

CHAPTER 1

Introduction



INTRODUCTION

The 2004 Tallahassee-Leon County Bicycle and Pedestrian Master Plan was developed with the intention of identifying recommendations that provide options for alternative transportation choices. Since then, the City and County have implemented various bicycle and pedestrian facilities such as designated bicycle lanes, multi-use paths, and sidewalk extensions and improvements. One of Tallahassee and Leon County's most noteworthy additions to the bicycle and pedestrian network in recent years is Cascades Trail, which connects the popular downtown Cascades Park to a new facility on FAMU Way, and other significant locations like South Monroe, Railroad Square, and the Tallahassee-St. Marks Historic Railroad State Trail. Bicycle and pedestrian infrastructure investments like these help to promote safe, alternative transportation opportunities while encouraging residents to consider bicycling and walking as both a form of transportation and recreation.



Bicycles in Cascades Park

In 2009, Tallahassee was recognized for the first time as being a bicycle-friendly community, and as of 2018, was awarded the Silver Level Bicycle Friendly Community Award from the League of American Bicyclists.

Though many improvements identified in the 2004 Master Plan have been completed, the county-wide bicycle and pedestrian network still lacks overall connectivity. This network could be used by residents and visitors who are interested in using bicycling as a mode of transportation, however, many potential users have concerns about their safety as it currently exists. This major update to the Tallahassee-Leon County Bicycle and Pedestrian Master Plan addresses how walking and bicycling can be improved through convenient and safe facilities for **ALL** users with varying abilities and confidence levels. In order to achieve this, high-density areas and key destinations within Tallahassee and Leon County were identified and designated as "focus areas." These include: Apalachee Parkway, Downtown/Universities, Northside/



Multi-use path on Franklin Boulevard

Killlearn, Midtown, and Southside/FAMU. By focusing on these areas, the project team was able to make recommendations that connect concentrated population areas to key destinations such as parks, entertainment districts, and employment centers via bicycling or walking. Additional routes were then developed to provide important north-south and east-west connectivity between these focus areas, and across Leon County. The result of this approach is a collection of project and route recommendations that, when implemented, will improve the bicycle and pedestrian network found in Tallahassee and Leon County.



Bicycle and mural in the All Saints District

Vision and Goals

The overall vision is to:

Make bicycle and pedestrian travel safe and more convenient within the City of Tallahassee and Leon County, and to encourage more people to pursue biking for both transportation and recreation.

The goals for recommendations from this Plan include:



SAFETY – Provide facilities that address areas of previous safety concerns, and provide facilities that make walking and biking safer for all



MULTIMODAL – Allow for the movement of people, by way of more convenient and longer trips using multimodal facilities including transit, pedestrians, and bicyclists, and encourages multimodal use in high density areas



EQUITY – Provide more transportation options to low income areas, areas with aging populations, and areas with a high percentage of households without vehicles



CONNECTIVITY – Connect people to parks, schools, and community centers as well as existing bicycle and pedestrian infrastructure and investments



HEALTH – Contribute to an extended trip for people using a variety of non-motorized modes



Protected bicycle lane in Downtown Tallahassee



Existing Conditions

The integration of bicycle and pedestrian facilities in Tallahassee and Leon County has increased in recent years due to local investments such as the Blueprint 2000 Penny Sales Tax, and an increasing presence and desire by local residents to expand the multimodal network. Investments in multimodal infrastructure include green bike boxes, on-street bicycle lanes, buffered bicycle lanes, and multi-use paths. Several roads in the Tallahassee city limits have sharrows, but in many cases, were placed on roads with high speeds and high volumes. For the purposes of this Plan, sharrows were determined to be inadequate facilities when considering user safety. While sharrows are included in **Figure 1**, which shows existing bicycle facilities, existing sharrows do not appear in figures or maps related to recommendations in this Plan.

Sidewalks have also been included in these improvements with City and County funding dedicated to the construction of new sidewalks and improvements to existing sidewalks. This funding allocation, expected to begin in 2020 and be dispersed over the next 20 years, will be dedicated to prioritized projects in both the City and County, greatly expanding the existing sidewalk network. The existing sidewalk network is shown in **Figure 2**.

