



January 16, 2024

Tanya Branton, Planning Specialist
Transportation Alternatives Program
Florida Department of Transportation
1074 Highway 90
Chipley, Florida 32428

RE: City of Tallahassee, Transportation Alternatives Waverly Project

Dear Ms. Branton:

The City of Tallahassee, Underground Utilities & Public Infrastructure Department is pleased to submit this Transportation Alternatives (TA) grant proposal for our Waverly Road Sidewalk Project.

If awarded, the cost of the project will be funded through TA grant funds and future capital plan requests. The amount requested for TA funds is \$1,320,000. The total project is estimated at \$3,500,000.

Should you need anything further or have questions, please reach out to Desiree Gorman, Grants Specialist at (850) 891-5509 or desiree.gorman@talgov.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Shafer', with a long horizontal flourish extending to the right.

Steve Shafer, P.E.
General Manager
Underground Utilities & Public Infrastructure



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be [contacted](#) for guidance.

PART 1 – APPLICANT INFORMATION

1. Applicant Agency Sponsor Type. Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

- Local government (e.g., county, city, village, town, etc.).

Regional transportation authority or transit agency.

Natural resource or public land agency.

School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

Recognized Tribal Government.

Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided. (Word limit 5)

2. Agency name of the applicant. (Word limit 5).

City of Tallahassee

3. Agency contact person’s name and title. (Word limit 5).

Desiree Gorman, Grants Specialist

4. Agency contact person’s telephone number and email address. (Word limit 5).

(850) 891-5509, desiree.gorman@talgov.com

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT's primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities "to undertake and satisfactorily complete the work" for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

- **LAP Full Certification**

Provide:

Approval Date: October 7, 2022

and Expiration Date: June 30, 2025

Responsible Charge Name: Molly Levesque

LAP Project Specific Certification

Provide:

Approval Date:

Project FM(s) Number:

Responsible Charge Name:

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring
Agency Name:

Contact
Name:

Address:

Phone:

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name:

Phone:

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).
Waverly Road Sidewalk Improvement

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).
 Yes No N/A

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).
 Yes No N/A

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).
 Yes No N/A

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

The Waverly Road Sidewalk Project is located along a minor collector roadway in need of a sidewalk. Currently pedestrians are using the unimproved shoulder or the roadway in competition with vehicular traffic. At the heart of one of Tallahassee’s older neighborhoods, Waverly Road as originally designed in the 1950s lacks adequate pedestrian facilities that could link adjoining neighborhoods to area transit, commercial activity, and greenway trails. For more than a mile new proposed sidewalks separated from the roadway (where feasible) by a grass strip will be designed with curb and gutter, and crosswalks will be marked at all side streets. The City of Tallahassee seeks more equitable access to nature and its benefits for disadvantaged areas of the community through this project. Residents of nearby lower-income neighborhoods within Census Tract 16.01 will be provided a safe, accessible route to area transit and greenway trails via the new infrastructure. This project is consistent with the Tallahassee-Leon County Comprehensive Plan, City Commission Strategic Initiatives, and adopted Sidewalk Prioritization List; it furthers goals of the Greenways Master Plan and StarMetro Transit Development Plan; and contributes to greater connectivity of a multimodal transportation system.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).

City of Tallahassee

2. **Indicate the county(ies) of the project location.** (Word limit 5).

Leon County

3. Roadway Classification

Yes No State roadway (on-system)

Yes No Federal roadway

Yes No Local roadway (off-system)

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].** (Word limit 10).

Waverly Rd, Meridian Road (SR 155/ ID# 55110000), Thomasville Road (SR 61/ US 319/ ID# 55050000)

5. **Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

Intersection of Meridian Road (SR 155/ ID# 55110000 at MP 1.630) and Waverly Road

6. **Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

Intersection of Thomasville Road (SR 61/ US 319/ ID# 55050000 at MP 2.692) and Waverly Road

7. **Indicate the total project length, in miles and linear feet.** (Word limit 10).

6,500 Linear Feet, 1.23 Miles

8. **Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the trailway identification number, beginning and ending mile points. (Word limit 5).

Yes No N/A

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).

Yes No N/A

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the “Infrastructure” or “NI” selections.

- **A. Infrastructure.** If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)

- **B. Non-infrastructure (NI).** If so, select “yes”, then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal). As applicable, complete infrastructure eligible text fields.

- **Pedestrian and / or Bicycle facilities** (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

Recreational Trails Program [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided. (Word limit 5).

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TAP funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If “yes”, list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.

Number of school assemblies receiving pedestrian / bicycle safety instruction / education.

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).

Number of after school programs receiving pedestrian / bicycle safety instruction / education.

Number of bicycle rodeos.

Number of pedestrian safety skills events.

Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

PART 6 – AREA CONDITIONS

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. Select one box that describes the geographic population size of the project area.

Non-Urban Area with a population of 5,000 or less

Urban Area with a population greater than 5,000 but no more than 50,000

Urban Area with a population greater than 50,000 but no more than 200,000

- Urban Area with a population greater than 200,000

2. Is the project within the boundary of an MPO*? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the MPO in the space provided. (Word limit 5).

- Yes No Capital Region Transportation Planning Agency

3. Is the project within the boundary of a Transportation Management Area (TMA)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided. (Word limit 5).

- Yes No N/A

4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.? If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided. (Word limit 5)

- Yes No N/A

5. Indicate the United States Congressional District number(s) of the project location. (Word limit 5).

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6. Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census? These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).

- Yes No The project would provide access to residents of census tract 16.01, which is a designated area of persistent poverty. The project would also connect two areas of high social vulnerability Index.

7. Are there transit stops / shelters / support facilities within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number. (Word limit 5).

- Yes No YES, 3 within 0.5 Miles

8. Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?

- Yes No

Part 6 - Area Conditions continued...

9. Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?

- Yes No

10. Would the project implement a bicycle or pedestrian action plan(s)? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and specify the name of the plan and date of adoption. (Word limit 5).

- Yes No Tallahassee Sidewalk Prioritization List

*** Metropolitan / Transportation Planning Organization / Agency (MPO)**

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement? If "yes", explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If "no", indicate N/A in the space provided. (Word limit 10).

- Yes No Resolution 23-R-38 adopted by the City Commission on 12-13-2023

2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project? If "yes", provide meeting information, including the date and type of advisory board meeting, and the input received. If "no", indicate N/A in the space provided. (Word limit 10).

- Yes No Tallahassee Bicycle Working Group Meeting on 1-8-2024

3. Was there an advertised public meeting to discuss the project? If "yes", provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If "no", indicate N/A in the space provided. (Word limit 10).

- Yes No City Commission held 12-13-2023; community meeting planned for March 2024.

4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project? If "yes", briefly explain. If "no", indicate N/A in the space provided. (Word limit 10).

- Yes No Multiple citizen requests received, association engaged, and community meetings planned.

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

- Yes No City of Tallahassee Comprehensive Plan; Strategic Plan; Transit Development Plan

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?

Yes No

2. Does the project involve state-owned conservation lands? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).

Yes No N/A

3. Does a railway facility exist within 1,000 feet of the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility. (Word limit 5).

Yes No N/A

4. Does the project physically cross a railway facility? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing’s railway identification number, and beginning and ending mile points. (Word limit 5).

Yes No N/A

5. Would the project provide lighting at locations with nighttime crashes? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided. (Word limit 5).

Yes No N/A

6. Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided. (Word limit 5).

- Yes No Sidewalk will be ADA compliant

7. **Is an Environmental Assessment for the project complete?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe any specific issues in the space provided. (Word limit 10).

Yes No N/A

8. **Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown N/A

9. **Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list State Site Number (aka Site File Number) for the sites. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

10. **Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the facilities in the space provided. (Word limit 5).

Yes No Waverly Pond and Brinkley Glen Park

11. **Are there any navigable waterways adjacent to or within the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the navigable waterways. (Word limit 5).

Yes No N/A

12. **Are there any wetlands within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

Yes No Existing drainage ditches and channels

13. **Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown N/A

14. **Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown N/A

15. **Are there any noise-sensitive areas near the project area?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown” (Word limit 5).

Yes No Unknown N/A

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. Are signed and sealed design plans available for this project?

Yes No

2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status. (Word limit 100).

No design plans

30% design plans

60% design plans

90% design plans

Other:

Plans are currently at the concept design stage. The design consultant is identifying typical section and alignment options to take to the public for input. A public meeting is planned for March 2024 to review the proposed typical section and alignment.

3. Briefly describe the design status in the space provided. If design is at 100 percent, indicate the date of the plans. (Word limit 100).

Plans are currently at the concept design stage. The design consultant is identifying typical section and alignment options to take to the public for input. A public meeting is planned for March 2024 to review the proposed typical section and alignment. After public input, design will begin with anticipated completion in July 2025. Construction is planned for 2026. Please note attached typical sections are subject to change.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

PART 11 – OWNERSHIP / ROW STATUS



Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

Yes No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land. (Word limit 150).**

There is 60' of existing City of Tallahassee owned right of way in which to construct the project. No additional right of way acquisition is anticipated. If there is a need to obtain temporary construction agreements or easements for driveway or grading tie-ins, a License Agreement will be obtained following the state's process. Supporting documentation provides copies of plats and deeds establishing rights of way.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION

including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.

- 1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
- 2) As applicable, letter from local agency budget office committing local funds to the project.

***** Note: Applications for NI Projects to skip to page 15.*****

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary							
		Overall Project Programming (Cost Summary and Schedule)							
		Schedule (Month/Year)		Funding sources and costs (\$)					Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	Federal Funds		Non-Federal / Local Funds			
TA Program (\$)	Other Federal (\$)			Non-TA/ Local Funds (\$)	Other (\$)				
Planning Development (Corridor or Feasibility)		11/23	4/24			\$100,000		\$100,000	
PD&E									
Preliminary Engineering / Design (PE)		06/24	07/25			\$550,000		\$550,000	
Environmental Assessment (associated with PE)		01/24	06/24			\$20,000		\$20,000	
Permits (associated with PE)		07/24	04/25			\$5,000		\$5,000	
ROW									
Construction	✓	01/26	01/27	\$1,320,000		1,185,200		\$2,505,206	
CEI						\$320,000		\$320,000	
Other costs (describe)									
Total Infrastructure Project Cost Estimate								\$3,500,206	

*** Note: applications for infrastructure projects do not need to fill out this page***

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services	
(List titles and totals in first boxes below)	
In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
11/23	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

RESOURCES

FDOT Transportation Alternatives Program:

<https://www.fdot.gov/planning/systems/systems-management/tap>

FDOT Local Agency Program Manual:

<http://www.fdot.gov/programmanagement/LP/Default.shtm>

FDOT Office of Environmental Management PD&E Manual:

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

FDOT Basis of Estimates Manual:

<https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual>

Florida Safe Routes to School Guidelines:

<https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Waverly Road Sidewalk Improvement

LOCATION: Waverly Road, Tallahassee, FL

PROJECT LIMITS: (from south or west limit) Meridian Road (SR 155) and Waverly Road
(to north or east limit) Thomasville Road (SR 61) and Waverly Road

By checking the box you agree to do the following:

- ✓ Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.
- ✓ Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.
- ✓ Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).
- ✓ Pursue or retain LAP certification and enter into a LAP agreement with FDOT.
- ✓ Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.


Steve Shafer (Jan 19 2024 11:11 EST)

* Signature

Steve Shafer

Name (please type or print)

General Manager - Underground Utilities & Public Infrastructure

Title

01/19/2024

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

TA Application - Waverly Road (1)

Final Audit Report

2024-01-19

Created:	2024-01-19
By:	Mercedes Castro (mercedes.castro@talgov.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAEt8ZBUxQkCkRrYgTeTfjN_reQI959Jo

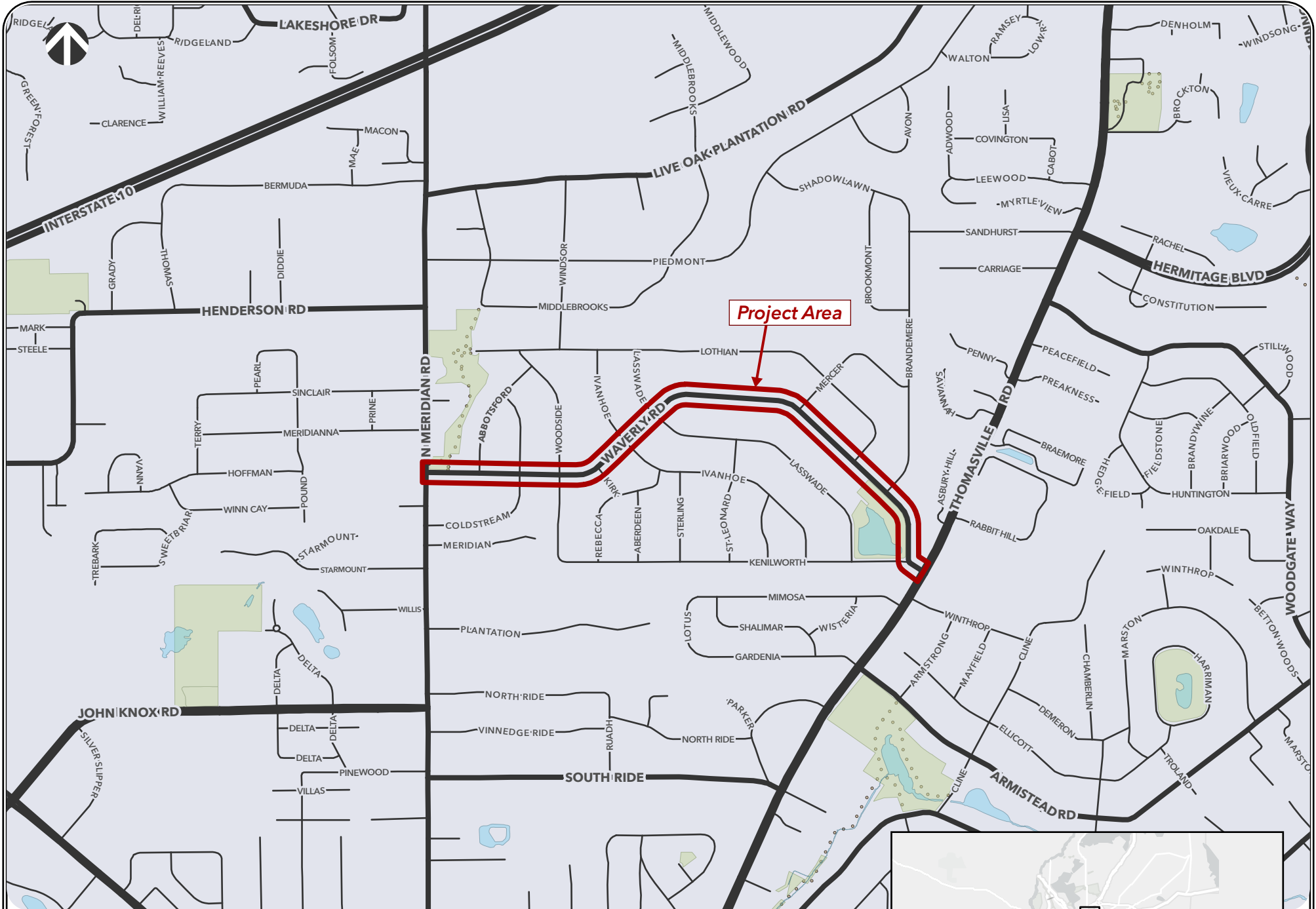
"TA Application - Waverly Road (1)" History

-  Document created by Mercedes Castro (mercedes.castro@talgov.com)
2024-01-19 - 2:19:14 PM GMT
-  Document emailed to Steve Shafer (steve.shafer@talgov.com) for signature
2024-01-19 - 2:19:52 PM GMT
-  Email viewed by Steve Shafer (steve.shafer@talgov.com)
2024-01-19 - 4:00:39 PM GMT
-  Document e-signed by Steve Shafer (steve.shafer@talgov.com)
Signature Date: 2024-01-19 - 4:13:23 PM GMT - Time Source: server
-  Agreement completed.
2024-01-19 - 4:13:23 PM GMT

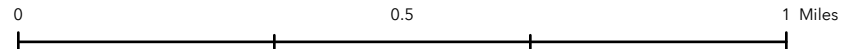
WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT



Location Map



Project Area



**WAVERLY ROAD SIDEWALK PROJECT
- Location Map -**

Sources:
Tallahassee-Leon County GIS

**AREA
VICINITY**



WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT



Part 3: Project Information Supporting Documentation

Narrative

Resolution 23-R-38, highlighting authorization for funding request

Signed Project Certification

WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT NARRATIVE

The City of Tallahassee is applying for a Transportation Alternatives Project Set-Aside grant for construction of a sidewalk within the Waverly Road transportation corridor from Meridian Road to Thomasville Road (S.R. 61). This 6,450 L.F. sidewalk project is located along a minor collector roadway in need of a sidewalk. Currently, pedestrians are using the unimproved shoulder or the roadway in competition with vehicular traffic (see photo right).

The Waverly Road Sidewalk Improvement Project is consistent with the Tallahassee-Leon County Comprehensive Plan's call for a transportation system that "provide[s] safe, convenient, and context-sensitive access of pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities," (Mobility Element Objective 1.2). The following narrative provides a clear scope of work based upon the community's needs, existing conditions of the project area, and detailed description of the proposed project and major improvements.



*Missing sidewalks along Waverly Road cause pedestrian-vehicle conflicts.
Source: Google StreetView, May 2022*

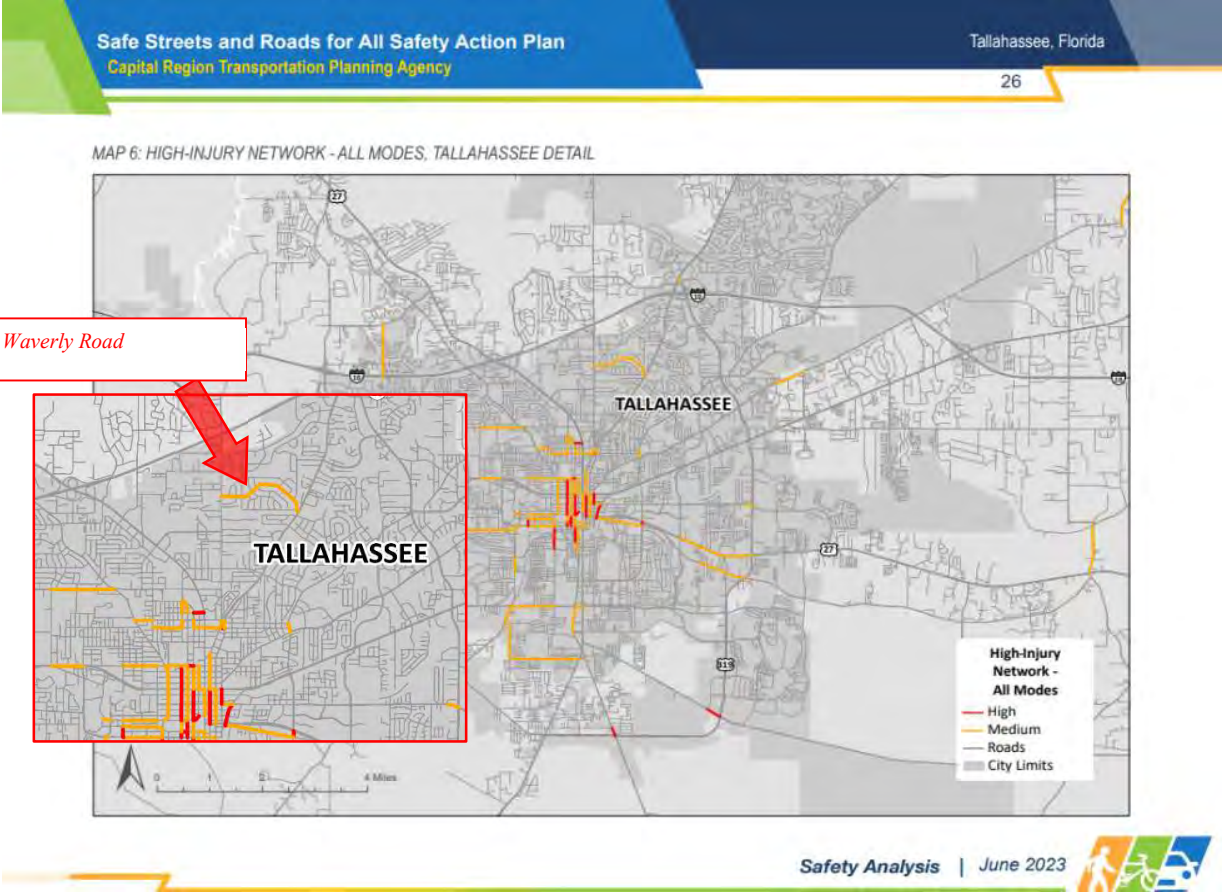
Content is presented in the following sections:

- (1)** Safety
- (2)** Connectivity
- (3)** Accessibility
- (4)** Public Benefit
- (5)** Regional Plan
- (6)** Project Constructability
- (7)** Leveraging of Funds
- (8)** Community Support

(1) SAFETY

The Waverly Road Sidewalk Improvement Project would greatly increase the safety for pedestrians by providing a safe and protected route. The proposed improvements consist of multiple typical sections that include a 5-foot-wide sidewalk with a grass strip adjacent to curb and gutter, a 7-foot traversable shoulder and 5-foot wide sidewalk, and a 6-foot wide sidewalk adjacent to the curb and gutter; as well as the addition of marked crosswalks at all side street intersections and destinations such as Waverly Pond Park.

Because Waverly Road accommodates bus routes for five (5) Leon County Schools, Gilchrist Elementary, Montford Middle School, RAA Middle School, Leon High School, and SAIL High School, the sidewalk addition to Waverly Road will allow safe travel for students of all ages to school bus stops serving the surrounding neighborhoods.



