

CHAPTER 5

Implementation and Next Steps



Implementation and Next Steps

In order to create an expansive, highly connective bicycle and pedestrian network in Tallahassee and Leon County, coordination among agencies with funding dedicated to bicycle and pedestrian improvements should occur. This should be done through the creation of the Bicycle-Pedestrian Master Plan Working Group detailed in the **Overall Plan Recommendations section** of this Plan. Agencies should coordinate to determine the responsible entity for implementing the neighborhood network routes and set tentative completion dates. Feasibility studies for the major projects should also be coordinated between appropriate agencies to ensure timely coordination, identify possible project overlap, and select connected projects to expand the network. To maintain an accurate inventory of the progress being made, the Tallahassee-Leon County GIS Department should be involved to maintain a bicycle and pedestrian database. This database can be used by all local agencies and may be provided to regional and statewide agencies for project consideration. These initiatives will ensure a shared sense of responsibility for providing and maintaining adequate bicycle and pedestrian facilities throughout the City and County.



Monroe Street, Downtown Tallahassee

Equally important to implementation is coordination amongst all the different neighborhoods that may be modified by the addition of the neighborhood network on their local roads. This coordination should include an educational element, giving clear and succinct information regarding the network and how it functions, as well as why it will be beneficial for the neighborhoods, the City, and the County. It will also provide an opportunity to solicit public input and determine the best steps for implementation with the public opinion in mind.

As with any major public initiative, the Tallahassee-Leon County Bicycle-Pedestrian Master Plan will require funding from several different agencies and entities to create a connective bicycle and pedestrian network that has adequate and appropriate facilities. The following funding sources are outlined to propose potential options for moving forward with the recommended projects.

Potential Funding Sources

Blueprint Bike Route System and Greenways Master Plan Funding

The Blueprint IA 2020 program currently includes a \$15,000,000 allocation for continuing the bicycle and pedestrian network at the direction of the Bicycle and Pedestrian Master Plan. This is funded through an annual allocation, which in 2020 will amount to nearly \$600,000 for continuing this effort. With the adoption of this update of the Bicycle and Pedestrian Master Plan, the neighborhood network and major projects proposed in this Plan will constitute the bike route system described in Blueprint's Draft Fiscal Year 2020 Operating Budget. Additionally, Blueprint has the same amount of funds set aside for implementing the Greenways Master Plan, which will provide significant connectivity to the neighborhood network and major projects outlined in this Plan, with some projects even overlapping.

According to this document, the programmed allocation for implementation of the BPMP will be upped to \$750,000 annually, and the Greenways Master Plan allocation will be raised to \$790,000. Altogether, this will total nearly \$1.5 million in funds per year that are directly associated with the implementation of this Plan and its projects.

Capital Region Transportation Planning Agency (CRTPA)

The Capital Region Transportation Planning Agency has approximately \$300,000 in funds dedicated to bicycle/pedestrian projects and improvements in their four-county region. This is a yearly allocation that can be used over the next several years to fund projects, such as feasibility studies, for the major projects identified in this Plan.

Tallahassee-Leon County Planning Department

The Tallahassee-Leon County Planning Department does not currently have dedicated funds for bicycle and pedestrian projects, but they have the ability to request funding support on specific projects or efforts from either (or both in some instances) the City and County Commission. Possible projects may relate to facilities included in this BPMP such as neighborhood network materials or intersection improvements, but may also be projects that help support this Plan such as wayfinding and bicycle parking.

Resurfacing, Restoration, and Rehabilitation Projects

Some neighborhood network routes and major projects recommended in this Plan are associated with future resurfacing projects that are done periodically by the City or the County. This approach to project implementation may help in cutting down on additional spending by piggy-backing on projects that are already planned and programmed. It is important that both Leon County Public Works and City of Tallahassee Underground Utilities continue to be engaged for possible joint project implementation so costs can be adjusted to accommodate additional paint, signage, and other improvements associated with the recommendations outlined in this Plan.

Grants

Grants provide an opportunity to apply for funds to supplement or cover costs associated with the neighborhood network or major projects outlined in this Plan. The Florida Department of Transportation's SUN Trail program offers funding for multi-use paths that make longer regional connections. For funding consolidation, routes need to be adopted into the SUN Trails network for funding consideration. The CRTPA should nominate some of the major projects and regional connections identified in this Plan for inclusion into the SUN Trails network for future funding possibility.

Conclusion

Through new data analysis using existing conditions, productive meetings with staff and stakeholders, and building upon previously completed investments, a comprehensive network for bicyclists and pedestrians can be achieved. The recommendations outlined in this Master Plan set the course over the next decade for building a well-connected network of facilities, usable by a variety of skill sets. Partnerships will be imperative, innovation will be necessary, and flexibility will be key to successfully making Tallahassee-Leon County one of Florida's premiere biking and walking communities.

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