Although progress has been made to improve the walking and biking network, there are still many improvements that can be made to provide a safe and well-connected bicycle and pedestrian network. A lack of connectivity between existing facilities, the absence of opportunities for long trips, safe routes to a variety of destinations throughout the City and County, and identified routes for all user types were the areas addressed in this update. This update of the BPMP seeks to build on and improve existing conditions related to alternative transportation options.



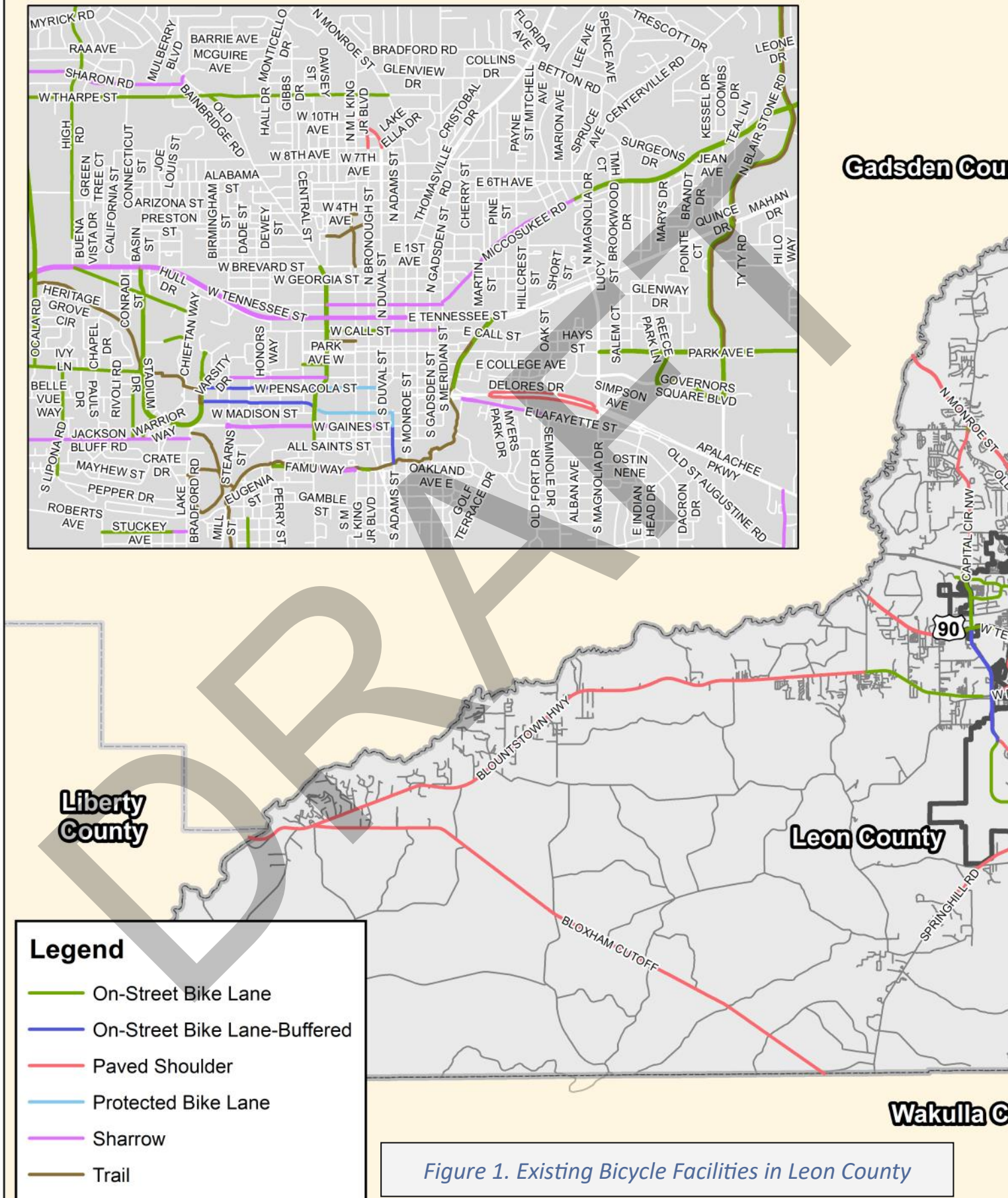
A buffered bicycle lane near Downtown Tallahassee