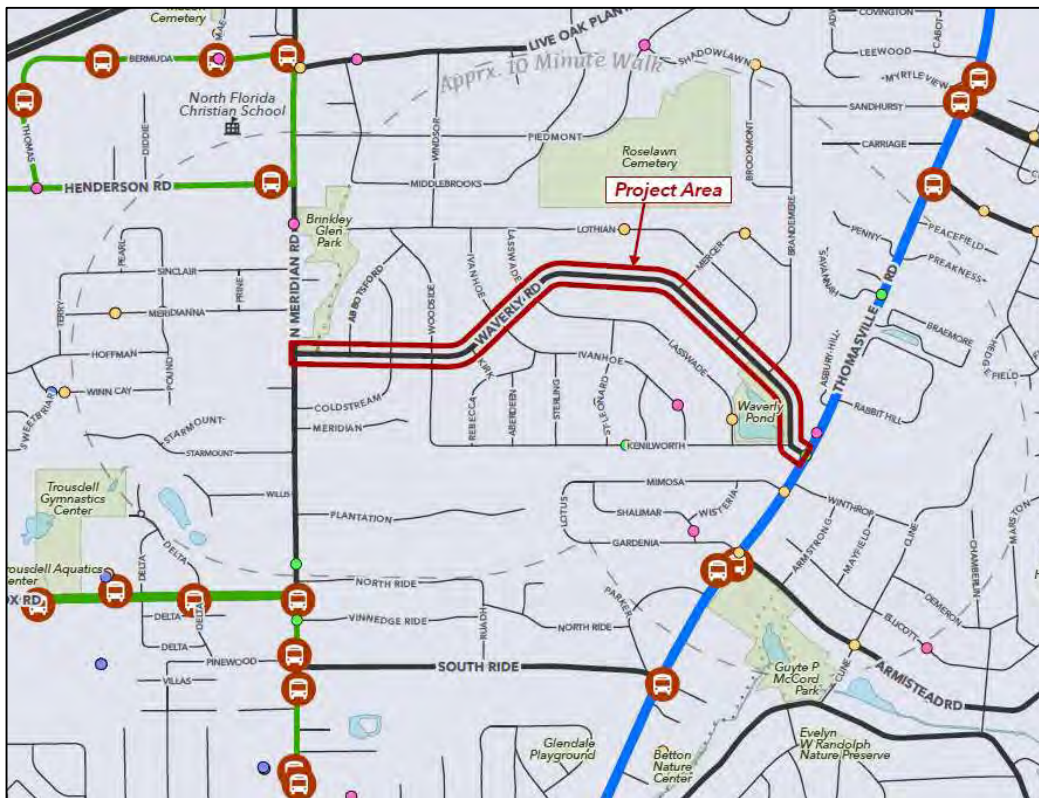
CRTPA's Final SS4A Report (2023) identifies Waverly Road on the High-Injury Network All Modes Map

The Capital Regional Transportation Agency (CRTPA) completed a Safe Streets for All (SS4A) action plan that included a safety analysis of the region’s roadways. CRTPA’s Final SS4A Report (June 2023) identified Waverly Road as a High Injury Network and classified the roadway as a ‘Medium Hazard’ street utilizing an Equivalent Property Damage Only (EPDO) crash rate formula, as defined in the report. The road received a 41.12 EDPO crash rate (per 100 million vehicle miles traveled).

(2) CONNECTIVITY

A sidewalk on Waverly Road will provide a vital link for multimodal transportation opportunities because it accommodates pedestrian access to two (2) transit routes. It will also serve as a connection between major projects identified by the 2015 update to the Tallahassee-Leon County Greenways Master Plan.

StarMetro, the local transit provider, has the Killlearn Route and the San Luis Route in the project vicinity as shown in green and blue on the below map. Four (4) northbound and two (2) southbound stops for the Killlearn Route are within about 0.5 mile of the Waverly Road and Thomasville intersection. Riders can pick up the San Luis Route on Meridian Road with one (1) northbound and one (1) southbound stop in less than 0.5 mile of the western terminus of the project area.



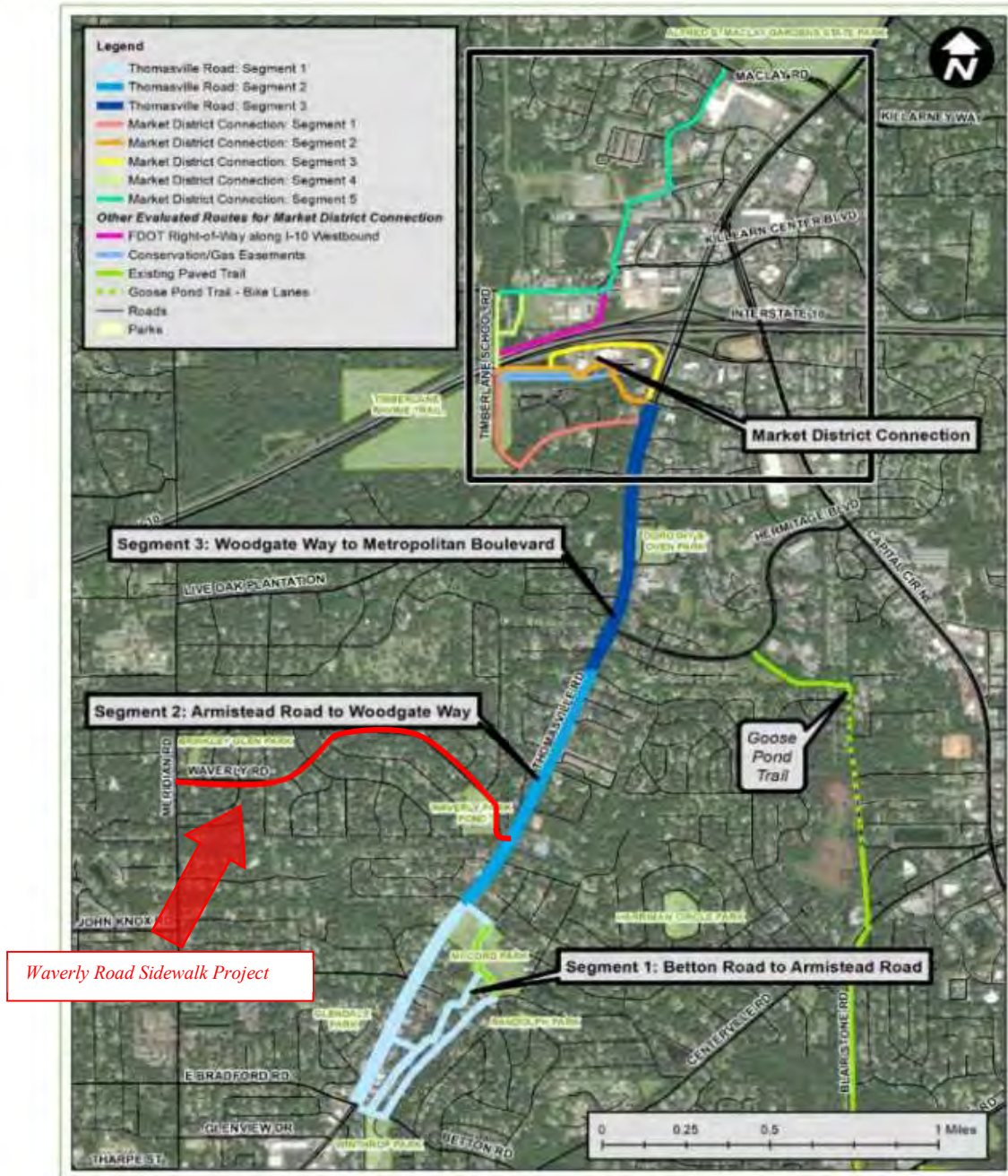
Transit Stops/Routes and Leon County School Bus Stops

StarMetro’s Killlearn Route runs on the eastern terminus of the project side at Thomasville Road and connects riders to the north with major commercial activity hub of the I-10 surround, and south to the City’s Midtown and Downtown areas. The San Luis loop provides immediate connectivity to a former mall, the Tallahassee Centre, as well as numerous adjacent commercial outparcels and development along the Monroe Street corridor. The Waverly Road Sidewalk Improvement Project will provide the community a safe walking path between these two transit routes that would otherwise remain disjointed.

The Waverly Road Sidewalk Improvement Project will provide the community a safe walking path between these two transit routes that would otherwise be disjointed.



Figure 4. Thomasville Road Multi-Use Path Study Segments



Thomasville Road Multi-Use Path (source: CRTPA)

In 2021, the CRTPA completed a feasibility study for the ‘Thomasville Road Multi-Use Path’, a segment identified in the 2015 update to the Tallahassee-Leon County Greenways Master Plan as the ‘Thomasville Road Trail.’ The project also supports connectivity goals of the 2019 update to the Tallahassee-Leon

County Bicycle-Pedestrian Master Plan (BPMP). The project is planned to connect more than a dozen area neighborhoods with over 2.5 miles of a bidirectional 10 to 12-foot multi-use path.

Sidewalk improvements along Waverly Road will provide a new opportunity for the community further west of the CRTPA project to access this path, which will ensure cyclists and pedestrians have safe walking and riding routes down to Tallahassee’s Midtown area as well as up to and through the Market District area.

The Lake Jackson Greenway is a planned 2.5-mile-long shared use trail that connects a string of publicly-owned properties. It will run from the south end of Lake Jackson, adjacent the (former) Tallahassee Mall, connect the City’s Trousdell Gymnastic Center, through the residential area just east and then south along a proposed bicycle route system to Lake Ella. The greenway runs adjacent to neighborhoods in the 16.01 Census Tract and off Meridian Road, which is the western terminus of the Waverly Road Sidewalk Project. Both the Thomasville Trail and Lake Jackson Greenway are identified in the 2015 Update to the Tallahassee-Leon County Greenways Master Plan as major projects aimed to connect greenways and parks to neighborhoods, schools, shopping, and work destinations through a system of shared use paths and trails.



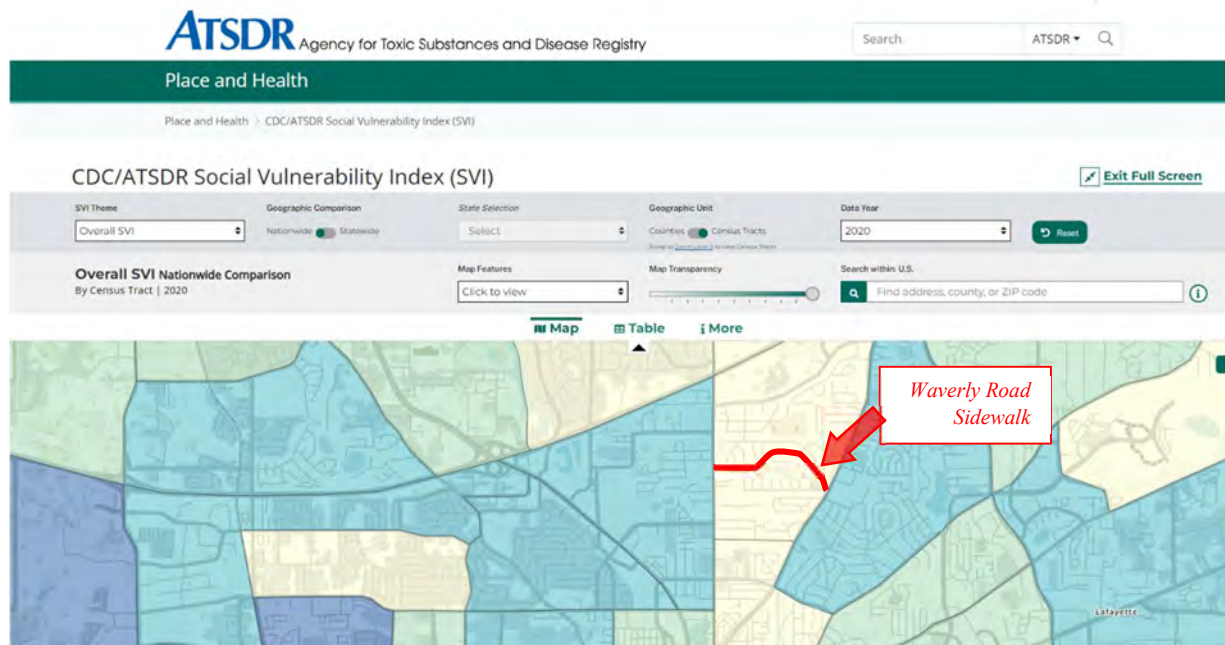
Using a Sidewalk Prioritization List, the City of Tallahassee is master planning its pedestrian network with actionable projects and taking real steps to focus on connecting areas in need, especially areas of persistent poverty, to existing resources. The Waverly Road Sidewalk Improvement Project is one opportunity where lower-income neighborhoods will now have a safe connection to public transit and reach to commercial corridors, including jobs, schools, and medical care, that may otherwise be inaccessible. The sidewalk opens safe access to StarMetro routes running more than 4 miles north.

*The median household income level for the 16.01 Census Tract was **16% lower** than the median household income level for Leon County (\$57,359).*

Source: ESRI, 2021 ACS Estimates

According to 2021 American Community Survey Data, the median household income level for the 16.01 Census Tract, which lies just west of the Waverly Road Sidewalk Project area, was 16% lower than the median household income level for Leon County (\$57,359). Neighboring Tracts 17.01 and 17.02 are 148% and 25% higher than the county's median household income level, respectively. An estimated 437 households in the 16.01 Census Tract were

below poverty level and their largest population group was estimated between the ages of 20-24, though this tract spans age groups with other large populations in the 15-19 and 25-34 age ranges. Census Tract 17.02, which lies just east of the Waverly Road Sidewalk Project area includes an estimated 829 households where 1+ persons have a disability and their largest population group was estimated between the ages of 50-54, the next highest age grouping was 45-49. Populations for both Census Tracts immediately adjacent to this project also have significant groups of people younger than 19 and older than 65.



The Waverly Road Sidewalk Project connects between two identified socially vulnerable areas, as shown in light blue.

The lower-income neighborhoods west of the Waverly Road Sidewalk Improvement Project area will benefit from a new point of access to the multi-use path, miles of greenways, and better connectivity to commercial corridors they would otherwise be disadvantaged to reach. Public access to parks and green space has long been identified as critical for people's well-being, but connectivity to nature-based mental and physical health is disproportionate across this area of the community. The sidewalk project creates more equitable access for these neighborhoods that historically have not been afforded a safe pedestrian connection to nearby parks, trails, and community green spaces east of Meridian Road.

(3) ACCESSIBILITY

The current zoning immediately surrounding the project area is predominately residential. But within 1 mile, the following zoning districts also include:

AC	Activity Center
CP	Commercial Parkway
RP	Residential Preservation
R-1	Single-family Detached
RP-2	Residential Preservation-2
MR-1	Medium Density Residential
OR-1	Office Residential, Low Density
OR-3	Office Residential
OS	Open Space
R-3	Single Detached, Attached and Two Family Residential
R-4	Urban Residential District
RP-1	Residential Preservation-1
UP-1	Urban Pedestrian 1

Several Planned Unit Development (PUD) zoning districts, intended to promote flexibility of design and permit planned diversification and integration of uses and structures, also surround the area:

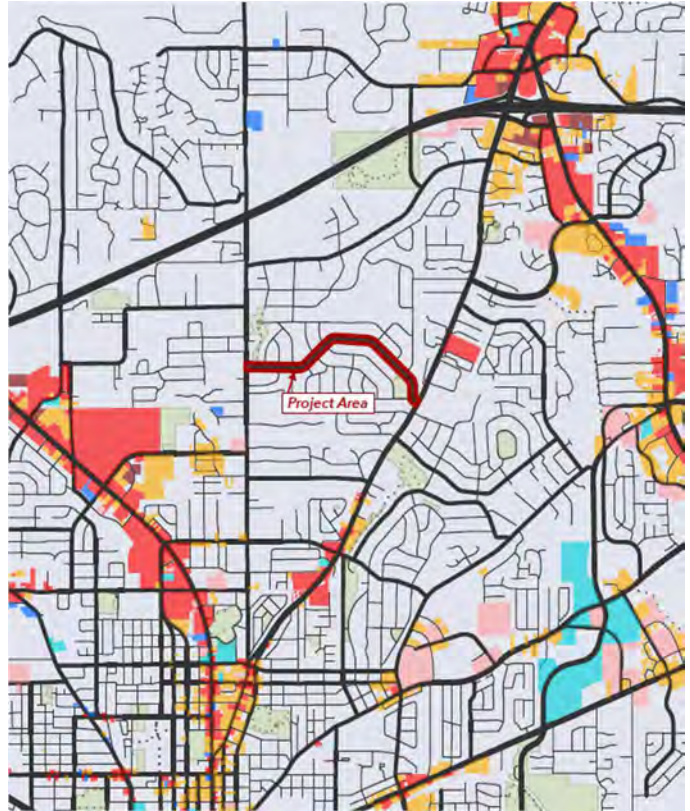
- Braemore Park PUD
- Hillcrest PUD Subcomponent A-2
- School of Arts and Sciences PUD
- The Hermitage PUD
- Hillcrest PUD
- Piedmont Park PUD
- Unitarian Universalist Church PUD
- Hillcrest PUD Subcomponent B-2
- Windsor Trace PUD
- Delta Office Park PUD
- Hillcrest PUD Subcomponent A-4

For nearly 80 years now, this area of Tallahassee has remained largely residential. Many of these older neighborhoods were designed with priority to the vehicle over the pedestrian, resulting in few to no sidewalks. Policies and regulations for development have improved since the 1950s, when Waverly Road was first platted, but the supporting infrastructure of the older neighborhood has remained largely unchanged, which has stunted the mobility network's ability to integrate alternative modes of transportation.

Land use development patterns immediately adjacent to the project area are wholly residential. As shown in the map image, brightly colored parcels indicate commercial uses, and so it becomes clear that Waverly Road serves as an east-west vehicular access point through residential areas to roadways supporting areas of high activity and increasing the need to provide a dedicated space for pedestrians to also utilize the corridor. Providing safe pedestrian access for residents within this and surrounding neighborhoods to these larger pedestrian networks develop a more effective and connected access. The addition of a sidewalk along Waverly Road will contribute to the integrity of the established transportation system along the adjoining road corridors.

(4) PUBLIC BENEFIT

The public will gain an enormous benefit from this project. Pedestrians are already walking this corridor on a daily basis, and a new sidewalk will further enhance the pedestrian activity in the area. The sidewalk will provide a dedicated space for pedestrians and where the topography will allow, a grass shoulder between the road and sidewalk will offer additional buffer from vehicles.

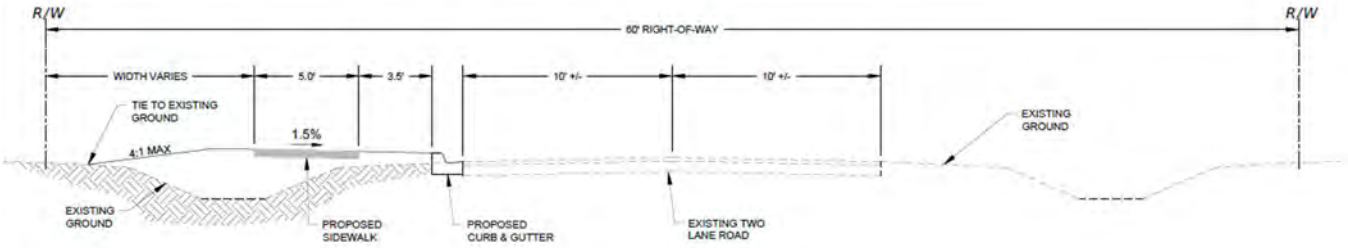


Waverly Road serves as a major east-west connection to roadways that support high commercial areas.



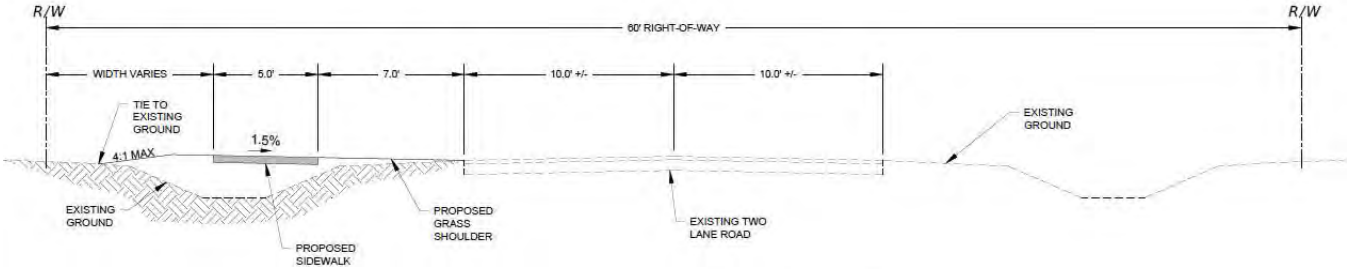
A pedestrian pushing an infant stroller within the travel lane of Waverly Road.
Source: Google StreetView, May 2022

The City of Tallahassee aims to provide a minimum 3.5' separation from back of curb to edge of sidewalk, but it is anticipated the constraints of Waverly Road will require a combination of various typical sections in the design. Where the sidewalk is required to be at the back of curb due to existing constraints, the sidewalk will be widened to 6' to provide additional distance from traveling vehicles.



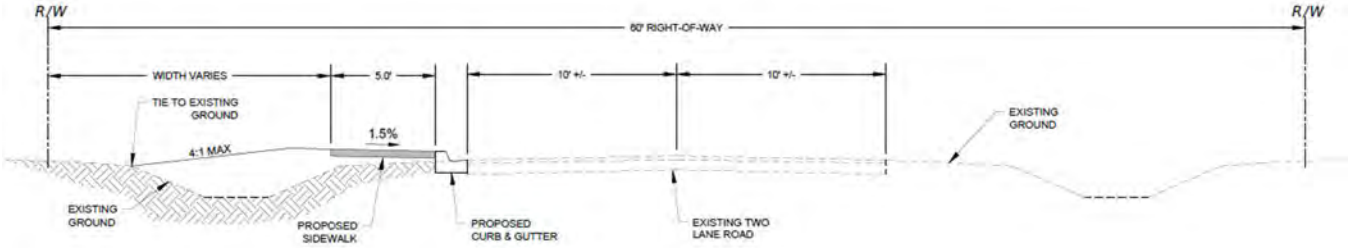
WAVERLY SIDEWALK TYPICAL SECTION NO. 1
N.T.S.

The City's standard sidewalk design includes curb and gutter with a 3.5' separation from back of curb.



WAVERLY SIDEWALK TYPICAL SECTION NO. 2
N.T.S.

The preferred design for the Waverly Road Sidewalk Improvement Project when topography and conditions will allow provides a 7' separation from the edge of pavement.



WAVERLY SIDEWALK TYPICAL SECTION NO. 3

An alternative design will be used in select areas of the project where more adverse conditions such as drainage or topography do not allow for separation from the curb.

Waverly Road ranked 6 out of 210 on the Tier One (highest priority) projects list.

(5) REGIONAL PLAN

The Waverly Road Sidewalk Improvement Project is supported broadly and specifically in many plans. In addition to supporting mobility goals identified by the Greenways Master Plan, Transit Development Plan, SS4A Plan, the project is also backed by policies of the Tallahassee-Leon County Comprehensive Plan and directly named in the City of Tallahassee Sidewalk Prioritization List.

Since December 2010, the City of Tallahassee has applied various criteria to aid in ranking potential sidewalk-installation projects both for citizens' safety and to enhance the general quality of neighborhood life. In 2014, Public Works (now Public Infrastructure Engineering), together with the Planning Department, updated the evaluation criteria used to prioritize sidewalk projects beginning with projects identified on the 2010 Planned Multimodal Project List. The City Commission considered the initial draft of the updated prioritization process on September 10, 2014. Through considerable discussion they also recognized the need to assess both existing and potential demand, as well as the importance of incorporating community priorities like transit and placemaking into the process and incorporated those items into the approved Sidewalk Prioritization List ranking criteria.

Public Infrastructure Engineering maintains the Sidewalk Prioritization List for sidewalk projects throughout the City, ranking sidewalks based on multiple criteria. These criteria include access to transit, placemaking, roadside safety and access, safe routes to schools, and pedestrian demand. A given project is scored based on the individual roadway's unique characteristics and then added to the list based on their final score. The Sidewalk Prioritization List serves as an actionable master plan for enhancing mobility across Tallahassee and is updated yearly to reflect new sidewalk requests and any changes to the ranking criteria data set.

2030 Tallahassee-Leon County Comprehensive Plan

Mobility Element

Objective 1.4:

[M] (EFF. 12/15/11) 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"

Mobility Element

Policy 1.2.8 [M]

(Eff. 12/15/11)

Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects."

