively improve balance, connectivity, and capacity of the multimodal transportation network.

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Current Objective 1.4 [M]

Connectivity & Access Management

Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

Bike and Pedestrian Connectivity Examples

Objective 5.10 – Network Connectivity:

Effectively improve balance, connectivity, and capacity of the multimodal transportation network.

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More Information

More information about this effort and the Digital Workshop:

www.Talgov.com/LandUseUpdate

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435 NORTH MACOMB STREET
TALLAHASSEE, FLORIDA 32301