A sidewalk and pedestrian crossing in Downtown Tallahassee



Existing Bicy



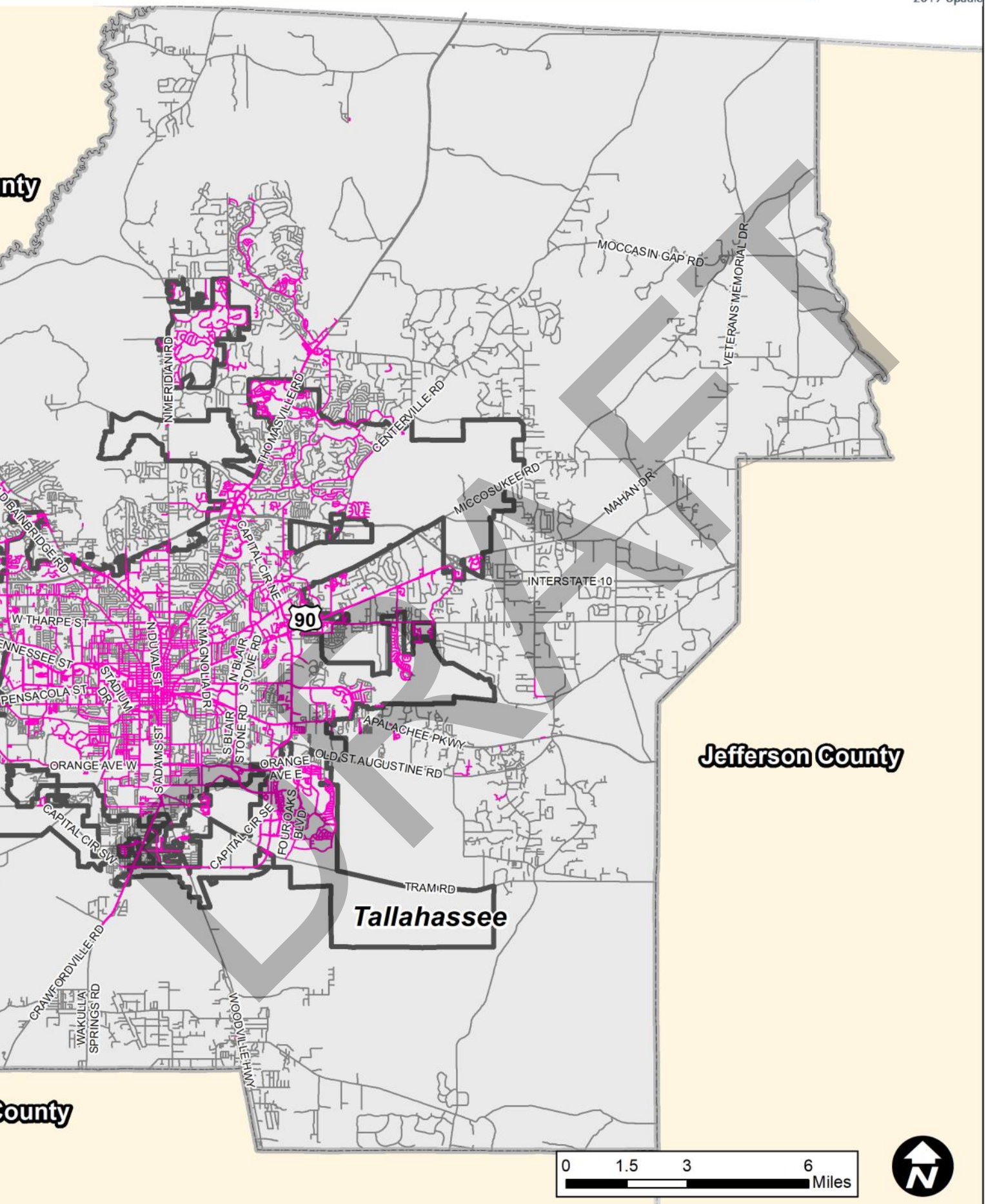
TALLAHASSEE-LEON COUNTY
Bicycle and Pedestrian Master Plan
2019 Update





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