Primary Schools within 2 miles of the project include Sealey Elementary, the School of Arts & Sciences, Gilchrist Elementary School, Ruediger Elementary School, and North Florida Christian School

In the 2020 yearly update to the Sidewalk Prioritization List, Waverly Road ranked 6th out of 210 on the Tier One (highest priority) projects list. The Waverly Road Sidewalk Improvement Project then became an active project along with the other top ranked projects and was moved off the Sidewalk Prioritization List and placed on the Capital Improvement Projects list in 2021.



Sidewalk Prioritization - FY2020													
FY2020 Ranking	Street Name	From	To	15	10	10	10	40	15	100	Project Length (ft)	Project Cost	Cumulative Cost
				Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score			
TIER 1													
1	Putnam Drive	Adams Street	Monroe Street	7.5	0	0	10	22.5	15	55.0	500	\$125,000	\$125,000
2	Pershing Street	Adams Street South	Meridian Street South	8	0	0	10	20	15	52.5	1490	\$552,300	\$677,300
3	Victory Garden Drive	Park Avenue	Apalachee Pkwy	3	0	10	10	15	15	52.5	4500	\$1,265,000	\$1,942,300
4	Maclay Road	Maclay Boulevard	Bobbin Brooke (City Limits)	5.0	0	10	10	17.5	10	52.5	4725	\$1,181,250	\$3,123,550
5	Roberts Avenue	Paul Dirac Drive	Jamonia Street	8	10	10	0	15	10	52.5	6100	\$1,655,500	\$4,779,050
6	Waverly Road	Meridian Road North	Thomasville Road	5	0	10	10	12.5	15	52.5	6500	\$1,749,500	\$6,528,550
7	Villamore Avenue	Eisenhower Street	Dale Street	8	10	0	10	12.5	10	50.0	720	\$354,800	\$6,883,350
8	Sixth Avenue West	North Monroe Street	Old Bainbridge Road	8	0	10	0	17.5	15	50.0	4500	\$746,000	\$7,629,350
9	W. Harrison Street	Duval Street	S. Monroe Street	10.0	0	0	0	22.5	15	47.5	600	\$150,000	\$7,779,350
10	Dent Street	Old Bainbridge Road	Dewey Street	15	0	0	10	7.5	15	47.5	1180	\$284,000	\$8,063,350
11	Bennett Street and Rollins Street			10	0	0	10	12.5	15	47.5	1300	\$360,000	\$8,423,350
12	Eppes Drive	Lake Bradford Road	Airport Drive	3	0	0	10	20	15	47.5	1400	\$350,000	\$8,773,350
13	Pullen Road	Old Bainbridge Road	Fred Smith Road	3	0	10	10	15	15	47.5	1,600	\$400,000	\$9,173,350
14	Volusia Street	Joe Luis Street	Old Bainbridge Road	8	0	0	10	15	15	47.5	2635	\$658,750	\$9,832,100
15	Dunn Street	Woodward Avenue	Old Bainbridge Road	8	0	0	10	15	15	47.5	2680	\$439,500	\$10,271,600
16	Concord Road	Formosa Drive	Mahan Drive	2.5	0	0	10	20	15	47.5	3000	\$750,000	\$11,021,600
17	Fairlane Road	Tharpe Street	Sunset Lane	3	0	10	10	7.5	15	45.0	1090	\$272,500	\$11,294,100
18	Osceola Street	MLK JR Blvd	Adams Street South	8	0	10	0	12.5	15	45.0	1100	\$275,000	\$11,569,100
19	Wadsworth Street	Tennessee Street	Charlotte Street	8	0	0	10	12.5	15	45.0	1100	\$275,000	\$11,844,100

3/11/2020

Page 1 of 15

Capital Improvement Projects Plan				
Street	From	To	Estimated Year of Construction	Estimated Cost
Burning Tree Way	SW End	Countryside Drive	2023	\$ 42,000
Tram Road	Capital Circle SE	Four Oaks Boulevard	2023	\$ 475,000
Gadsden Street (Phase II)	Palmer Street	Harrison Street	2023	\$ 500,000
Pullen Road	Old Bainbridge Road	Fred Smith Road	2024	\$ 520,000
W. 6th Avenue	Old Bainbridge Road	N. Monroe Street	2024	\$ 1,150,000
Victory Garden Drive	Park Avenue	Apalachee Pkwy	2024	\$ 2,500,000
Bennett Street	Rollins Street	6th Avenue	2024	\$ 150,000
Rollins Street	Bennett Street	Old Bainbridge Road	2024	\$ 300,000
6th Avenue	Bennett Street	Old Bainbridge Road	2024	\$ 220,000
Paul Russell Road	Monday Road	Analachee Parkway	2025	\$ 2,600,000
Waverly Road	Meridian Road North	Thomasville Road	2026	\$ 3,500,000
Clarecastle Way	N. Shannon Lakes Drive	Pimlico Drive	2025	\$ 450,000
Villamore Avenue	Eisenhower Street	Dale Street	2026	\$ 160,000
Dale Street	Villamore Avenue	Ridgeway Street	2026	\$ 150,000
Ridgeway Street	Harris Street	Eisenhower Street	2026	\$ 100,000
Harris Street	1605 Harris Street	Ridgeway Street	2026	\$ 100,000
Pinewood Drive	Delta Boulevard	Meridian Road	2026	\$ 871,000
Dent Street	Dewey Street	Old Bainbridge Road	2025	\$ 383,500
Dunn Street	Woodward Avenue	Old Bainbridge Road	2026	\$ 871,000
Callen Street	Pottsdamer Street	Walcott Street	2028	\$ 675,000
Lakewood Drive	Skylark Avenue	Gaile Avenue	2028	\$ 230,000
Skylark Avenue	Lakewood Drive	Falcon Drive	2028	\$ 145,000
Falcon Drive	Piney Road	Skylark Avenue	2028	\$ 160,000
Concord Road	Formosa Drive	Mahan Drive	2026	\$ 975,000
Fairlane Road	Tharpe Street	Sunset Lane	2026	\$ 354,250

Note: This list is subject to change due to project feasibility and available funding.

(6) PROJECT CONSTRUCTABILITY

Concept planning for the Waverly Road Sidewalk Project is currently underway. The City is working with an engineering design consultant to determine key elements of the project such as the side of road and typical sections proposed. The City plans to have an open house for the community to review the proposed typical sections and location of the sidewalk. After public comment is received, the consultant will provide final recommendations and the project will move into the design phase. With a year design schedule, the project is anticipated to be released for bid in Fall of 2025 with construction to start in the beginning of 2026. The existing right-of-way width along this corridor is 60 feet and sufficient to accommodate a combination of the proposed typical designs: a 5-foot wide sidewalk with grass strip and curb and gutter, a 7-foot traversable shoulder and 5-foot wide sidewalk, or a 6-foot wide sidewalk



Segments of Waverly Road are flanked by roadside ditches.

adjacent to the curb and gutter; as well as the addition of marked crosswalks at all side street intersections and destinations such as Waverly Pond Park.

Portions of the proposed project may include work within the Meridian Road or Thomasville Road Right-of-Way. Any improvements proposed on these state roads will be coordinated and permitted through the Florida Department of Transportation.

A cohesive combination of one or more typical sections as shown in this application will be incorporated within the project based on topography and existing features. Drainage will be a large consideration during the design process.

(7) LEVERAGING OF FUNDS

The City is prepared to cover the cost of the concept design, design, permitting, and a portion of construction for this very important and much needed sidewalk project. Using consultants that are managed by in-house staff, the design

will be completed in a timely manner to ensure the project is ready for construction by early 2026. The City is willing to enter into a LAP agreement for this project and has experience administering LAP projects.

(8) COMMUNITY SUPPORT

The City of Tallahassee’s DigiTally app connects citizens directly with staff to resolve issues more effectively and efficiently in our community – potholes, water leaks, downed powerlines, or even a request for a sidewalk can be reported. This sidewalk project has received and continues to receive public support by way of several DigTally inquiries as well as several citizen email requests.

The Tallahassee City Commission considered and adopted Resolution 23-R-38, supporting the project and the request for funding of this project, at its regular public meeting on December 13, 2023.

The Waverly Hills Neighborhood Association is very supportive of the sidewalk project and has submitted a letter of support for the City to include in the grant application. A public meeting is scheduled for March 19, 2024 to discuss the project and receive comments from the community. The project was also discussed at a recent meeting of the Tallahassee Bike Working Group, a citizen’s advisory committee, and received positive feedback.



RESOLUTION NO. 23-R-38

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF TALLAHASSEE SUPPORTING A GRANT FUNDING APPLICATION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FOR TRANSPORTATION ALTERNATIVE FUNDS FOR THE WAVERLY ROAD SIDEWALK PROJECT

WHEREAS, the FDOT awards grants to State of Florida local governmental entities for projects supported by the Capital Regional Transportation Planning Agency that improve non-driver access to public transportation and enhance mobility, community improvement activities, and environmental mitigation; and

WHEREAS, the City of Tallahassee seeks to request funding for the construction of a sidewalk along Waverly Road.

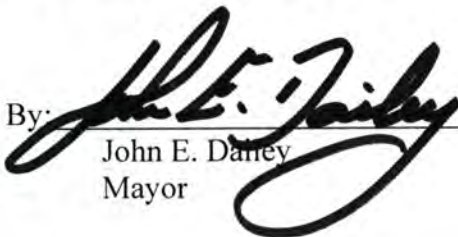
NOW, THEREFORE, BE IT RESOLVED BY THE City Commission of the City of Tallahassee:

1. That the Commission approves and supports the grant funding application to the FDOT for the Waverly Road Sidewalk Project.
2. The City Manager, or his designee, is authorized to accept the grant award and execute all documents associated with this funding request.

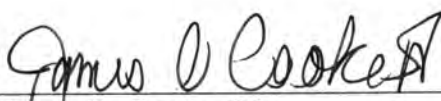
ADOPTED by the City Commission of the City of Tallahassee this 13th day of December, 2023.



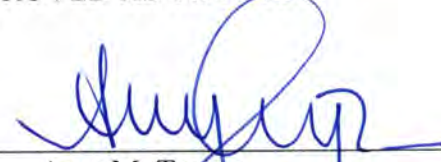
CITY OF TALLAHASSEE

By: 
John E. Dailey
Mayor

ATTEST:

By: 
James O. Cooke, IV
City Treasurer-Clerk

APPROVED AS TO FORM:

By: 
Amy M. Toman
Interim City Attorney



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Waverly Road Sidewalk Improvement

LOCATION: Waverly Road, Tallahassee, FL

PROJECT LIMITS: (from south or west limit) Meridian Road (SR 155) and Waverly Road

(to north or east limit) Thomasville Road (SR 61) and Waverly Road

By checking the box you agree to do the following:

- Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.
- Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.
- Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).
- Pursue or retain LAP certification and enter into a LAP agreement with FDOT.
- Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.


Steve Shafer (Jan 19, 2024 11:13 EST)

* Signature

Steve Shafer

Name (please type or print)

General Manager - Underground Utilities & Public Infrastructure

Title

01/19/2024

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).






TA Application - Waverly Road (1)

Final Audit Report

2024-01-19

Created:	2024-01-19
By:	Mercedes Castro (mercedes.castro@talgov.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAEt8ZBUxQkCkRrYgTeTfjN_reQI959Jo

"TA Application - Waverly Road (1)" History

-  Document created by Mercedes Castro (mercedes.castro@talgov.com)
2024-01-19 - 2:19:14 PM GMT
-  Document emailed to Steve Shafer (steve.shafer@talgov.com) for signature
2024-01-19 - 2:19:52 PM GMT
-  Email viewed by Steve Shafer (steve.shafer@talgov.com)
2024-01-19 - 4:00:39 PM GMT
-  Document e-signed by Steve Shafer (steve.shafer@talgov.com)
Signature Date: 2024-01-19 - 4:13:23 PM GMT - Time Source: server
-  Agreement completed.
2024-01-19 - 4:13:23 PM GMT

WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT



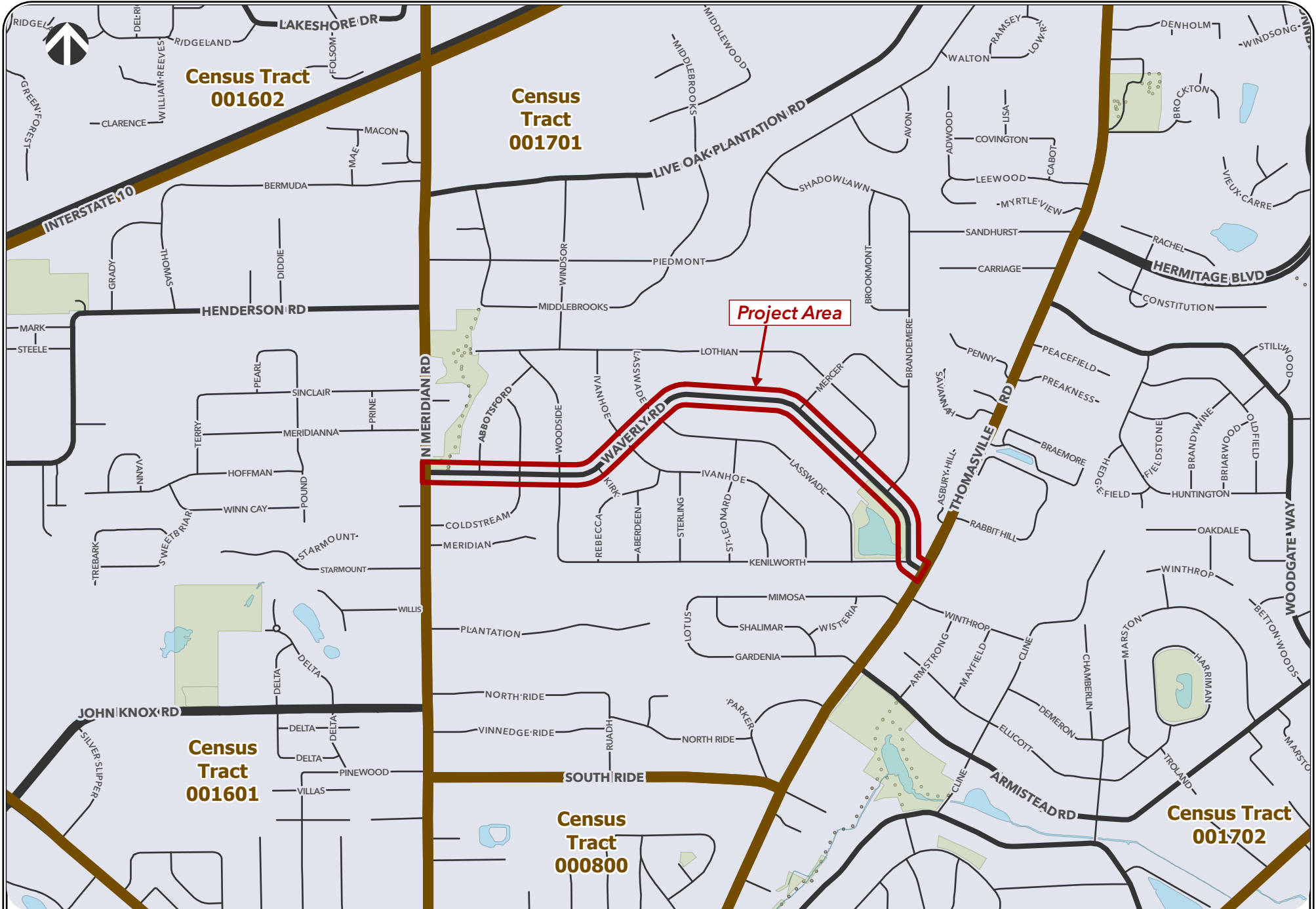
Part 6: Project Information Supporting Documentation

Community Info:

- Census Map
- Comparison Reports, Data by ArcGIS Business Analyst (2021 ACS) for Census Tracts 16.01, 17.01 and 17.02 and Leon County
- CDC/ATSDR Social Vulnerability Index by the Agency for Toxic Substances and Disease Registry

Transit Facilities & Crash Data:

- Map of StarMetro Bus Stops & Routes, and Leon County Schools Bus Stops
- 5 Yr Crash Data



Project Area

Census Tract 001602

Census Tract 001701

Census Tract 001601

Census Tract 000800

Census Tract 001702

0 0.5 1 Miles

WAVERLY ROAD SIDEWALK PROJECT
- U.S. Census Tracts -

Sources:
 Tallahassee-Leon County GIS

U.S.Census Data
 2021 American Community Survey (ACS) 5-Year

Site	2021 Median Household Income	2021 Households with 1+ Persons with a Disability	2021 Pop 1&64 Speak Other Language & No English	2021 Households Below the Poverty Level	2021 Owner Households with No Vehicles	2021 Total Population: 5 to 9 Years	2021 Total Population: 10 to 14 Years	2021 Total Population: 15 to 19 Years	2021 Total Population: 20 to 24 Years	2021 Total Population: 25 to 29 Years	2021 Total Population: 30 to 34 Years	2021 Total Population: 35 to 39 Years	2021 Total Population: 40 to 44 Years	2021 Total Population: 45 to 49 Years	2021 Total Population: 50 to 54 Years	2021 Total Population: 55 to 59 Years	2021 Total Population: 60 to 64 Years	2021 Total Population: 65 to 69 Years	2021 Total Population: 70 to 74 Years	2021 Total Population: 75 to 79 Years	2021 Total Population: 80 to 84 Years	2021 Total Population: 85 Years and Over
Census Tract 120730017.02	\$71,837	829	0	408	0	190	249	181	349	318	359	208	208	449	297	513	354	238	316	243	85	207
Census Tract 120730017.01	\$142,177	282	0	15	0	231	159	80	69	0	63	173	247	151	166	102	130	172	192	113	109	75
Census Tract 120730016.01	\$48,235	324	0	437	0	291	354	563	602	534	542	362	169	324	128	233	213	270	68	127	82	14
Leon County, FL	\$57,359	26,529	0	21,901	1,307	14,803	15,767	26,444	44,700	22,916	18,247	17,027	15,566	14,915	15,514	14,845	15,730	14,535	10,682	6,269	4,197	3,991

Source: ArcGIS Business Analyst | Comparison Reports
 Data: 2021 American Community Survey (ACS) 5-Year
 For more information about Esri Methodology on the 2017-2021 American Community Survey:
https://downloads.esri.com/esri_content_doc/dbi/us/110020_American_Community_Survey_2023_JUNE_final.pdf

Place and Health

Place and Health > CDC/ATSDR Social Vulnerability Index (SVI)

CDC/ATSDR Social Vulnerability Index (SVI)

[Exit Full Screen](#)

SVI Theme

Overall SVI

Geographic Comparison

Nationwide Statewide

State Selection

Select

Geographic Unit

Counties Census Tracts

Jump to [Zoom Level 8](#) to view Census Tracts

Data Year

2020

Reset

Overall SVI Nationwide Comparison

By Census Tract | 2020

Map Features

Click to view

Map Transparency

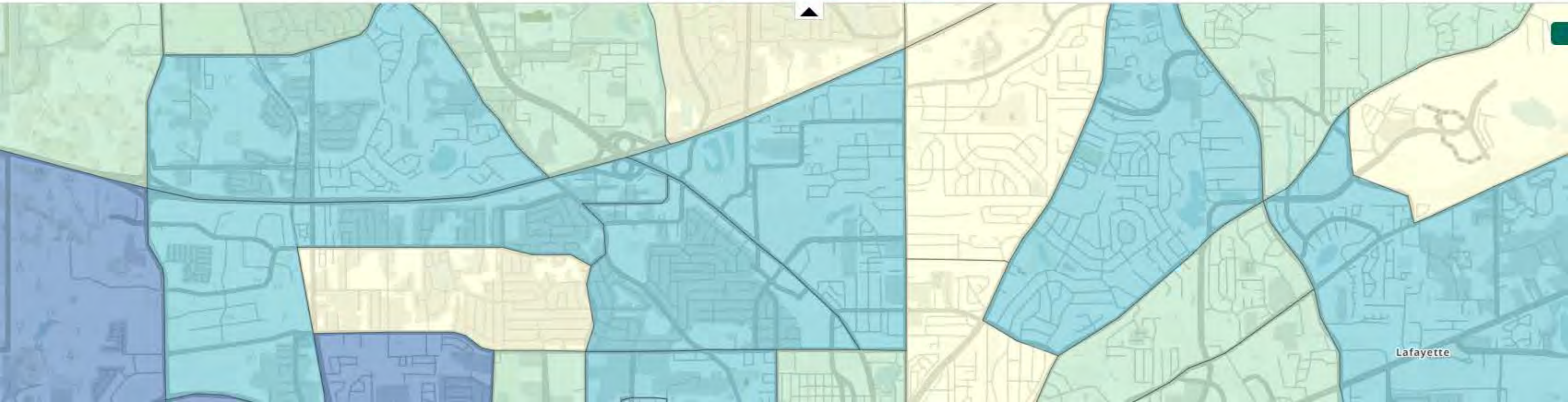
Search within: U.S.

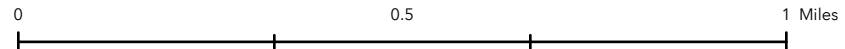
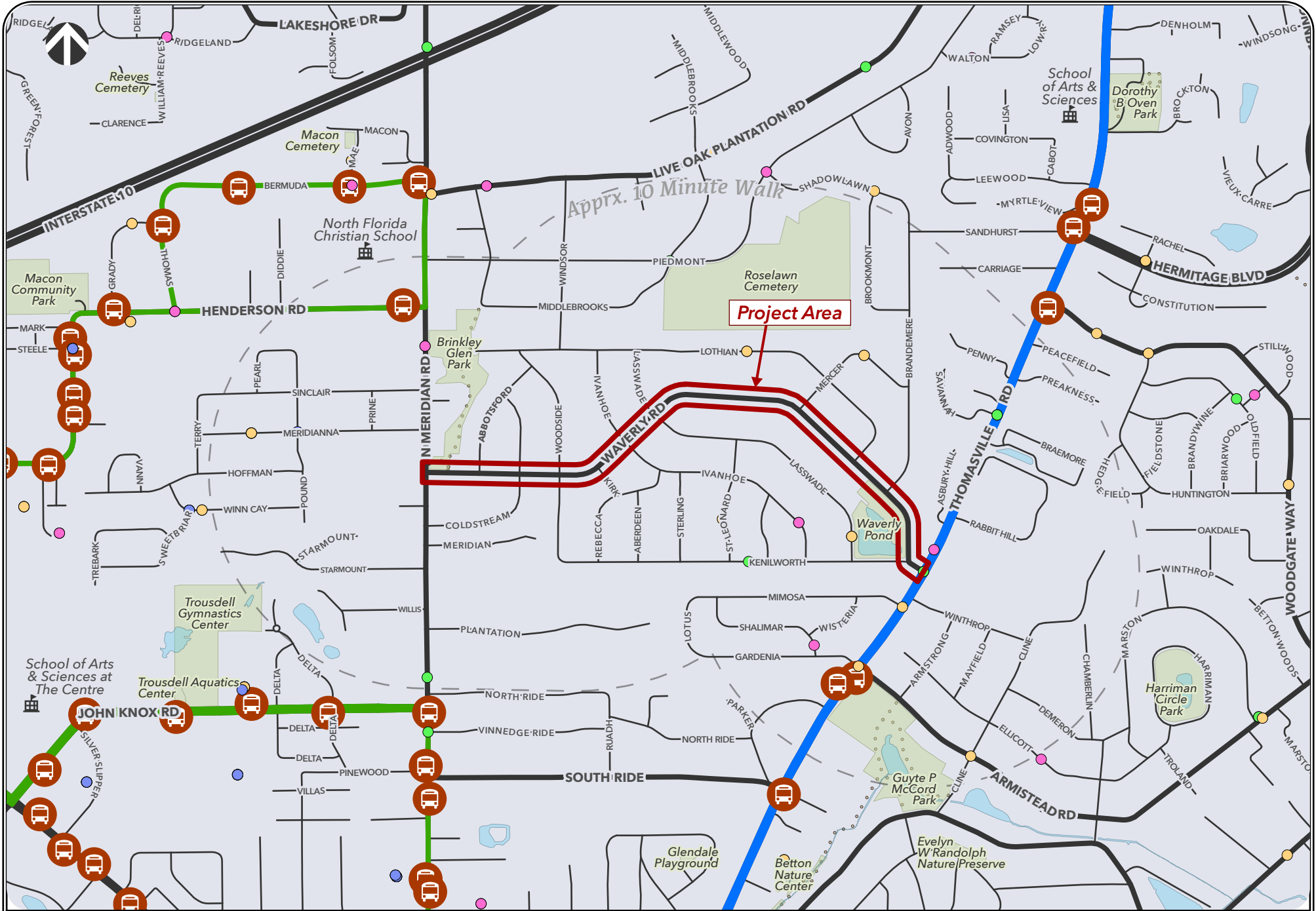
Find address, county, or ZIP code

Map








Table

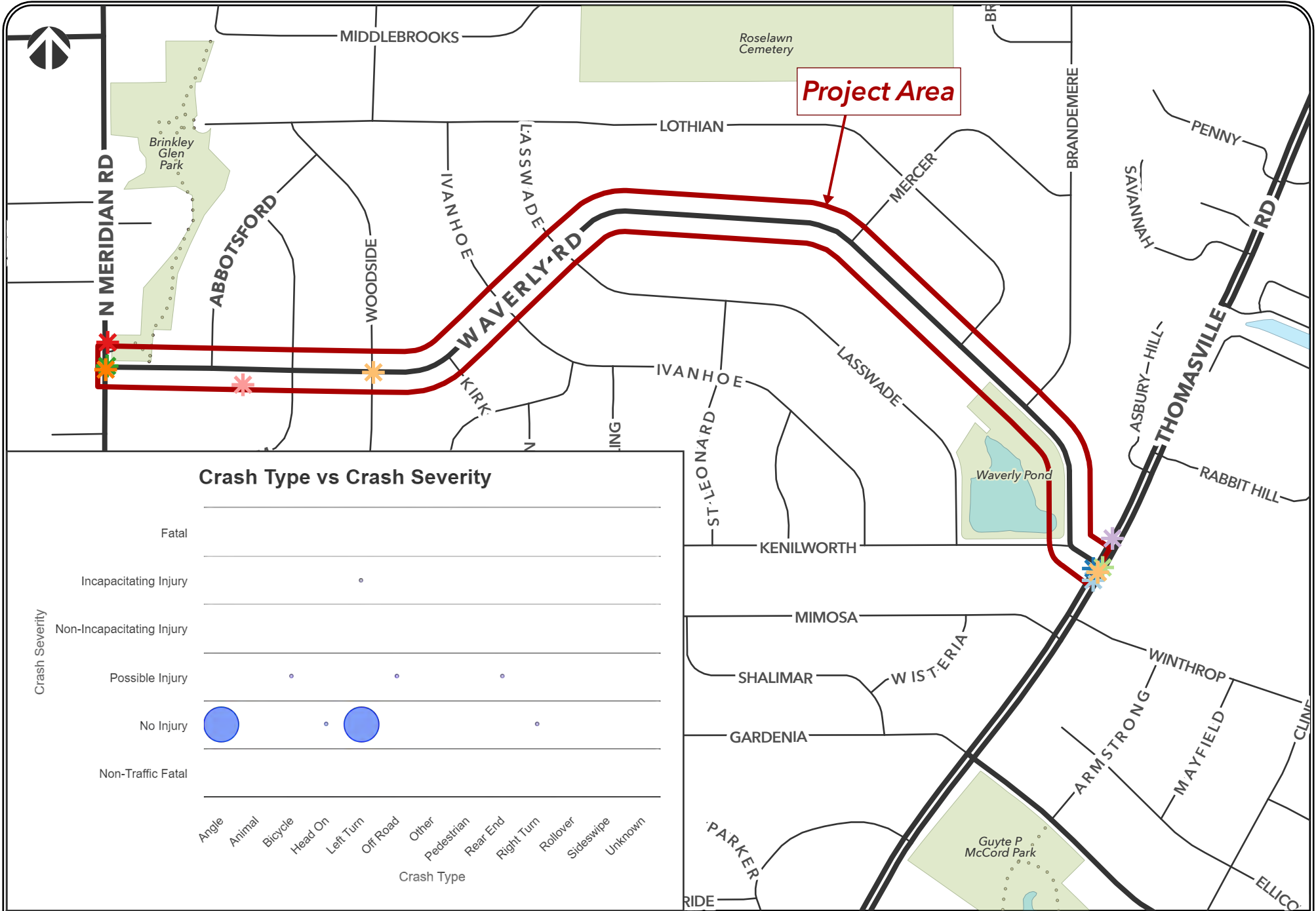
More



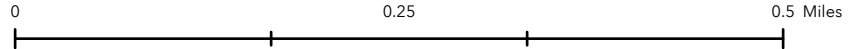
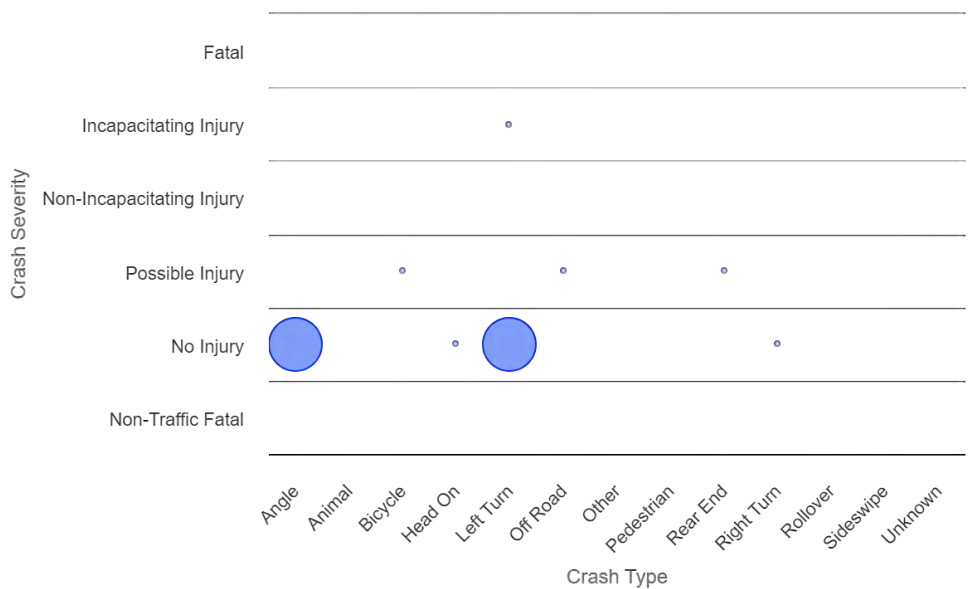











WAVERLY ROAD SIDEWALK PROJECT
- Transit & School Bus Stops -

-  StarMetro Bus Stop
-  Killearn Route
-  San Luis Route
-  Elementary
-  Middle
-  High
-  Other School



Crash Type vs Crash Severity



-  Bicycle
-  Left Leaving
-  Right Angle
-  Head On
-  Off Road
-  Right/Through
-  Left Entering
-  Rear End
-  Same Direction Sideswipe

Part 8: Project Information Supporting Documentation

City of Tallahassee 5-Year Strategic Plan (Excerpt)

- Objective 4D
- "Public Infrastructure: Sidewalks, Roadways, and Public Transit"

Greenways Master Plan

- Map of GMP Projects
- Thomasville Road Trail (Excerpt)
- Lack Jackson South Greenway (Excerpt)

Tallahassee-Leon County Comprehensive Plan (Excerpts)

- Mobility Element Objective 1.2
- Mobility Element Objective 1.4
- Mobility Element Policy 1.2.8

StarMetro Transit Development Plan (Excerpts)

- Alternative Service N-S Transit Emphasis Corridor
- Aspirational Network Scenario

Excerpt



CITY OF
TALLAHASSEE

FIVE-YEAR
STRATEGIC PLAN



OBJECTIVES & PRIORITIES
at a glance!



ECONOMIC DEVELOPMENT

IMPACT ON POVERTY

ORGANIZATIONAL EFFECTIVENESS

PUBLIC INFRASTRUCTURE

PUBLIC SAFETY

PUBLIC TRUST

QUALITY OF LIFE

OBJECTIVE 3C		MAP, ANALYZE, AND IMPROVE ALL WORK PROCESSES.	
1.	Rate of availability for City fleet.	TARGETS	96%
2.	Percent of budget document receiving "Outstanding" ratings from the Government Financial Officers Association (GFOA).	TARGETS	25%
3.	Achieve Sterling designation for Human Resources by 2022.		
4.	Attain status as a "Top 100 Fleet."		
Initiatives			
1.	Map, analyze, and enhance all departments' procedures and processes.		
2.	Evaluate service departments based on the customers they serve.		
3.	Develop customer-centric service model within Procurement.		

OBJECTIVE 3D		MAINTAIN THE CITY'S STRONG FINANCIAL STANDING AND FISCAL STEWARDSHIP PRACTICES.	
1.	Percent of general employee pension funded.	TARGETS	90%
2.	Percent increase of annual grant awards.	TARGETS	5%
Initiatives			
1.	Maintain a fully funded deficiency fund, in accordance with City policy.		
2.	Maintain best-in-class municipal "AA" Bond rating.		

Public Infrastructure
 To be the leading publicly owned utility that supports a growing and progressive community.
 To be a city with an efficient public transit network supported by well-connected roads, sidewalks, transit amenities, and public transportation.

OBJECTIVE 4A		BE A LEADER IN UTILITY SERVICE DELIVERY.	
1.	Average customer outage response time for electric outages.	TARGETS	Less than 40 minutes
2.	Average customer outage response time for gas problems.	TARGETS	Less than 30 minutes
3.	Rate of availability for utility services (electric, gas, water, and sewer systems).	TARGETS	99%
4.	Dollars invested in sewer collection system upgrades.	TARGETS	\$61.3 million
5.	Annual utility customer satisfaction rating.	TARGETS	85%
6.	Provide electric and gas utility bills at or below the statewide average.		

OBJECTIVE 4B		BE A LEADER IN ENVIRONMENTAL STEWARDSHIP.	
1.	Percent of electric, hybrid electric, and CNG vehicles within inventory of City's Light Duty Fleet by 2024.	TARGETS	25%
2.	Tonnage of recyclables collected annually.	TARGETS	13,000 tons annually
		TARGETS	75% recycling participation rate
3.	Develop and adopt the City's Clean Energy Plan for 2050 by 2024.		
4.	Remain a Top 3 municipal leader in the prevention of sewer spills during the next five years.		
5.	Reduce the number of impaired water bodies.		
Initiatives			
1.	Continue the reduction of total greenhouse gas emissions for the City's electric utility.		
2.	Improve water quality by reducing harmful discharges.		

OBJECTIVE 4C		ENSURE SAFE AND CLEAN DRINKING WATER.	
1.	Win the "Best Tasting Drinking Water in Florida" award.	TARGETS	
2.	Complete construction of new water quality laboratory by 2021.	TARGETS	
3.	Invest \$44.9 million in the enhancement and maintenance of the potable water system over the next five years.	TARGETS	
4.	Secure funding to continue the TAPP program over the next five years.		
Initiative			
1.	Maintain best in class water quality.		

OBJECTIVE 4D		ENHANCE THE CITY'S NETWORK OF ROADS, BIKE LANES, AND SIDEWALKS.	
1.	Percent of City-maintained roads rated as "Good," "Very Good," or "Excellent."	TARGETS	70%
2.	Complete FAMU Way Extension Project by 2024.	TARGETS	
3.	Complete Weems road and mixed-use trail project by 2024.	TARGETS	
4.	Become a "Gold Standard" Biking Community by 2024.		
Initiative			
1.	Increase percentage of residents using alternative modes of transportation to/from work.		

OBJECTIVE 4E		ENSURE PUBLIC TRANSIT IS ACCESSIBLE, EFFICIENT, AND EQUITABLE.	
1.	Rate of on-time transit performance.	TARGETS	90%
2.	Complete construction of a multi-modal transportation hub at C.K. Steele Plaza by 2022.	TARGETS	
3.	Complete construction of the South City Transit Center by 2022.	TARGETS	

Public Safety
 To be a safe, resilient, and inclusive community.

OBJECTIVE 5A		IMPLEMENT PROACTIVE COMMUNITY-BASED SOLUTIONS TO ENHANCE PUBLIC SAFETY.	
1.	Number of neighborhoods participating in neighborhood watch programs.	TARGETS	45
2.	Number of community-oriented policing activities held annually.	TARGETS	35
3.	Number of Community Liaison Officers deployed.	TARGETS	15
Initiatives			
1.	Increase public and private partnerships for citizen maintained and installed camera technology.		
2.	Increase the number of neighborhoods participating in the Neighborhood Public Safety Initiative.		

OBJECTIVE 5B		CRIME PREVENTION THROUGH EFFECTIVE POLICING AND PUBLIC AWARENESS CAMPAIGNS.	
1.	Rate of annual success for all TEMPO participants.	TARGETS	10% or less recidivism
2.	Reduce vehicle burglaries through crime prevention and community partnerships to reduce the number of stolen firearms.	TARGETS	15%
3.	Reduce violent crimes by partnering with community leaders and other law enforcement agencies.	TARGETS	10%
Initiative			
1.	Enhance specialized knowledge needed to address cybercrime.		

Sidewalks, Roadways, and Public Transit

At the core of every thriving community is sound public infrastructure.

Strengths

Our mobility infrastructure is extensive throughout the city, requiring continual refurbishing and planning for future needs. The City maintains 650 miles of streets and more than 500 miles of sidewalks that connect our neighborhoods and public places. Our teams also manage the daily operation

of 356 signalized intersections, 1,133 parking meters, and 2,391 parking spaces, as well as 37,963 street and area lights critical for drivers, riders, cyclists, and pedestrians. Our mass transit service, StarMetro, is the leading provider of public transportation in the region.



Trends

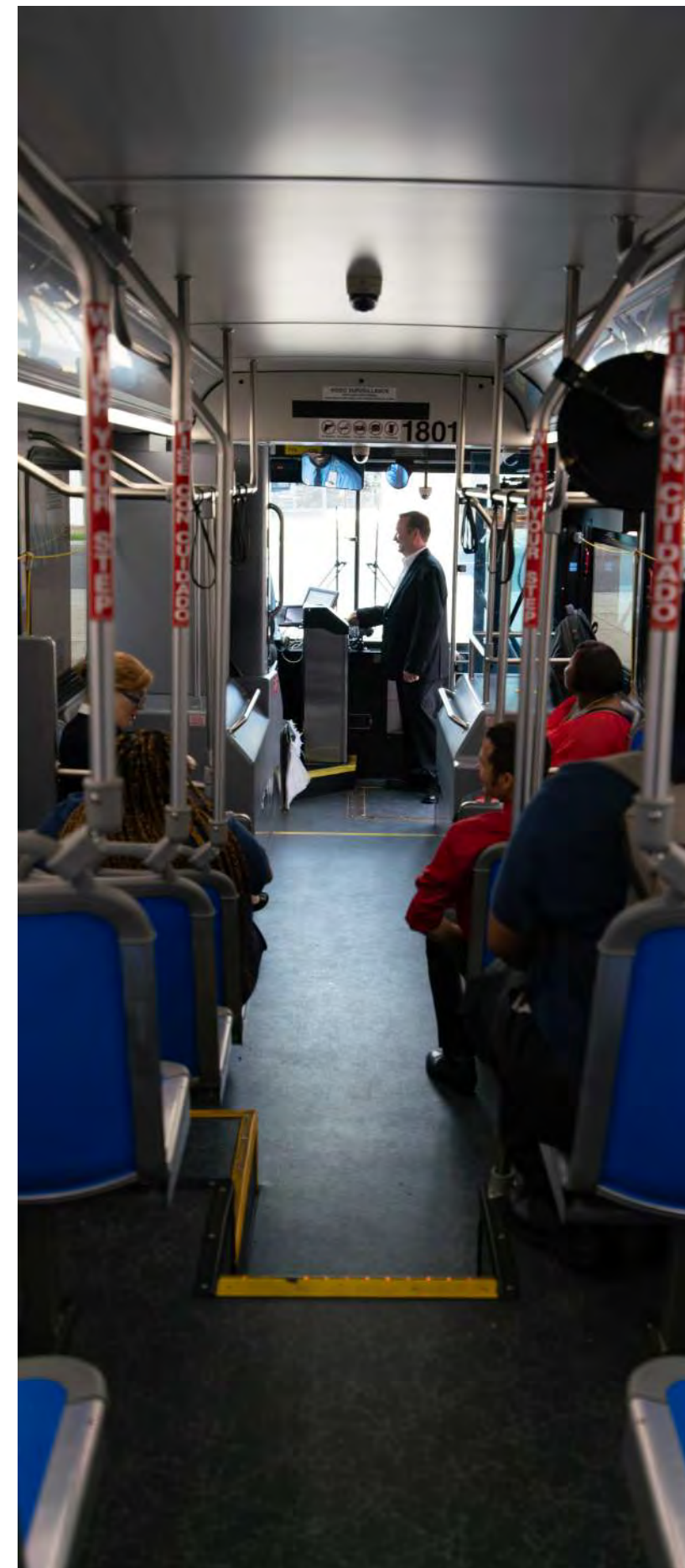
STATE LANDSCAPE	NATIONAL LANDSCAPE	GLOBAL LANDSCAPE
<ul style="list-style-type: none"> • Emergence of green economy • Micromobility 	<ul style="list-style-type: none"> • Aging infrastructure • Internet of Things (IoT) • Micromobility • Clean energy • Pedestrian-prioritized streets 	<ul style="list-style-type: none"> • Climate change • Autonomous vehicles • Changing freight management • Smart city

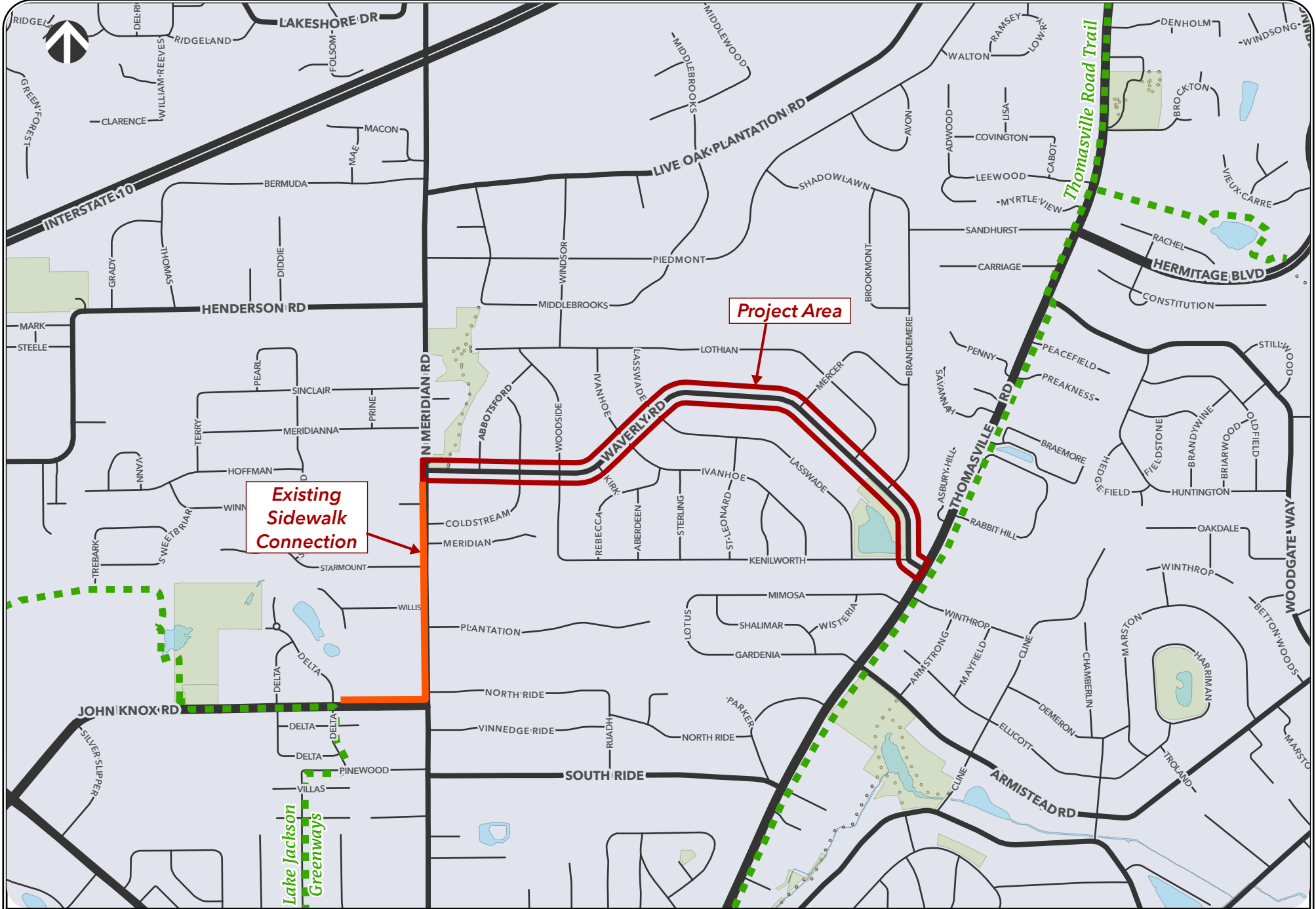
Opportunities

Sidewalks are a major priority for our community. In spring 2019, the City Commission set an annual target of adding 10 new sidewalks per year. Meeting this need will require innovative approaches for addressing the high capital costs associated with new sidewalks, while ensuring our community is connected safely, in a way that enhances a neighborhood's sense of place.

StarMetro provides more than three million rides annually across its 18 service routes. Many of the bus stops are exposed to the elements, presenting challenges for those waiting for service. The planned addition of 150 bus benches and route changes are key opportunities to address these challenges while improving on-time performance and rider satisfaction.

Multiple external trends could impact the City's efforts to meet community needs in the coming years. Population growth should drive an overall demand for transportation amenities. Additionally, the impact of climate change and ongoing resiliency efforts could increase the need to retrofit existing amenities and construct new, more costly facilities to address issues.



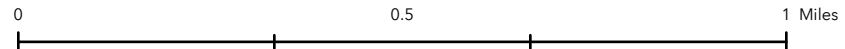


Project Area

Existing Sidewalk Connection

Lake Jackson Greenways

Thomasville Road Trail



Greenways Master Plan Projects

WAVERLY ROAD SIDEWALK PROJECT

Sources:
Tallahassee-Leon County GIS

Excerpt

2015 Update TALLAHASSEE-LEON COUNTY GREENWAYS MASTER PLAN

Adopted
Board of County Commissioners, July 7, 2015
Tallahassee City Commission, July 8, 2015

Tallahassee - Leon County
Greenways
Program



Project #32: Lake Jackson South Greenway

Description

The Lake Jackson South Greenway project is intended to expand regional bike/ped mobility and to provide connectivity from Lake Jackson south to the midtown area of Tallahassee.

The Lake Jackson South Greenway is a 2.5 mile long, shared use trail that connects a string of publicly-owned properties, including the Meginnis Arm Canoe Launch on the south end of Lake Jackson to property owned by the Northwest Florida Water Management District (NWFWMD), and then south along an urban stream and next to a City of Tallahassee fire station to the Tallahassee Mall. The trail will connect from there to the City's Trousdell Gymnastic Center, and then to a residential area east of the Center and south along a proposed bicycle route system to Lake Ella and the Fred O. Drake City Park.

The trail will be a 10' paved, shared use path. However, if construction costs, stormwater requirements, or environmental feasibility become an issue, other hard surface treatments can and should be considered. The trail will require CPTED (Crime Prevention Through Environmental Design) design and review to maximize visibility.

This trail corridor will connect recreational, residential, and commercial areas that will meet a diverse population of users of various interests and abilities including bicyclists and pedestrians.

Existing Improvements

Existing improvements include the following:

- Meginnis Arm Canoe Launch
- 42 acres owned by NWFWMD
- A drainage easement on the west side of a shopping center north of Sharer Road
- A City-owned property between Sharer Road and Allen Road
- The Trousdell Gymnastic Center
- Lake Ella
- The Fred O. Drake City Park

Future Improvements

The north end of the shared use path will connect the County's Meginnis Arm Canoe Launch at the south end of Meginnis Arm (located on the south end of Lake Jackson) to Meginnis Arm Road through property owned by NWFWMD that is adjacent to the Canoe Launch. The path would then cross the road and proceed to Lakeshore Drive along the public right of way (ROW). The path would cross under the Interstate 10 overpass to another large NWFWMD parcel that has a large stormwater treatment facility. The path would then wind around and along the shoreline of this facility on its east side to a City-owned drainage easement that connects to Sharer Road. From there, the path would cross to an existing City of Tallahassee fire station located on a large parcel of land that connects to Allen Road.

The path would then cross Allen Road and run alongside the north side of the Tallahassee Mall to the north end

of the City's Trousdell Gymnastic Center. The path would run along the north side of an existing facility on the north side of the Center, and then connect to an existing street stub connecting to the City of Tallahassee. From there, the path would turn into a bicycle route that will utilize minor collector and local streets in the Lake Ella area, including the Fred O. Drake City Park. A final shared use path approximately 10' wide called the Glenview Connector Trail will connect Glenview Drive to Tharpe Street, connecting to the Lake Ella City Park on its north side. This connector will have a paved or concrete surface or treated aggregate.

A summary of improvements includes:

- 2.5 miles of 10' wide paved, shared use path
- Four street crossings
- 10' wide bridge or boardwalk approximately 250' long behind the Trousdell Center
- 0.1 miles of 10' paved or concrete shared use path
- Signage for the bicycle route system (funding to be provided through a separate project)

Cost Estimates

According to the Federal Highway Administration, the estimated construction cost of one mile of asphalt paved path with signs, minor drainage, and limited urban road crossings is approximately \$250,000 per mile. This is also consistent with the Florida Department of Transportation estimates for a 10-foot-wide granular/crushed rock trail is \$100,000.

The costs associated with a bicycle route system consist mainly of signage. The costs associated with signage will be included in the proposed Tallahassee – Leon County Bicycle Route System.

Estimated costs are summarized as follows:

Greenway Project	Improvement	Length	Total Units	Cost Per Unit
Lake Jackson South Greenway	12' Paved Trail	2.5 miles	1	\$250K/mile for 10' wide paved path
Lake Jackson South Greenway	Trail Crossing	n/a	4	\$2,000
Lake Jackson South Greenway	Boardwalk	10' x 250'	1	\$200/LF
Lake Jackson South Greenway	Glenview Connector Shared Use Path	0.1 miles	1	\$250/mile for 10' wide paved path
				20 percent overhead for engineering design and project management
	TOTAL			


Total estimated cost = \$812,100.

Lake Jackson South Greenway


Meginni Arm Canoe Launch
Estimate \$250,000



Trail Crossing
Estimate \$2,000



Trail Crossing
Estimate \$2,000




Lake Jackson South Greenway Trail
Estimate \$625,000



Trail Crossing
Estimate \$2,000



Boardwalk
Estimate \$50,000



 Bike Route (Proposed)
 Shared Use Path (Proposed)

Project #28: Thomasville Road Greenway

Description

The Thomasville Road Greenway is a proposed shared use path or multi-use trail for bicyclists, hikers and other non-motorized users that connects North Monroe Street, Midtown, and residential areas north of midtown to Live Oak Plantation Road. If located on the west side of Thomasville Road, it would replace several sidewalk segments that are not up to modern standards. Given that Thomasville Road south of I-10 does not have bicycle lanes, this would provide an alternative route for bicyclists, and it would allow bicyclist, pedestrians, and other trail users to access a wide variety of existing businesses, including a major shopping area south of Bradford Road, a public school, and several parks. It would also fill in a gap in the Goose Pond Trail that would allow this trail to connect to the Timberlane Ravine Greenway north of Live Oak Plantation Road.

Existing Improvements

Dorothy Owen City Park is located on the east side of Thomasville Road north of Hermitage Boulevard. Winthrop Park is located on the east side of Thomasville Road south of Armisted Road.

A sidewalk is located along the east and wide sides of Thomasville Road from its intersection with North Monroe north to Bradfordville. However, the west sidewalk segment between Gardenia Drive and Live Oak Plantation Road is pavement. Depending on available right of way, existing trees, fences, and other constraints, segments of this trail may be located on either side of the roadway. This may also require additional signed crossings.

Future Improvements

The Thomasville Road Greenway trail is a nominal 8' wide paved trail 5.5 miles in length. It can be located within the right of way of Thomasville Road. It is estimated that approximately 38 trail crossings of existing road intersections or major entrances and exits will be required.

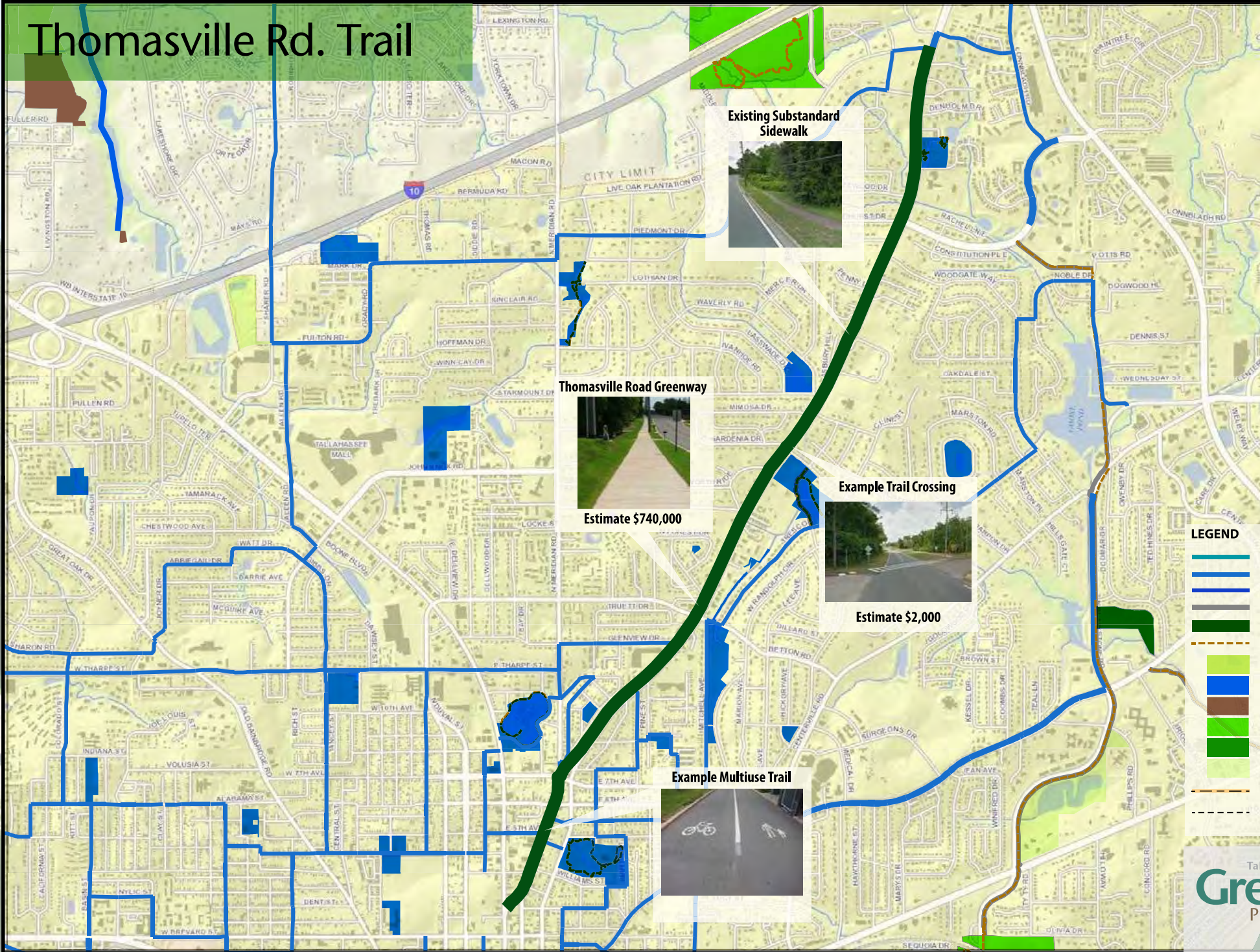
Due to the presence of large trees, driveways, road intersections, high-speed traffic, varying widths of pavement and right of way, a variety of users, and other potential design issues, this project will require increased coordination between the City of Tallahassee and the Florida Department of Transportation, and consideration of alternative trail designs. These issues and alternatives may require additional engineering design and permitting costs, as well as public input. Alternative solutions may include installing bike lanes along segments without sufficient right of way for a trail, but sufficient pavement width for a bike lane, and rebuilding sidewalks where necessary. Additional signage may also be required to alert motorists to the presence of bicyclists, and to help bicyclists ride more safely along a crowded urban corridor.

Cost Estimates

Estimated costs are summarized as follows:

Improvement	Length	Total Units	Cost Per Unit
Thomasville Road Greenway Trail	3.7 miles	1	\$250K/mile for 10' wide pavement
Trail Crossing		38	Minimum eight signs per crossing @\$100/per installed and \$800-\$1,200 for reflective pavement paint/thermoplastic
SUBTOTAL	5.5 miles (trail)		
			20 percent overhead for engineering design and permitting
TOTAL			

Thomasville Rd. Trail



Existing Substandard Sidewalk



Thomasville Road Greenway



Estimate \$740,000

Example Trail Crossing



Estimate \$2,000

Example Multiuse Trail



LEGEND

- Thick Green Line
- Blue Line
- Thin Green Line
- Brown Line
- Light Green Area
- Dark Green Area
- Dashed Line

TALLAHASSEE-LEON COUNTY 2030 COMPREHENSIVE PLAN

The Tallahassee-Leon County Comprehensive Plan was adopted on July 16, 1990. The plan horizon for the Tallahassee-Leon County Comprehensive Plan is 2030. The Comprehensive Plan is a dynamic document, amended annually. This volume contains amendments effective through August 5, 2023. As other amendments come into effect, this volume will be updated accordingly. For information concerning the amendment process, please contact the Tallahassee-Leon County Planning Department.

Excerpt



Office Address: Frenchtown Renaissance Center, 435 N. Macomb Street, Tallahassee FL 32301

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II. Mobility

4. Recognition of more intense densities & intensities around center(s);
5. Special design considerations to support compatibility between uses, particularly between residential and non-residential uses;
6. Creating active sidewalks with buildings opening onto streets;
7. Transparency (i.e., windows) and active uses at ground levels;
8. Parking generally located to the sides and rear, internal to blocks, and/or in structured or off-site facilities;
9. Maximum parking standards that discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD;
10. The use of shared parking;
11. For multifamily developments, pricing of parking separately from the units;
12. Recognizing that parking demand may change over time as more multimodal infrastructure and mixed uses are developed, building parking facilities such that they may be readapted for more active uses in the future.

Policy 1.1.13: [M] (EFF. 12/15/11)

Transit in the MMTD and Energy Efficiency Districts. The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside of these areas, transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made where feasible.

1. Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving these areas.
2. StarMetro shall coordinate with the Capital Region Transportation Planning Agency regarding the provision of transit centers, super stops, and other facilities for the transfer of passengers to and from these areas through potential regional connections.
3. Benches, signage, lights, and covered or enclosed waiting areas shall be used to create safe, comfortable transit stops.
4. Bicycle parking at transit stops and bicycle racks on buses shall be provided as a means to interface bicycle travel with public transit.

Policy 1.1.14: [M] (EFF. 7/17/21)

The City of Tallahassee and Leon County will support the implementation of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan, adopted by the CRTPA in 2020, to the extent that it does not conflict with goals, objectives, and policies in this Comprehensive Plan.

Objective 1.2: [M] (EFF. 12/15/11) **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.

II. Mobility

Policy 1.2.1: [M] (EFF. 12/15/11)

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.

Policy 1.2.2: [M] (EFF. 12/15/11)

Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.

Policy 1.2.3: [M] (EFF. 12/15/11)

Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.2.4: [M] (EFF. 12/15/11)

In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.

Policy 1.2.5: [M] (EFF. 12/15/11)

Designate preferred entrance corridors into and connecting Tallahassee and Leon County, and adopt and maintain land development regulations to convert them into shaded pedestrian ways over time.

Policy 1.2.6: [M] (EFF. 12/15/11)

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.

Policy 1.2.7: [M] (EFF. 12/15/11)

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 1.2.8: [M] (EFF. 12/15/11)

Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.

II. Mobility

Objective 1.4: [M] (EFF. 12/15/11) **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.

Policy 1.4.1: [M] (EFF. 12/15/11)

Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development.

Policy 1.4.2: [M] (EFF. 12/15/11)

Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through traffic on neighborhoods.

Policy 1.4.3: [M] (EFF. 12/15/11)

Within the Urban Service Area, require private developers to include bikeways and pathways or sidewalks within proposed developments and connecting to surrounding land uses.

Policy 1.4.4: [M] (EFF. 12/15/11)

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 1.4.5: [M] (EFF. 12/15/11)

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

Policy 1.4.6: [M] (EFF. 12/15/11)

Connections to and from energy efficiency districts. The transit, bike, and pedestrian networks within energy efficiency districts shall recognize the districts as activity nodes and thus logically interconnect with and service the surrounding areas.

Policy 1.4.7: [M] (EFF. 12/15/11)

Energy Efficiency District Network and Connectivity. Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bikelanes, and shared-use paths in accordance with the following:

1. The street, bicycle, and pedestrian network shall be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile;
2. For areas with a connectivity index below 50, the missing links in the network shall be identified and eliminated where feasible through the development and capital improvement process;

Excerpt



Transit Development Plan Major Update, 2022-2031

Adopted July 7, 2021

N NELSON
NYGAARD



T'OOLE
DESIGN

- Impacting poverty through additional Sunday service, thus increasing access to life-sustaining services and to low-income areas and affordable housing
- Enhancing organizational effectiveness as the alternative is noted in previous TDP
- Maximizing public infrastructure through additional revenue service hours on Sunday that results in additional ridership
- Building public trust as increased Sunday service was a top selection of public support during TDP public involvement
- Improving quality of life through improved access on Sundays to recreational and cultural activity centers

North-South Transit Emphasis Corridor

Transit Emphasis Corridors can include several unique features such as transit signal priority, enhanced stations, and frequent service. The North-South Transit Emphasis Corridor alternative would implement enhanced transit service along a key north-south Tallahassee corridor linking major destinations. Costs for a new transit emphasis corridor can include planning, design, construction, operation, and maintenance. The implementation of a new north-south transit emphasis corridor in Tallahassee supports StarMetro’s goals:

- Increasing economic development through permanence of investment in transit advantage infrastructure and local investment in target areas
- Impacting poverty through faster and more reliable transit service, thus increasing access to life-sustaining services and to low-income areas and affordable housing
- Improving organizational effectiveness through support of recommendations in prior TDP
- Maximizing public infrastructure through additional ridership induced by enhanced transit service
- Bettering quality of life through improved access to recreational and cultural activity centers as well as improved local identity and placemaking through enhanced transit service and infrastructure

East-West Transit Emphasis Corridor

The East-West Transit Emphasis Corridor alternative would implement enhanced transit service along a key east-west Tallahassee corridor linking major destinations. One possible east-west corridor for consideration of transit emphasis treatment is between TCC and C.K. Steele. Costs for a new transit emphasis corridor can include planning, design, construction, operation, and maintenance. The implementation of a new east-west transit emphasis corridor in Tallahassee supports StarMetro’s goals:

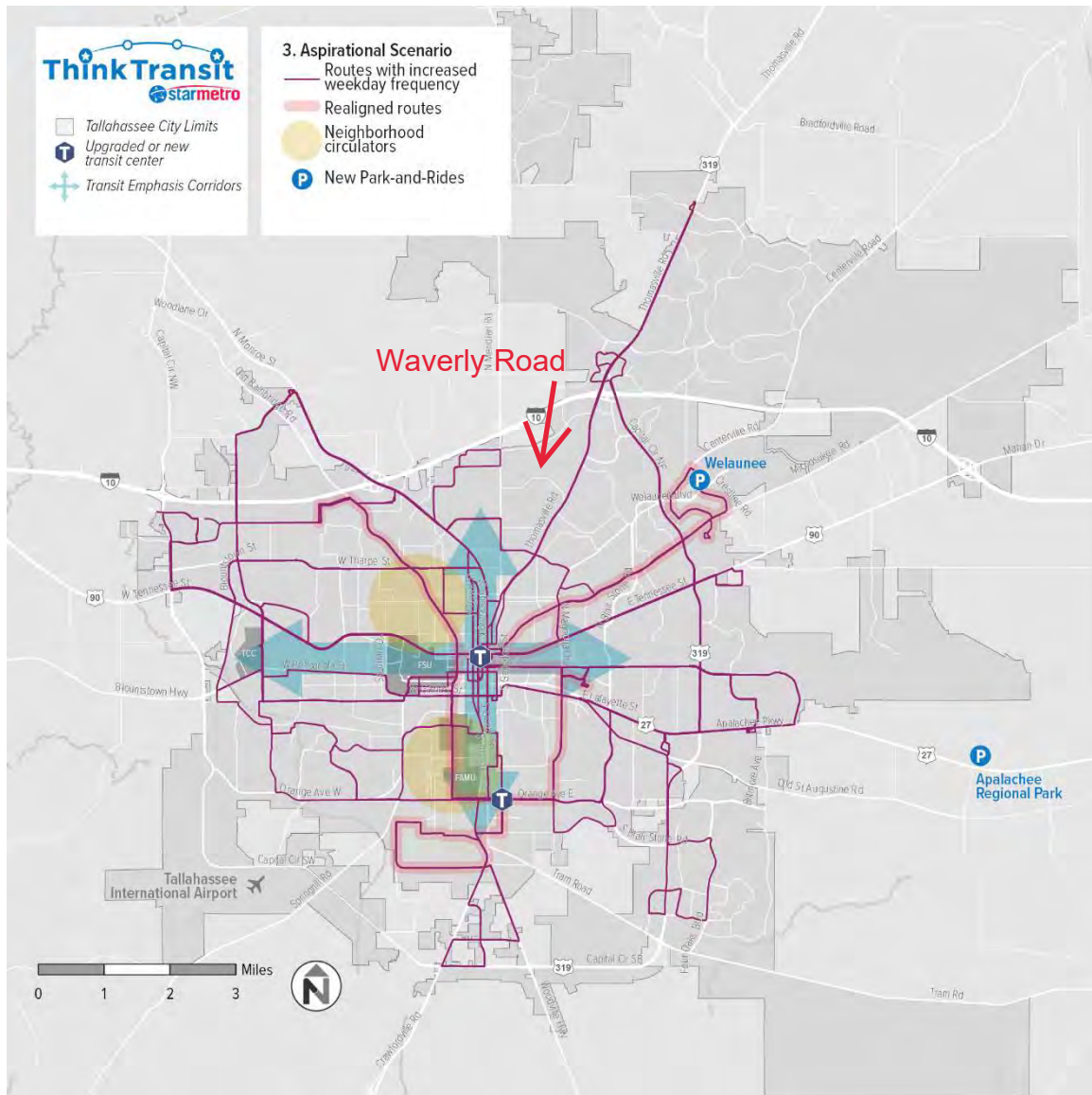
- Increasing economic development through permanence of investment in transit infrastructure and supporting local investment in target areas

Aspirational Network Scenario

The Aspirational Network provides a vision for StarMetro service if significant investment is made in the system resulting in a doubling of annual revenue service hours. The Aspirational Network Scenario includes the following improvements and is displayed in Figure 8-3:

- All of the improvements included in the Maintain Existing Network Scenario and Responsive Network Scenario are also included in the Aspirational Network Scenario.
- This scenario assumes frequencies are doubled on all routes Monday through Saturday. Sunday service is adjusted to mirror Saturday service.
- Night Routes (1, 2, 3, and 5) are replaced by extended hours on all other routes until 11:00 pm.
- Two studies are conducted to determine the feasibility of enhanced transit service on the two transit emphasis corridors.
- Two transit emphasis corridors are added to provide high frequency, efficient service from C.K. Steele Plaza to the Southside Transit Center (north-south) and Southside Transit Center to TCC (east-west).
- A park-and-ride lot is added in the Apalachee Regional Park area.

Figure 8-3 Aspirational Network Scenario



WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT



Bike/Pedestrian Master Plan

City of Tallahassee Sidewalk Prioritization List (2020)

City of Tallahassee Capital Improvements Plan (2024)

The Sidewalk Prioritization List serves as an actionable master plan for enhancing mobility across Tallahassee and is updated yearly to reflect new sidewalk requests and any changes to the ranking criteria data set. In the 2020 yearly update to the Sidewalk Prioritization List, Waverly Road ranked 6th out of 210 on the Tier One (highest priority) projects list. The Waverly Road Sidewalk Improvement Project then became an active project along with the other top ranked projects and was moved off the Sidewalk Prioritization List and placed on the Capital Improvement Projects list in 2021.

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
	TIER 1												
1	Putnam Drive	Adams Street	Monroe Street	7.5	0	0	10	22.5	15	55.0	500	\$125,000	\$125,000
2	Pershing Street	Adams Street South	Meridian Street South	8	0	0	10	20	15	52.5	1490	\$552,300	\$677,300
3	Victory Garden Drive	Park Avenue	Apalachee Pkwy	3	0	10	10	15	15	52.5	4500	\$1,265,000	\$1,942,300
4	Maclay Road	Maclay Boulevard	Bobbin Brooke (City Limits)	5.0	0	10	10	17.5	10	52.5	4725	\$1,181,250	\$3,123,550
5	Roberts Avenue	Paul Dirac Drive	Iamonia Street	8	10	10	0	15	10	52.5	6100	\$1,655,500	\$4,779,050
6	Waverly Road	Meridian Road North	Thomasville Road	5	0	10	10	12.5	15	52.5	6500	\$1,749,500	\$6,528,550
7	Villamore Avenue	Eisenhower Street	Dale Street	8	10	0	10	12.5	10	50.0	720	\$354,800	\$6,883,350
8	Sixth Avenue West	North Monroe Street	Old Bainbridge Road	8	0	10	0	17.5	15	50.0	4500	\$746,000	\$7,629,350
9	W. Harrison Street	Duval Street	S. Monroe Street	10.0	0	0	0	22.5	15	47.5	600	\$150,000	\$7,779,350
10	Dent Street	Old Bainbridge Road	Dewey Street	15	0	0	10	7.5	15	47.5	1180	\$284,000	\$8,063,350
11	Bennett Street and Rollins Street			10	0	0	10	12.5	15	47.5	1300	\$360,000	\$8,423,350
12	Eppes Drive	Lake Bradford Road	Airport Drive	3	0	0	10	20	15	47.5	1400	\$350,000	\$8,773,350
13	Pullen Road	Old Bainbridge Road	Fred Smith Road	3	0	10	10	10	15	47.5	1,600	\$400,000	\$9,173,350
14	Volusia Street	Joe Luis Street	Old Bainbridge Road	8	0	0	10	15	15	47.5	2635	\$658,750	\$9,832,100
15	Dunn Street	Woodward Avenue	Old Bainbridge Road	8	0	0	10	15	15	47.5	2680	\$439,500	\$10,271,600
16	Concord Road	Formosa Drive	Mahan Drive	2.5	0	0	10	20	15	47.5	3000	\$750,000	\$11,021,600
17	Fairlane Road	Tharpe Street	Sunset Lane	3	0	10	10	7.5	15	45.0	1090	\$272,500	\$11,294,100
18	Osceola Street	MLK JR Blvd	Adams Street South	8	0	10	0	12.5	15	45.0	1100	\$275,000	\$11,569,100
19	Wadsworth Street	Tennessee Street	Charlotte Street	8	0	0	10	12.5	15	45.0	1100	\$275,000	\$11,844,100

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
20	Hendrix Road	Old St Augustine Road	Apalachee Parkway	3	0	0	10	17.5	15	45.0	1600	\$400,000	\$12,244,100
21	Buena Vista Drive	Greentree Lane	Tennessee Street	8	0	0	10	12.5	15	45.0	2020	\$505,000	\$12,749,100
22	Stone Road	Old Bainbridge Road	Lakeshore Drive	3	0	10	10	7.5	15	45.0	2820	\$705,000	\$13,454,100
23	Rankin Avenue	Jackson Bluff Road	Orange Avenue	5	10	10	10	0	10	45.0	7000	\$1,750,000	\$15,204,100
24	Phillips Road	Mahan Drive	Greek Church	0	0	0	10	17.5	15	42.5	610	\$152,500	\$15,356,600
25	Columbia Drive	Escambia Drive	South of Tennessee Street	10.0	0	0	10	17.5	5	42.5	875	\$218,750	\$15,575,350
26	Escambia Drive	White Drive	Valencia Drive Sidewalk	10.0	0	0	10	12.5	10	42.5	1350	\$337,500	\$15,912,850
27	Arkansas Street	Caliark Street	Greentree Lane	10	0	0	10	12.5	10	42.5	1600	\$400,000	\$16,312,850
28	Monday Road	Paul Russell Road	Capital Circle SE	0	0	10	10	7.5	15	42.5	2650	\$662,500	\$16,975,350
29	Trimble Road	Tharpe Street	Hartsfield Road	3	0	10	10	10	10	42.5	3000	\$750,000	\$17,725,350
30	Southwood Drive	Eastwood Drive	Orange Avenue	3	0	0	10	12.5	15	40.0	645	\$161,250	\$17,886,600
31	Arizona Street	Arkansas Street	Colorado Street	13	0	0	10	7.5	10	40.0	655	\$163,750	\$18,050,350
32	Wies Street	Holton Street	Pasco Street	10	0	0	0	20	10	40.0	680	\$170,000	\$18,220,350
33	Cypress Lake Drive	Liberty Avenue	Orange Avenue	8	0	0	10	7.5	15	40.0	700	\$175,000	\$18,395,350
34	Clarecastle Way	Shannon Lakes Drive	Pimlico Drive	0	10	10	10	0	10	40.0	750	\$187,500	\$18,582,850
35	Taylor Street	East of St. Marks St	west of Saxon Street	10	10	0	0	10	10	40.0	1000	\$250,000	\$18,832,850
36	Tartary Drive	Castlewood Drive	Orange Avenue	3	0	0	10	12.5	15	40.0	1100	\$275,000	\$19,107,850
37	Huntington Woods Boulevard	Faringdon Drive	Dead End	0	0	10	10	10	10	40.0	1570	\$392,500	\$19,500,350
38	Dent Street	Dewey Street	End	10	0	0	10	10	10	40.0	1580	\$395,000	\$19,895,350
39	Glenview Drive	Hollywood Drive	Meridian Road	3	0	0	10	12.5	15	40.0	1800	\$450,000	\$20,345,350

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
40	Amelia Circle	North of Tennessee St	North of Tennessee Street	8	0	0	10	7.5	15	40.0	1900	\$475,000	\$20,820,350
41	Dewey Street	Rollins Street	Brevard Street	10	0	10	0	10	10	40.0	1950	\$487,500	\$21,307,850
42	Timberlane School Road	Live Oak Plantation Road	City Limits (N of I10)	0	0	0	10	20	10	40.0	2050	\$512,500	\$21,820,350
43	Wallis Street	Adams Street South	Dead End	10	0	0	10	5	15	40.0	2255	\$563,750	\$22,384,100
44	Callen Street	Pottsdamer Street	Walcott Street	8	10	0	10	2.5	10	40.0	3000	\$750,000	\$23,134,100
45	Airport Drive	Jackson Bluff Road	Lake Bradford Road	3	0	0	0	22.5	15	40.0	3150	\$787,500	\$23,921,600
46	W. Paul Dirac Drive	Orange Avenue	W. Paul Dirac Drive	5	0	10	0	10	15	40.0	4600	\$1,150,000	\$25,071,600
47	Old Bainbridge Rd (County Rd)	Portland Avenue	Homewood Road	3	0	10	10	2.5	15	40.0	4600	\$1,150,000	\$26,221,600
48	Easterwood Drive	Weems Road	Conner Boulevard	0	0	10	0	15	15	40.0	5400	\$1,350,000	\$27,571,600
49	Calhoun Street South	Putnam Drive	Wallis Street	8	0	0	10	20	0	37.5	630	\$157,500	\$27,729,100
50	St Marks Street	Campbell Street	Tucker Street	10	0	0	10	7.5	10	37.5	675	\$168,750	\$27,897,850
51	Greenwood Drive	Glenview Drive	Bradford Road	5	0	0	10	12.5	10	37.5	760	\$190,000	\$28,087,850
52	Honeysuckle Drive	Ocala Road	Lipona Road	12.5	0	0	10	5	10	37.5	1115	\$278,750	\$28,366,600
53	Charlotte Street	Basin Street	Richmond Street	8	0	0	10	10	10	37.5	1200	\$300,000	\$28,666,600
54	Nylic Street	Basin Street	Richmond Street	8	0	0	10	10	10	37.5	1250	\$312,500	\$28,979,100
55	Jennings Street	Adams Street South	Meridian Street South	8	0	0	0	15	15	37.5	1400	\$350,000	\$29,329,100
56	Melvin Street	Palmer Avenue	FAMU Way	8	0	0	0	20	10	37.5	1660	\$415,000	\$29,744,100
57	Hawthorn Street	Sauls Street	Miccosukee Road	2.5	0	0	10	10	15	37.5	2100	\$525,000	\$30,269,100
58	Indianhead Drive East	Hokolin Nene	Ostapakin Nene	3	0	0	0	25	10	37.5	2400	\$600,000	\$30,869,100
59	Martin Street	Brevard St East	East Georgia St	3	0	0	10	17.5	5	35.0	370	\$92,500	\$30,961,600

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
60	Young Street	MLK Jr. Blvd	South Adams Street	8	0	0	0	12.5	15	35.0	1130	\$282,500	\$31,244,100
61	Barbourville Drive	MLK Jr. Blvd	Adams Street	8	0	0	0	12.5	15	35.0	1150	\$287,500	\$31,531,600
62	Continental Avenue	Ocala Road	High Road	5	0	10	10	0	10	35.0	1300	\$325,000	\$31,856,600
63	Bicycle Road	Tennessee Street	Blountstown Street	3	0	0	10	7.5	15	35.0	1300	\$325,000	\$32,181,600
64	Daisy Street	Campbell Street	Okaloosa Street	10	0	0	10	5	10	35.0	1350	\$337,500	\$32,519,100
65	Manatee Street	Perry Street	Keith Street	8	0	0	0	17.5	10	35.0	1400	\$350,000	\$32,869,100
66	Nassau Street	Perry Street	Keith Street	8	0	0	0	17.5	10	35.0	1400	\$350,000	\$33,219,100
67	Wekewa Nene	Chuli Nene	Mountbatten Road	3	0	10	10	2.5	10	35.0	1550	\$387,500	\$33,606,600
68	Pine Street	Miccosukee Road	E. 6th Avenue	3	0	0	10	7.5	15	35.0	1800	\$450,000	\$34,056,600
69	Riggins Road	Mahan Drive	Aster Way	3	0	10	0	7.5	15	35.0	2200	\$550,000	\$34,606,600
70	Brighton Road	Orange Avenue	Magnolia Drive	3	0	0	10	7.5	15	35.0	2600	\$650,000	\$35,256,600
71	Palm Beach Street	Wahnish Way	Wakulla Street	8	0	0	10	7.5	10	35.0	2600	\$650,000	\$35,906,600
72	Perry Street	Eugenia Street	Okaloosa Street	8	0	0	0	17.5	10	35.0	2700	\$675,000	\$36,581,600
73	Eisenhower Street	Orange Avenue	McElroy Street	5	0	10	10	10	0	35.0	3000	\$750,000	\$37,331,600
74	Foxcroft Drive	Thomasville Road	Ramsgate Drive	0	0	10	10	0	15	35.0	3800	\$950,000	\$38,281,600
75	Raymond Diehl Road	Plantation Circle	Olson Road	0	0	10	10	5	10	35.0	4270	\$1,067,500	\$39,349,100
76	Chowkeebin Nene	Apakin Nene	Hasosaw Nene	3	10	0	0	12.5	10	35.0	4900	\$1,225,000	\$40,574,100
77	Indianhead Drive West	Apakin Nene	Mountbatten Road	3	0	0	10	12.5	10	35.0	5280	\$1,320,000	\$41,894,100
78	Piedmont Drive	Meridian Road North	Thomasville Road	3	0	0	10	7.5	15	35.0	8560	\$2,140,000	\$44,034,100
79	Floral Street	Disston Street	Holton Street	13	0	0	0	15	5	32.5	100	\$25,000	\$44,059,100

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
80	Cross Creek Circle	Apalachee Parkway	Existing Sidewalk (1310)	5	0	0	0	12.5	15	32.5	600	\$150,000	\$44,209,100
81	Griffin Street	Birmingham Street	Dade Street	10	0	0	0	12.5	10	32.5	600	\$150,000	\$44,359,100
82	Prince Street	Jackson Bluff Road	Murat Street	8	0	0	10	5	10	32.5	810	\$202,500	\$44,561,600
83	Lovelace Drive	Belle Vue Way	West Pensacola Street	15	0	0	0	2.5	15	32.5	850	\$212,500	\$44,774,100
84	Dantzer Drive	Putnam Drive	Magnolia Drive	5	0	0	10	7.5	10	32.5	1150	\$287,500	\$45,061,600
85	Martin Street	Miccosukee Road	Ingleside Avenue	5	0	0	10	2.5	15	32.5	1670	\$417,500	\$45,479,100
86	Dupree Street	Municipal Way	Jackson Bluff Road	10	0	0	0	12.5	10	32.5	2000	\$500,000	\$45,979,100
87	Elberta Drive	Lake Bradford Road	Mike Street	0	0	0	0	17.5	15	32.5	2500	\$625,000	\$46,604,100
88	Hernando Drive	Lake Bradford Road	Mike Street	3	0	0	0	15	15	32.5	2500	\$625,000	\$47,229,100
89	Pecan Road	Mission Road	End	0	0	0	10	12.5	10	32.5	3500	\$875,000	\$48,104,100
90	Kenilworth Road	Woodside Drive	Thomasville Road	5.0	0	0	10	7.5	10	32.5	3550	\$887,500	\$48,991,600
91	Lake Bradford Road	Pottsdamer Street	City Limits	8	0	10	0	0	15	32.5	5400	\$1,350,000	\$50,341,600
92	Eastgate Way & Bedford Way	Eastgate Way	Eastgate Way	0	0	10	0	7.5	15	32.5	6075	\$1,518,750	\$51,860,350
93	Grennon Lane	Mission Road	Mission Road	5	0	0	10	5	10	30.0	200	\$50,000	\$51,910,350
94	Leone Drive	Blair Stone Road	Doomar Drive	5.0	0	0	0	10	15	30.0	370	\$92,500	\$52,002,850
95	Richmond Street	Hancock Street	Charlotte Street	10	0	0	10	10	0	30.0	650	\$162,500	\$52,165,350
96	Hancock Street	Wadsworth Street	Richmond Street	10	0	0	10	10	0	30.0	650	\$162,500	\$52,327,850
97	Parkridge Drive	Bragg Drive	Ryco Drive	3	0	0	10	7.5	10	30.0	810	\$202,500	\$52,530,350
98	Ayers Court	Shelfer Road	End	3	10	0	0	7.5	10	30.0	850	\$212,500	\$52,742,850
99	Municipal Way	Sidewalk on east end	Sidewalk on west end	5	0	0	10	5	10	30.0	1100	\$275,000	\$53,017,850
100	Heritage Ridge Road	Summerbrooke Drive	Meadow Ridge Drive	0	10	10	0	0	10	30.0	1400	\$350,000	\$53,367,850

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
101	Liberty Street	Perry Street	Keith Street	8	0	0	0	12.5	10	30.0	1400	\$350,000	\$53,717,850
102	Creek Road	Ridge Road	Wheatley Road	3	0	0	10	7.5	10	30.0	1810	\$452,500	\$54,170,350
103	Kissimmee Street	Holton Street	Wahnish Way	8	0	0	0	12.5	10	30.0	2000	\$500,000	\$54,670,350
104	Raymond Diehl Road	Olson Road	Killarney Way	0	0	10	10	0	10	30.0	2970	\$742,500	\$55,412,850
105	E 7th Avenue	End of Triangle	Gadsden Street	10	0	0	0	17.5	0	27.5	250	\$62,500	\$55,475,350
106	Poppy Street	Kissimmee Street	Okaloosa Street	13	0	0	10	5	0	27.5	325	\$81,250	\$55,556,600
107	Vinkara Drive	Hartsfield Road	Sabra Drive	5	0	10	0	2.5	10	27.5	790	\$197,500	\$55,754,100
108	Preston Street	Abraham Street	Woodward Avenue	5	10	0	0	2.5	10	27.5	855	\$213,750	\$55,967,850
109	Sabra Drive	Skyland Drive	Vincent Drive	5	0	10	0	2.5	10	27.5	950	\$237,500	\$56,205,350
110	Indian River Street	Stuckey Avenue	Levy Avenue	10	0	0	0	7.5	10	27.5	1050	\$262,500	\$56,467,850
111	Physicians Drive	Centerville Road	Surgeons Drive	0	0	0	0	12.5	15	27.5	1100	\$275,000	\$56,742,850
112	Sunset Lane	Fairlane Road	Skyland Drive	5	0	10	0	2.5	10	27.5	1220	\$305,000	\$57,047,850
113	Bethune Street	Coleman Street	Callen Street	8	10	0	0	5	5	27.5	1320	\$330,000	\$57,377,850
114	James Street	Coleman Street	Callen Street	8	10	0	0	5	5	27.5	1320	\$330,000	\$57,707,850
115	Broward Street	Park Avenue	Apalachee Parkway	5	0	0	10	2.5	10	27.5	1335	\$333,750	\$58,041,600
116	Meridianna Drive	Meridian Road North	Terry Road	3	0	0	10	0	15	27.5	2400	\$600,000	\$58,641,600
117	North Settlers Boulevard	Fred George Road	end	0	10	0	0	17.5	0	27.5	2800	\$700,000	\$59,341,600
118	Northwest Passage	Capital Circle NW	Dead End	0	0	10	0	2.5	15	27.5	4500	\$1,125,000	\$60,466,600
119	Southwood Plantation Road	Old St. Augustine Road	Apalachee Parkway	0	0	10	10	7.5	0	27.5	5000	\$1,250,000	\$61,716,600
120	Voncile Avenue	Joyner Road	Dead End	3	0	0	10	2.5	10	25.0	165	\$41,250	\$61,757,850
121	Claude Pichard Drive	Magnolia Drive	Browning Drive	3	0	0	0	7.5	15	25.0	505	\$126,250	\$61,884,100

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
122	Wallis Street	Dantzler Drive	Brighton Road	5	0	0	0	20	0	25.0	540	\$135,000	\$62,019,100
123	Colorado Street	Arizona Street	Alabama Street	8	0	0	0	7.5	10	25.0	650	\$162,500	\$62,181,600
124	Castlewood Drive	Meridian Street	Tartary Drive	3	0	0	10	2.5	10	25.0	660	\$165,000	\$62,346,600
125	Bunche Avenue	Creek Road	Tanner Drive	7.5	0	0	10	7.5	0	25.0	720	\$180,000	\$62,526,600
126	Lake Henrietta Street	Cypress Lake Street	Lake Munson Street	8	0	0	10	7.5	0	25.0	790	\$197,500	\$62,724,100
127	Lipona Road	Crabapple Drive	Honeysuckle Drive	13	0	0	0	7.5	5	25.0	825	\$206,250	\$62,930,350
128	Lakewood Drive	Liberty Avenue	Orange Avenue	3	10	0	0	2.5	10	25.0	950	\$237,500	\$63,167,850
129	Cambridge Drive	Jackson Bluff Rd	Ausley Road	8	0	0	0	7.5	10	25.0	1000	\$250,000	\$63,417,850
130	Chocksacka Nene	Jim Lee Road	Indianhead Drive East	3	0	0	10	12.5	0	25.0	1150	\$287,500	\$63,705,350
131	Estates Road	Ridge Road	Sparrow Road	3	0	10	10	2.5	0	25.0	1250	\$312,500	\$64,017,850
132	Oxford Road	Belle Vue Way	Cambridge Drive	8	0	0	0	7.5	10	25.0	1500	\$375,000	\$64,392,850
133	Karen Lane	Lipona Road	Dead End	8	0	0	0	7.5	10	25.0	1900	\$475,000	\$64,867,850
134	Vinnedge Ride	Meridian Road	Ruadh Ride	3	0	0	0	7.5	15	25.0	1900	\$475,000	\$65,342,850
135	McDaniel Street	Calhoun Street North	Miccosukee Road	3	0	0	0	7.5	15	25.0	2200	\$550,000	\$65,892,850
136	Vassar Road	Raymond Diehl Road	Whitney Drive East	0	0	10	0	5	10	25.0	3065	\$766,250	\$66,659,100
137	Lothian Drive	Dead End	Waverly Road	5.0	0	0	10	10	0	25.0	5000	\$1,250,000	\$67,909,100
138	Chamberlain Drive	Trescott Drive	Armistead Road	3	0	0	10	0	10	22.5	260	\$65,000	\$67,974,100
139	Jacqueline Lane	Jackson Bluff Road	Karen Lane	10	0	0	0	2.5	10	22.5	500	\$125,000	\$68,099,100
140	Ausley Road	Jackson Bluff Road	Karen Lane	10	0	0	0	2.5	10	22.5	500	\$125,000	\$68,224,100
141	Briley Court	Shelfer Road	end of cul-de-sac	5	10	0	0	7.5	0	22.5	750	\$187,500	\$68,411,600

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
142	Chinnapakin Nene	Indianhead Drive East	Chowkeebin Nene	3	0	0	10	5	5	22.5	965	\$241,250	\$68,652,850
143	Laura Lee Avenue	Monroe Street	Meridian Street	0	0	10	0	2.5	10	22.5	1100	\$275,000	\$68,927,850
144	Kolopak Nene	Indianhead Drive East	Chowkeebin Nene	3	0	0	10	10	0	22.5	1105	\$276,250	\$69,204,100
145	Holmes Street	Levy Avenue	Hutchinson Street	10	0	0	0	2.5	10	22.5	1125	\$281,250	\$69,485,350
146	Jim Lee Road	South of Paul Russell Road	Dry Creek Run	0	0	10	0	2.5	10	22.5	1600	\$400,000	\$69,885,350
147	Tupelo Terrace	Rosemary Terrace	Alder Drive	0	0	0	0	12.5	10	22.5	2950	\$737,500	\$70,622,850
148	Lone Feather Drive	Connor Boulevard	Eagle View Drive	2.5	0	0	0	7.5	10	20.0	400	\$100,000	\$70,722,850
149	Frazier Avenue	Bunche Avenue	Wheatley Road	7.5	0	0	10	2.5	0	20.0	600	\$150,000	\$70,872,850
150	Lake Munson Street	Liberty Avenue	Orange Avenue	8	0	0	10	2.5	0	20.0	800	\$200,000	\$71,072,850
151	Lake Palm Drive	Liberty Avenue	Orange Avenue	8	0	0	10	2.5	0	20.0	830	\$207,500	\$71,280,350
152	Liberty Avenue	Gaile Avenue	Skylark Dr	8	0	0	10	2.5	0	20.0	1070	\$267,500	\$71,547,850
153	Wheatley Road	Tanner Drive	Dead End	3	0	0	10	7.5	0	20.0	1130	\$282,500	\$71,830,350
154	Texas Street	Polk Drive	Putnam Drive	8	0	0	0	12.5	0	20.0	1200	\$300,000	\$72,130,350
155	Canton Circle	Entire Length	Entire Length	8	0	0	0	7.5	5	20.0	1300	\$325,000	\$72,455,350
156	Dupont Drive	Wahnish Way	End	5	0	0	0	5	10	20.0	1350	\$337,500	\$72,792,850
157	Milestone Drive	Ox Bottom Manor	Meadow Ridge	0	0	0	10	0	10	20.0	2680	\$670,000	\$73,462,850
158	Priscilla Lane	Brighton Road	End	10	0	0	0	7.5	0	17.5	530	\$132,500	\$73,595,350
159	Wakulla Street	Osceola Street	Campbell Street	10	0	0	0	7.5	0	17.5	650	\$162,500	\$73,757,850
160	Brook Street	Caldwell Street	Roberts Avenue	8	0	0	0	0	10	17.5	740	\$185,000	\$73,942,850
161	Hastie Road	Tanner Drive	Wheatley Road	5.0	0	0	10	2.5	0	17.5	1400	\$350,000	\$74,292,850
162	Yaupon Drive	Old Bainbridge Road	Redbud Avenue	3	0	0	0	0	15	17.5	1525	\$381,250	\$74,674,100



Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
163	Mulberry Avenue	Old Bainbridge Road	Maplewood Avenue	0	0	0	0	2.5	15	17.5	1580	\$395,000	\$75,069,100
164	Dale Street	Ridgeway Street	McElroy Street	5	0	0	0	7.5	5	17.5	1875	\$468,750	\$75,537,850
165	Mercury Drive	Wahnish Way	Dupont Drive	3	0		0	5	10	17.5	2200	\$550,000	\$76,087,850
166	Mayhew Street	Sharkey Street	Airport Drive	8	0	0	0	10	0	17.5	2300	\$575,000	\$76,662,850
167	Planter's Ridge Drive	Connor Boulevard	Parkview Drive	0.0	0	0	0	7.5	10	17.5	2600	\$650,000	\$77,312,850
168	Falcon Drive	Skylark Avenue	Piney Road	3	10	0	0	2.5	0	15.0	640	\$160,000	\$77,472,850
169	Georgetown Drive	Lyndon Drive	Mercury Drive	10	0	0	0	5	0	15.0	850	\$212,500	\$77,685,350
170	Poppy Street	Campbell Street	Kissimmee Street	10	0	0	0	5	0	15.0	1025	\$256,250	\$77,941,600
171	Yorkshire Drive	Herty Street	Oxford Road	8	0	0	0	7.5	0	15.0	1050	\$262,500	\$78,204,100
172	Berkshire Drive	Oxford Road	Cambridge Drive	8	0	0	0	7.5	0	15.0	1300	\$325,000	\$78,529,100
173	Caldwell Drive	Rankin Avenue	Roberts Avenue	5	0	0	0	0	10	15.0	1560	\$390,000	\$78,919,100
174	Atkamire Drive	S Lipona Drive	Airport Drive	5	0	0	0	10	0	15.0	3100	\$775,000	\$79,694,100
175	Tipperary Drive	Shamrock Street S.	Londerry Drive	0.0	0	0	0	5	10	15.0	4230	\$1,057,500	\$80,751,600
176	Candlestick Drive	Foxcroft Drive	Ramsgate Drive	3	0	0	10	0	0	12.5	470	\$117,500	\$80,869,100
177	Skylark Avenue	Lakewood Drive	Falcon Drive	3	10	0	0	0	0	12.5	540	\$135,000	\$81,004,100
178	King Street	Wallis Street	Putman Drive	8	0	0	0	5	0	12.5	580	\$145,000	\$81,149,100
179	Sharon Road	Fairlane Road	Skyland Drive	5	0	0	0	2.5	5	12.5	1240	\$310,000	\$81,459,100
180	Joyner Drive	Barrie Avenue	Watt Drive	0	0	0	0	2.5	10	12.5	1600	\$400,000	\$81,859,100
181	Huntington Drive	Entire Length	Entire Length	3	0	0	0	0	10	12.5	3030	\$757,500	\$82,616,600
182	Eastwood Drive	Tartary Drive	Southwood Drive	3	0	0	0	7.5	0	10.0	290	\$72,500	\$82,689,100
183	Lyndon Drive	Dupont Drive	Georgetown Drive	5	0	0	0	5	0	10.0	350	\$87,500	\$82,776,600

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
184	Barclay Lane	Foxcroft Drive	200 feet south of Godfrey Pl	0	0	0	0	0	10	10.0	870	\$217,500	\$82,994,100
185	Gaither Drive	Mercury Drive	Mercury Drive	5	0	0	0	5	0	10.0	1100	\$275,000	\$83,269,100
186	Browning Drive	Claude Pichard Drive	Devil's Dip	0	0	0	0	10	0	10.0	1330	\$332,500	\$83,601,600
187	Ramsgate Drive	Foxcroft Drive	Foxcroft Drive	0	0	0	10	0	0	10.0	1800	\$450,000	\$84,051,600
188	Valley Road	Belmont Road	Inglewood Drive	3	0	0	0	2.5	5	10.0	1800	\$450,000	\$84,501,600
189	Parkview Drive	Planter's Ridge Drive	Eagle View Drive	0.0	0	0	0	10	0	10.0	4200	\$1,050,000	\$85,551,600
190	Marcia Avenue	Cates Avenue	Roswell Drive	8	0	0	0	0	0	7.5	620	\$155,000	\$85,706,600
191	Stanley Avenue	Cates Avenue	Roswell Drive	8	0	0	0	0	0	7.5	660	\$165,000	\$85,871,600
192	Eagle View Drive	Parkview Drive	Lone Feather Drive	0.0	0	0	0	7.5	0	7.5	1900	\$475,000	\$86,346,600
193	Rosemary Terrace	Yaupon Drive	Tupelo Terrace	0	0	0	0	7.5	0	7.5	2810	\$702,500	\$87,049,100
194	Chestwood Avenue	Tanglewood Terrace	Alder Drive	0	0	0	0	7.5	0	7.5	2850	\$712,500	\$87,761,600
195	Cates Avenue	Patrick Avenue	Marcia Avenue	5	0	0	0	0	0	5.0	1140	\$925,000	\$88,686,600
196	Woodland Drive	Estates Road	Sunnyside Drive	3	0	0	0	2.5	0	5.0	1600	\$400,000	\$89,086,600
197	Roswell Drive	Brook Street	Rankin Avenue	5	0	0	0	0	0	5.0	3300	\$825,000	\$89,911,600
198	Fenwick Court West	Foxcroft Drive	Dead End	3	0	0	0	0	0	2.5	385	\$96,250	\$90,007,850
199	Cranbrooke Drive	Foxcroft Drive	Ramsgate Drive	3	0	0	0	0	0	2.5	445	\$111,250	\$90,119,100
200	Buckeye Terrace	Blackwood Avenue	Maplewood Avenue	3	0	0	0	0	0	2.5	560	\$140,000	\$90,259,100
201	Beech Drive	Woodlawn Drive	Rosemary Terrace	3	0	0	0	0	0	2.5	1135	\$283,750	\$90,542,850
202	Whitney Drive	Baldwin Drive	Vasser Road	2.5	0	0	0	0	0	2.5	1250	\$312,500	\$90,855,350
203	Tanglewood Terrace	Woodlawn Drive	Rosemary Terrace	3	0	0	0	0	0	2.5	1530	\$382,500	\$91,237,850
204	Blackwood Avenue	Tanglewood Terrace	Buckeye Terrace	3	0	0	0	0	0	2.5	1560	\$390,000	\$91,627,850

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
205	Tamarack Avenue	Redbud Avenue	Chestwood Avenue	0	0	0	0	2.5	0	2.5	1730	\$432,500	\$92,060,350
206	Redbud Avenue	Blackwood Avenue	Yaupon Drive	3	0	0	0	0	0	2.5	1790	\$447,500	\$92,507,850
207	Tallow Point Road	Shannon Lakes Drive East	End	0	0	0	0	0	0	0.0	1110	\$277,500	\$92,785,350
208	Woodlawn Drive	Yaupon Drive	Mulberry Avenue	0	0	0	0	0	0	0.0	1485	\$371,250	\$93,156,600
209	Maplewood Avenue	Tanglewood Terrace	Buckeye Terrace	0	0	0	0	0	0	0.0	1590	\$397,500	\$93,554,100
210	Shady Grove Way	Applewood Way	Conservancy Drive	0.0	0	0	0	0	0	0.0	1800	\$450,000	\$94,004,100

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
	TIER 2												
211	Colorado Street	Indiana Street	West Tharpe Street	10	10	0	10	15	15	60.0	1650	\$412,500	\$94,416,600
212	Holton Street	Floral Street	Orange Avenue	8	0	10	0	22.5	15	55.0	5500	\$1,375,000	\$95,791,600
213	7th Avenue	Duval Street	Monroe Street	8	0	0	0	30	15	52.5	660	\$165,000	\$95,956,600
214	7th Avenue	Bronough Street	Duval Street	10	0	0	0	25	15	50.0	350	\$87,500	\$96,044,100
215	Myers Park Drive	Gaines Street	Apalachee Parkway	3	0	0	0	32.5	15	50.0	4470	\$1,117,500	\$97,161,600
216	Jackson Bluff Road	Hayden Road	Appleyard Drive	8	0	0	0	32.5	10	50.0	9600	\$2,400,000	\$99,561,600
217	Chapel Drive	Pensacola Street	Existing sidewalk	13	0	0	0	20	15	47.5	1800	\$450,000	\$100,011,600
218	Fleischmann Road	Welaunee Boulevard	Greenway Trail Head	2.5	0	10	0	20	15	47.5	1900	\$475,000	\$100,486,600
219	Woodward Avenue	W. Carolina Street	Brevard Street	12.5	0	10	0	12.5	10	45.0	650	\$162,500	\$100,649,100
220	Madison Street	Railroad Avenue	Woodward Ave (Collier to Gay)	10	0	0	0	20	15	45.0	675	\$168,750	\$100,817,850
221	Calhoun Street	Thomasville Road	Brevard Street	8	0	0	0	22.5	15	45.0	850	\$212,500	\$101,030,350
222	Alabama Street	Birmingham Street	Old Bainbridge Road	10	0	0	0	20	15	45.0	1,350	\$337,500	\$101,367,850
223	4th Avenue	Old Bainbridge Rd	Macomb Street	10	0	0	0	20	15	45.0	1,400	\$350,000	\$101,717,850
224	Pasco Street	Tucker Street	Bragg Drive	8	0	0	0	22.5	15	45.0	4700	\$1,175,000	\$102,892,850
225	Basin Street	Tennessee Street	Charlotte Street	13	0	0	0	15	15	42.5	1100	\$275,000	\$103,167,850
226	Wahnish Way	South of Dupont	Bragg Drive	3	0	10	10	10	10	42.5	1700	\$425,000	\$103,592,850
227	Meridian Street South	Magnolia Drive	Paul Russell Road	5	0	0	0	22.5	15	42.5	5300	\$1,325,000	\$104,917,850
228	Fulton Road	Sharer Road	Allen Road	8	0	10	0	12.5	10	40.0	270	\$67,500	\$104,985,350
229	Wahnish Way	North of Dupont Drive	south of Orange Avenue	8	10	0	0	7.5	15	40.0	560	\$140,000	\$105,125,350
230	Campbell Street	Wahnish Way	St Marks Street	8	0	0	0	22.5	10	40.0	2800	\$700,000	\$105,825,350

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
231	Park Avenue East	Calhoun Street South	Meridian Street South	5	0	0	0	17.5	15	37.5	805	\$201,250	\$106,026,600
232	Martin Luther King Jr. Boulevard	FAMU Way	Palmetto Street	8	0	0	0	20	10	37.5	4300	\$1,075,000	\$107,101,600
233	Sixth Avenue East	Thomasville Road	Magnolia Drive North	3	0	0	0	20	15	37.5	4670	\$1,167,500	\$108,269,100
234	Ridgeway Street	Eisenhower Street	Harris Street	8	10	0	0	7.5	10	35.0	380	\$95,000	\$108,364,100
235	Duval Street	Fifth Avenue West	Fourth Avenue West	8	0	0	0	12.5	15	35.0	405	\$101,250	\$108,465,350
236	Gamble Street	Eugenia Street	Disston Street	10	0	0	0	15	10	35.0	430	\$107,500	\$108,572,850
237	Colorado Street	Indiana Street	Alabama Street	8	10	0	0	7.5	10	35.0	940	\$235,000	\$108,807,850
238	Village Square Boulevard	Thomasville Road	Killlearn Center Blvd	3	0	0	0	17.5	15	35.0	1890	\$472,500	\$109,280,350
239	Pullen Road	Old Bainbridge Road	Calloway Road	0	0	0	10	10	15	35.0	2800	\$700,000	\$109,980,350
240	Armistead Road	Thomasville Road	Woodgate Way	3	0	0	0	17.5	15	35.0	6000	\$1,500,000	\$111,480,350
241	Belle Vue Way	Mabry Street	Hayden Road	8	0	0	0	17.5	10	35.0	6500	\$1,625,000	\$113,105,350
242	Macomb Street	Brevard Street	4th Avenue	8	0	0	0	15	10	32.5	1,000	\$250,000	\$113,355,350
243	Duval Street North	Fifth Avenue West	Brevard Street West	5	0	0	0	12.5	15	32.5	2080	\$520,000	\$113,875,350
244	Gibbs Drive	Tharpe Street	Monticello Drive	0	0	0	0	17.5	15	32.5	2300	\$575,000	\$114,450,350
245	Jim Lee Road	Magnolia Drive	Orange Avenue	3	0	0	0	15	15	32.5	3065	\$766,250	\$115,216,600
246	Pepper Drive	Lipona Road	Lake Bradford Road	3	0	0	0	15	15	32.5	4015	\$1,003,750	\$116,220,350
247	Greentree Lane	High Road	Buena Vista Drive	15	0	0	0	5	10	30.0	395	\$98,750	\$116,319,100
248	Arkansas Street	Alabama Street	Greentree Lane	13	0	0	0	7.5	10	30.0	650	\$162,500	\$116,481,600
249	Calloway Street	Indiana Street	Alabama Street	8	0	0	0	12.5	10	30.0	930	\$232,500	\$116,714,100
250	Preston Street	Basin Street	Clay Street	5	0	0	0	15	10	30.0	1,500	\$375,000	\$117,089,100
251	Indiana Street	Colorado Street	Joe Luis Street	8	0	0	0	12.5	10	30.0	1550	\$387,500	\$117,476,600

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
252	Blair Stone Road	Apalachee Parkway	Governor's Square Boulevard	3	0	0	0	12.5	15	30.0	2100	\$525,000	\$118,001,600
253	Circle Drive	Myers Park Drive	Magnolia Drive	3	0	0	0	17.5	10	30.0	3000	\$750,000	\$118,751,600
254	Fulton Road / Grady Road	Sharer Road	Steele Drive	3	0	0	0	17.5	10	30.0	3035	\$758,750	\$119,510,350
255	San Luis Road	Mission Road	Tharpe Street	3	0	0	0	12.5	15	30.0	4800	\$1,200,000	\$120,710,350
256	Coleman Street	Walcott Street	Lake Bradford Road	10	0	0	0	2.5	15	27.5	690	\$172,500	\$120,882,850
257	Springsax Road	Ridge Road	Galimore Drive	3	0	0	0	15	10	27.5	1960	\$490,000	\$121,372,850
258	South Ride	Meridian Road North	Thomasville Road	0	0	0	0	12.5	15	27.5	3700	\$925,000	\$122,297,850
259	Ridge Road	Estates Road	Crawfordville Highway	3	0	0	0	10	15	27.5	6865	\$1,716,250	\$124,014,100
260	Solana Drive	Domingo Drive	San Luis Road	10	0	0	0	10	5	25.0	1045	\$261,250	\$124,275,350
261	Osceola Street	Saxon Street	Wahnish Way	8	0	0	0	7.5	10	25.0	1100	\$275,000	\$124,550,350
262	Pottsdamer Street	Orange Ave	Callen Street	8	0	0	0	2.5	15	25.0	1110	\$277,500	\$124,827,850
263	Walcott Street	Coleman Street	Lake Bradford Road	8	0	0	0	2.5	15	25.0	1500	\$375,000	\$125,202,850
264	Metropolitan Boulevard	Thomasville Road	Lonnbladh Road	3	0	0	0	7.5	15	25.0	1540	\$385,000	\$125,587,850
265	Bragg Drive	Rackley Drive	Parkridge Drive	3	0	0	0	12.5	10	25.0	1570	\$392,500	\$125,980,350
266	Bragg Drive	Parkridge Drive	South Adams Street	3	0	0	0	12.5	10	25.0	2900	\$725,000	\$126,705,350
267	Pottsdamer Street	Callen Street	North End	8	0	0	0	7.5	10	25.0	3800	\$950,000	\$127,655,350
268	Crawfordville Trace	Balkin Road	Crawfordville Highway	5	0	0	0	2.5	15	22.5	800	\$200,000	\$127,855,350
269	Park Avenue East	Broward Street	Goodbody Lane	5	0	0	0	7.5	10	22.5	1375	\$343,750	\$128,199,100
270	Indianhead Drive East	Lafayette Street	Apakin Nene	3	0	0	0	5	15	22.5	1690	\$422,500	\$128,621,600
271	Tanner Drive	Galimore Drive	Parkridge Drive	3	0	0	0	15	5	22.5	1840	\$460,000	\$129,081,600
272	Belmont Road	Park Avenue	Nugent Drive	3	0	0	0	10	10	22.5	2135	\$533,750	\$129,615,350

Sidewalk Prioritization - FY2020

				15	10	10	10	40	15	100			
FY2020 Ranking	Street Name	From	To	Weighted Latent Demand Score	SRTS (2014)	Arterial & Collector New Access	Weighted Safety Score	Existing Demand Net Score	Connectivity	Total Evaluation Score	Project Length (ft)	Project Cost	Cumulative Cost
273	Centerville Road	Betton Road	Seventh Avenue East	0	0	0	0	12.5	10	22.5	2400	\$600,000	\$130,215,350
274	Marys Drive	Mahan Drive	Miccosukee Road	0	0	0	0	7.5	15	22.5	2400	\$600,000	\$130,815,350
275	Boone Boulevard	Alder Drive	Northwood Mall	0	0	0	0	12.5	10	22.5	2565	\$641,250	\$131,456,600
276	Springsax Road	Springhill Road	Pasco Street	3	0	0	0	15	5	22.5	3680	\$920,000	\$132,376,600
277	Cristobal Drive	1546 Cristobal Drive	Fernando Drive	3	0	0	0	12.5	5	20.0	1480	\$370,000	\$132,746,600
278	Gaile Avenue	Woodville Highway	Tram Road	3	0	0	0	2.5	15	20.0	3070	\$767,500	\$133,514,100
279	Stony Creek Way	Fox Bridge Way	Pedrick Bridge Way	3	10	0	0	0	5	17.5	360	\$90,000	\$133,604,100
280	Roberts Avenue	Rankin Avenue	Eisenhower Street	5	0	0	0	2.5	10	17.5	3270	\$817,500	\$134,421,600
281	Velda Dairy Road	Thomasville Road	Tredington Park Drive	0	0	0	0	0	15	15.0	2610	\$652,500	\$135,074,100
282	Royal Oaks Drive	Thomasville Road	Forsythe Way	0	0	0	0	0	15	15.0	2650	\$662,500	\$135,736,600
283	McCloughlin Drive	Centerville Road	Shamrock Drive	0	0	0	0	5	10	15.0	3835	\$958,750	\$136,695,350
284	Shannon Lakes Drive	Shamrock Drive	McCloughlin Drive	0	0	0	0	5	10	15.0	10190	\$2,547,500	\$139,242,850
285	Kerry Forest Parkway	Velda Dairy Road	Shannon Lakes Drive	3	0	0	0	0	10	12.5	880	\$220,000	\$139,462,850
286	Ox Bottom Manor	Ox Bottom Road	Meadow Ridge Drive	3	0	0	0	0	10	12.5	3400	\$850,000	\$140,312,850
287	Spanish Moss Drive	Meridian Road North	Meadow Ridge Drive	0	0	0	0	0	10	10.0	1165	\$291,250	\$140,604,100
288	Meadow Ridge Drive	Milestone Drive	Coach House Court	0	0	0	0	0	10	10.0	2600	\$650,000	\$141,254,100
289	Summerbrooke Drive	Meridian Road North	Dead End	0	0	0	0	0	10	10.0	8817	\$2,204,250	\$143,458,350
290	Hawk Meadow Drive	Meridian Road North	Ox Bottom Manor	0	0	0	0	0	0	0.0	1400	\$350,000	\$143,808,350

Capital Improvement Projects Plan				
Street	From	To	Estimated Year of Construction	Estimated Cost
Burning Tree Way	SW End	Countryside Drive	2023	\$ 42,000
Tram Road	Capital Circle SE	Four Oaks Boulevard	2023	\$ 475,000
Gadsden Street (Phase II)	Palmer Street	Harrison Street	2023	\$ 500,000
Pullen Road	Old Bainbridge Road	Fred Smith Road	2024	\$ 520,000
W. 6th Avenue	Old Bainbridge Road	N. Monroe Street	2024	\$ 1,150,000
Victory Garden Drive	Park Avenue	Apalachee Pkwy	2024	\$ 2,500,000
Bennett Street	Rollins Street	6th Avenue	2024	\$ 150,000
Rollins Street	Bennett Street	Old Bainbridge Road	2024	\$ 300,000
6th Avenue	Bennett Street	Old Bainbridge Road	2024	\$ 220,000
Paul Russell Road	Monday Road	Apalachee Parkway	2025	\$ 2,600,000
Waverly Road	Meridian Road North	Thomasville Road	2026	\$ 3,500,000
Clarecastle Way	N. Shannon Lakes Drive	Pimlico Drive	2025	\$ 450,000
Villamore Avenue	Eisenhower Street	Dale Street	2026	\$ 160,000
Dale Street	Villamore Avenue	Ridgeway Street	2026	\$ 150,000
Ridgeway Street	Harris Street	Eisenhower Street	2026	\$ 100,000
Harris Street	1605 Harris Street	Ridgeway Street	2026	\$ 100,000
Pinewood Drive	Delta Boulevard	Meridian Road	2026	\$ 871,000
Dent Street	Dewey Street	Old Bainbridge Road	2025	\$ 383,500
Dunn Street	Woodward Avenue	Old Bainbridge Road	2026	\$ 871,000
Callen Street	Pottsdamer Street	Walcott Street	2028	\$ 675,000
Lakewood Drive	Skylark Avenue	Gaile Avenue	2028	\$ 230,000
Skylark Avenue	Lakewood Drive	Falcon Drive	2028	\$ 145,000
Falcon Drive	Piney Road	Skylark Avenue	2028	\$ 160,000
Concord Road	Formosa Drive	Mahan Drive	2026	\$ 975,000
Fairlane Road	Tharpe Street	Sunset Lane	2026	\$ 354,250

Note: This list is subject to change due to project feasibility and available funding.

WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT



Part 9: Project Information Supporting Documentation

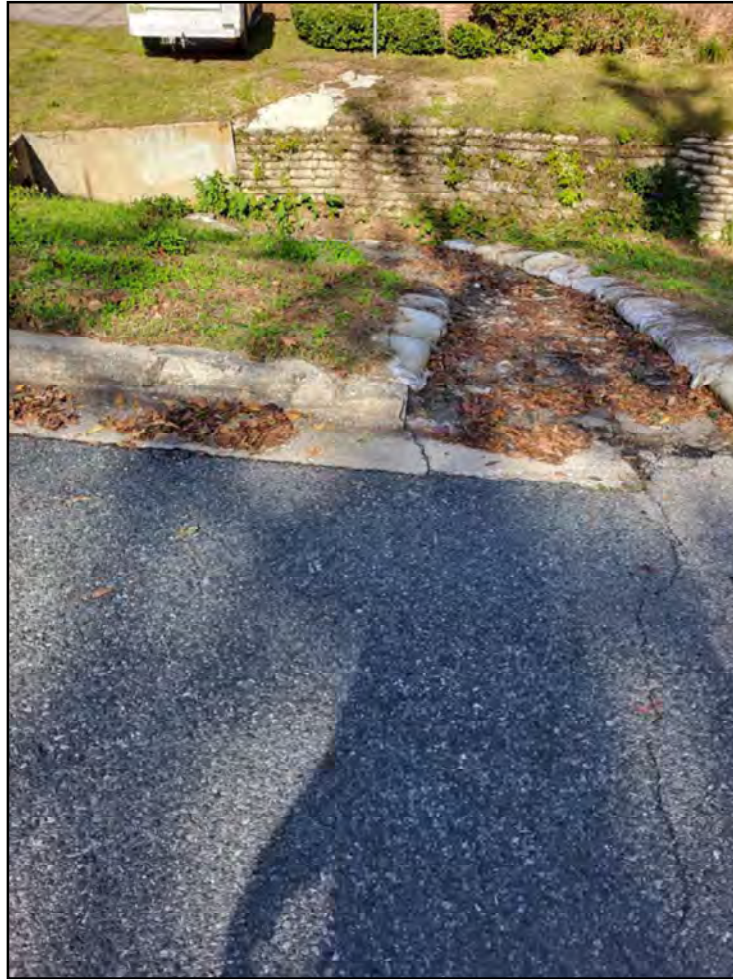
Existing Conditions Photo Series

Natural Features Map

Hydrology Map



Waverly Road Sidewalk Improvement Project
Existing Conditions









Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions







Waverly Road Sidewalk Improvement Project
Existing Conditions





Waverly Road Sidewalk Improvement Project
Existing Conditions





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Existing Conditions





Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



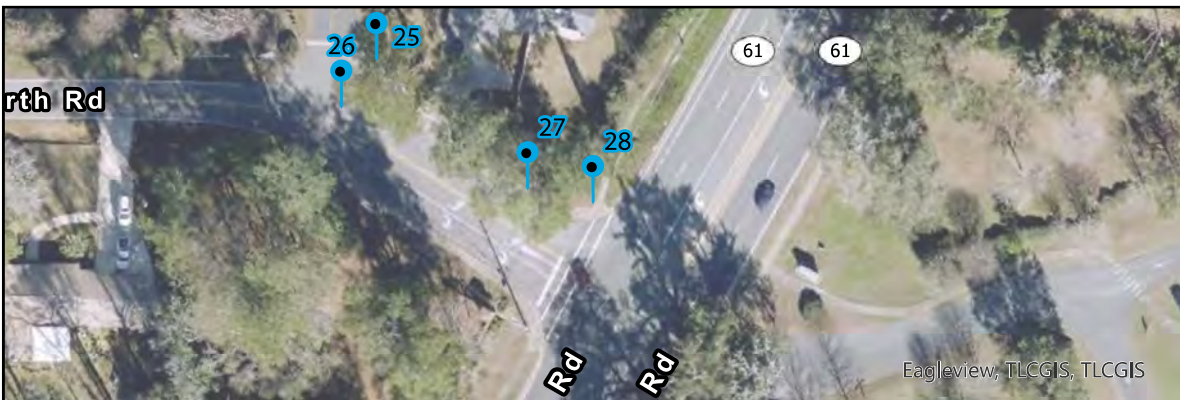
Waverly Road Sidewalk Improvement Project
Existing Conditions



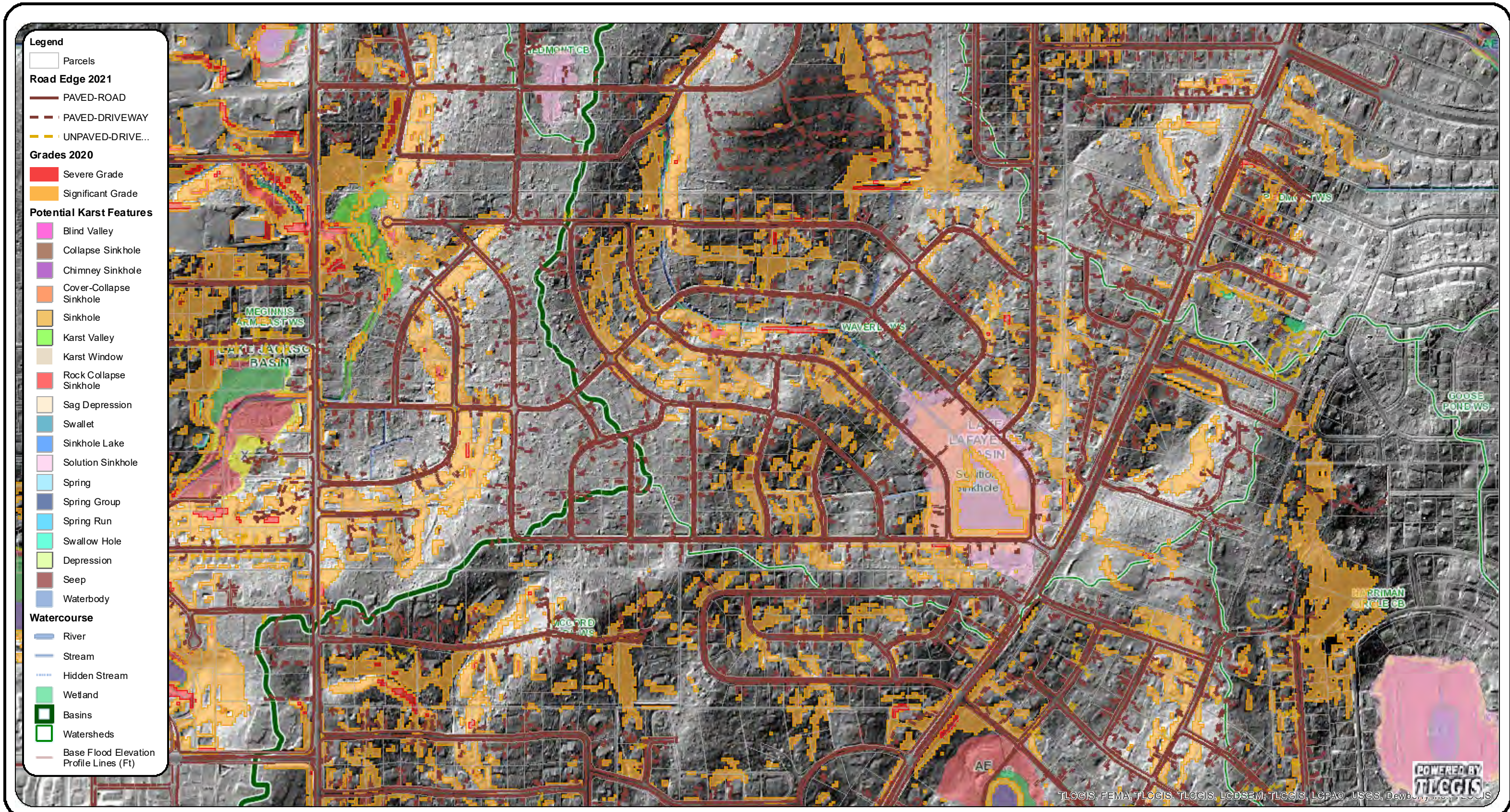
Waverly Road Sidewalk Improvement Project
Existing Conditions



Waverly Road Sidewalk Improvement Project
Existing Conditions



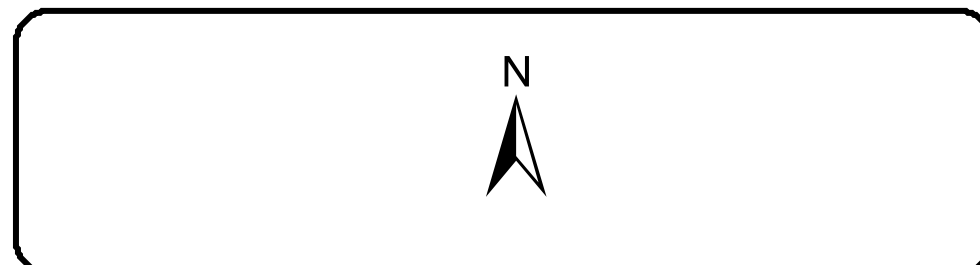
Waverly Road Sidewalk Improvement Project
Existing Conditions



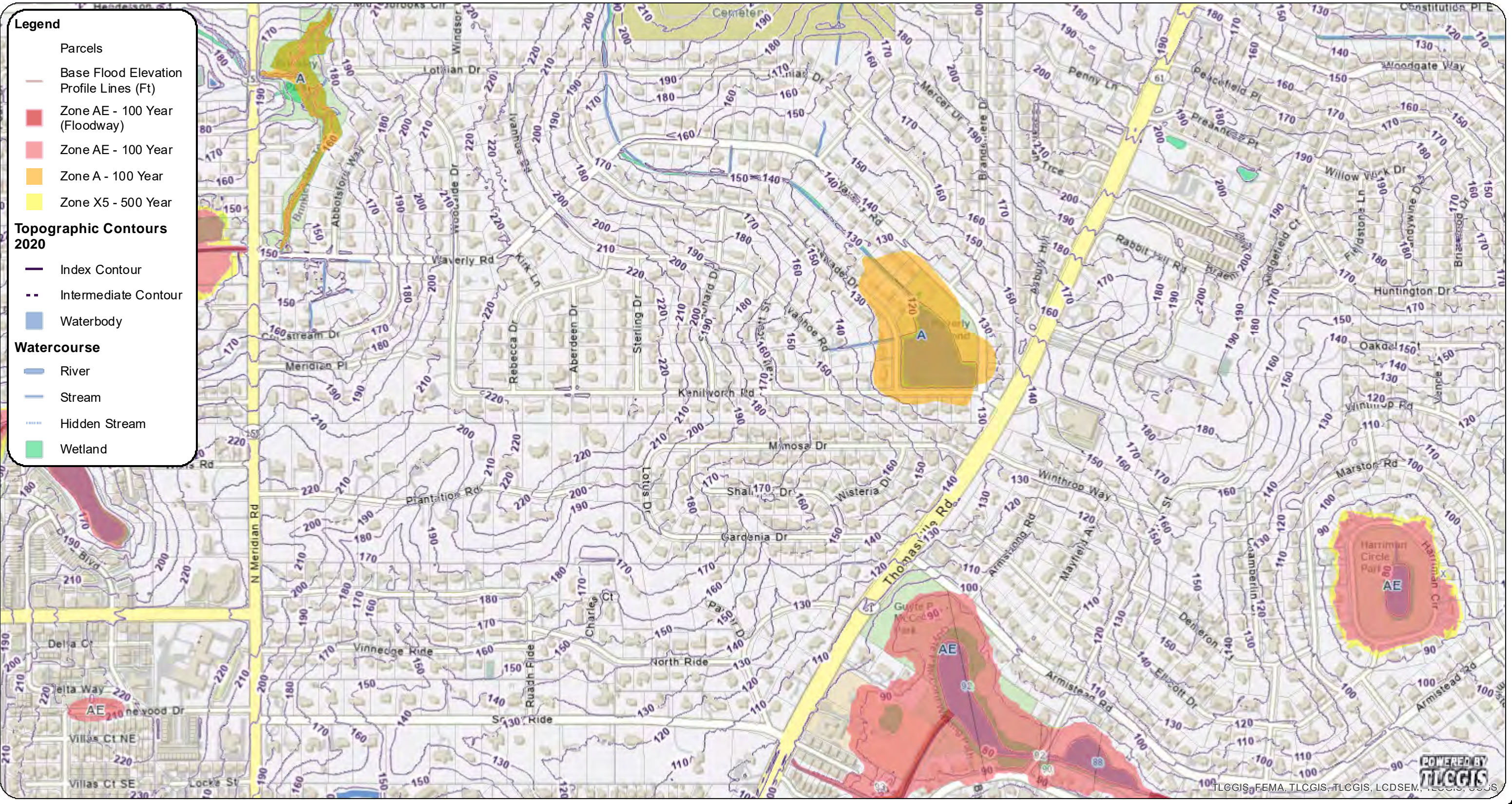
Natural Features Map

DISCLAIMER

This product has been compiled from the most accurate source data from Leon County, the City of Tallahassee, and the Leon County Property Appraiser's Office. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County, the City of Tallahassee and the Leon County Property Appraiser's Office assume no responsibility for any use of the information contained herein or any loss resulting therefrom.



Tallahassee/Leon County GIS	
Scale:	Management Information Services Leon County Courthouse 301 S. Monroe St, P3 Level Tallahassee, Fl. 32301 850/606-5504 http://www.tlccgis.org
Not To Scale	
Date Drawn:	
January 5, 2024	



- Legend**
- Parcels
 - Base Flood Elevation Profile Lines (Ft)
 - Zone AE - 100 Year (Floodway)
 - Zone AE - 100 Year
 - Zone A - 100 Year
 - Zone X5 - 500 Year
- Topographic Contours 2020**
- Index Contour
 - Intermediate Contour
 - Waterbody
- Watercourse**
- River
 - Stream
 - Hidden Stream
 - Wetland



Land Information

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Tallahassee/Leon County GIS

Scale:	Management Information Services Leon County Courthouse 301 S. Monroe St, P3 Level Tallahassee, FL 32301 850/606-5504 http://www.tlccgis.org
Not To Scale	
Date Drawn:	
January 8, 2024	



WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT

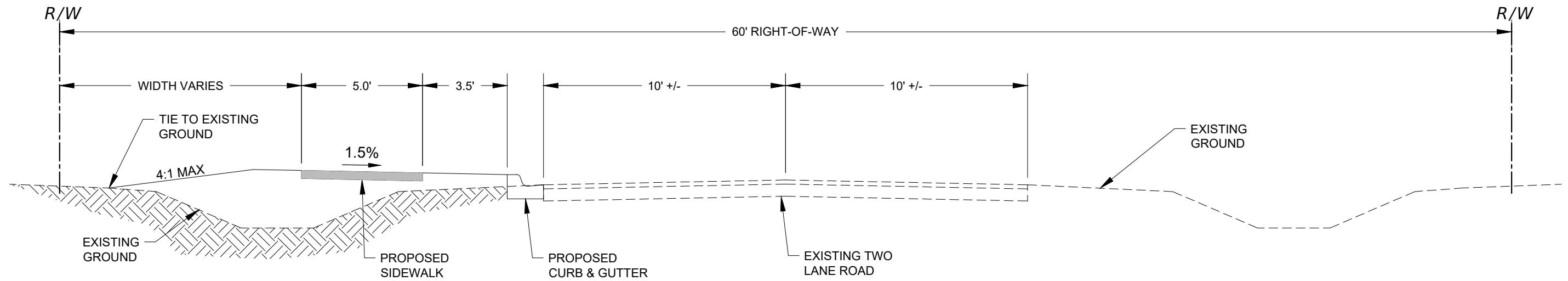


Typical Sections

Typical Section 1

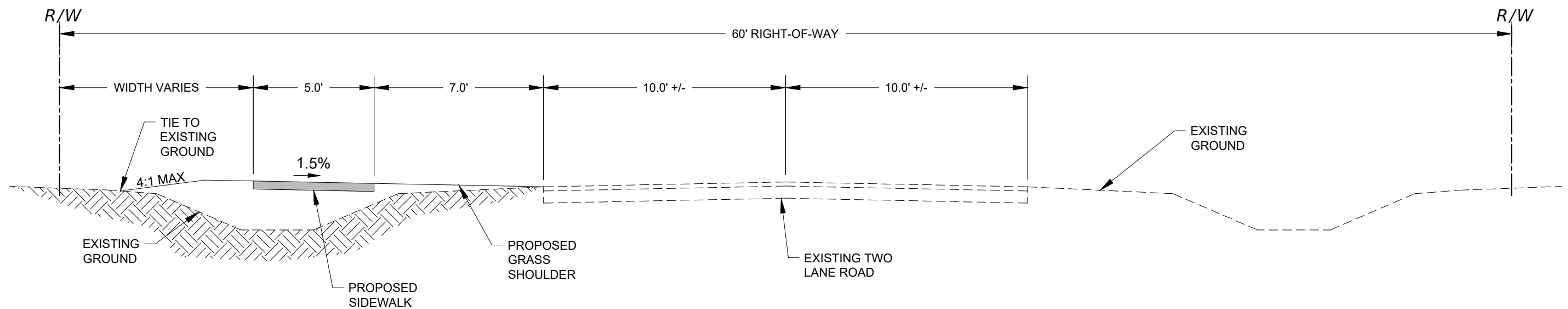
Typical Section 2

Typical Section 3



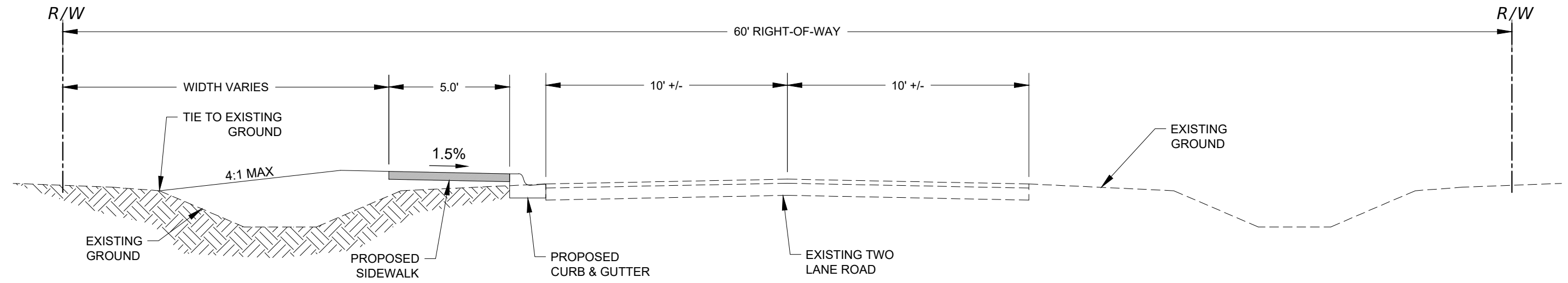
WAVERLY SIDEWALK TYPICAL SECTION NO. 1

N.T.S.



WAVERLY SIDEWALK TYPICAL SECTION NO. 2

N.T.S.



WAVERLY SIDEWALK TYPICAL SECTION NO. 3

N.T.S.

WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT



Cost Estimate

Engineer's Opinion of Probable Cost

Local Funding Commitment Letter

WAVERLY ROAD SIDEWALK IMPROVEMENT PROJECT



Letters of Support

DigiTally Service Requests

Letter of Support from Waverly Hills Neighborhood Association

Emails of Support

New Report

APPLIED FILTERS



Date range: **Jan 1, 2000 - Jan 10, 2024**
Department: **All**
Keyword: **Waverly**
Request Type: **Sidewalk Installation Requests/Inquiries**
Status: **All**

ID	Request Type	Description	Address	Assigned To	Priority	Status	Date Created	Completion Due Date
14210949	Sidewalk Installation Requests/Inquiries	Digitally # 14210949 Status of Waverly Rd sidewalks? When are they slated to begin construction? What side of street? Will opposite side be curbed? Anything the neighborhood can do to get this project moving faster? Neighborhood is VERY excited for this.	914 Waverly Rd, Tallahassee, FL 32312	Molly Levesque	Medium	Completed	August 20, 2023 8:37 am	N/A
4703104	Sidewalk Installation Requests/Inquiries	Waverly Rd needs a sidewalk! Any updates on where we are on the sidewalk prioritization list?	913 Waverly Rd, Tallahassee, FL 32312	Eric Gooch	Medium	Completed	August 17, 2018 4:27 pm	N/A

January 14, 2024

Steve Shafer, General Manager
City of Tallahassee – Underground Utilities & Public Infrastructure
2602 Jackson Bluff Road
Tallahassee, Florida 32304

RE: Transportation Alternatives Grant Program and the Waverly Road Sidewalk Project

Dear Mr. Shafer:

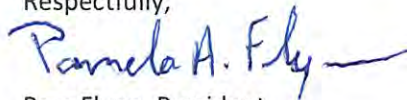
On behalf of the Waverly Hills Neighborhood Association, we are pleased to learn that the City of Tallahassee is seeking grant funding for a sidewalk on Waverly Road, being proposed from Meridian Road to Thomasville Road. We are aware that the Waverly Road Sidewalk Project has been on the priority list for many years and were pleased to learn that it has now been placed on the Capital Improvement Project List.

Waverly Hills is an intown neighborhood located along the Thomasville Road corridor, between two major arterial roadways – Thomasville Road and Meridian roads on the east and west, and Piedmont Road and Kenilworth on the north and south, respectively. The Waverly Hills Neighborhood Association (WHNA) is a volunteer neighborhood organization representing about 400 households.

In concept, the WHNA board thinks that the Waverly Road Sidewalk Project would be a great benefit to our community, and an important link between Waverly Pond, the new playground recently installed by the City, Brinkley Glen Park, and the planned Thomasville Road multi-use trail.

The WHNA board supports your application for the Transportation Alternatives Grant Program and the Waverly Road Sidewalk Project, and looks forward to learning more about this exciting project so we can share information with the community.

Respectfully,

A handwritten signature in blue ink that reads "Pamela A. Flynn" with a long horizontal flourish extending to the right.

Pam Flynn, President
Waverly Hills Neighborhood Association
2801 Sterling Dr
Tallahassee, FL 32312

From: contactus@talgov.com
To: [Levesque, Molly](#)
Cc: [Lane, Randy](#)
Subject: New Sidewalk Request Received
Date: Saturday, April 1, 2023 1:14:43 PM

A customer has requested a new sidewalk by filling out [the form on Talgov.com](#). Would you please follow up with them? View the information that the customer provided below:

Full Name: JERI Winkleblack

Home Address: 926 waverly rd

Email Address: wink27@gmail.com

Best Daytime Contact Number: (850) 445-8128

Street Name Requested for Sidewalk Installation: 926 Waverly Rd

Side of the Street: North

Starting location of the request (intersecting street or address): Meridian and Waverly

Ending location of the request (intersecting street or address): Thomasville and Waverly

Are there existing sidewalks along this roadway where the sidewalk is being requested?:
No

Any additional comments or concerns and reason for requesting sidewalk: Around 2002 I was told Waverly Rd was 20th on the list for a sidewalk. 2022 we were told 6th. I'll be dead at this rate! . It sounds like we have moved farther down the list in 2023. What can neighbors do to keep Waverly Rd a priority and get it moved up the list? Cars and trucks fly down Waverly, no exaggeration. It's dangerous. Thank you.

Signature



Signature Date

4/1/2023

From: contactus@talgov.com
To: [Levesque, Molly](#)
Cc: [Lane, Randy](#)
Subject: New Sidewalk Request Received
Date: Friday, March 31, 2023 12:56:05 PM

A customer has requested a new sidewalk by filling out [the form on Talgov.com](#). Would you please follow up with them? View the information that the customer provided below:

Full Name: Trey Laffitte

Home Address: 3002 Brandemere Dr

Email Address: trey.laffitte@gmail.com

Best Daytime Contact Number: 8505107778

Street Name Requested for Sidewalk Installation: 3002 Brandemere Dr

Side of the Street: West

Starting location of the request (intersecting street or address): Sandhurst

Ending location of the request (intersecting street or address): Waverly

Are there existing sidewalks along this roadway where the sidewalk is being requested?:
No

Any additional comments or concerns and reason for requesting sidewalk: A sidewalk to waverly pond would be top notch

Signature



Signature Date

3/31/2023

From: contactus@talgov.com
To: [Levesque, Molly](#)
Cc: [Lane, Randy](#)
Subject: New Sidewalk Request Received
Date: Thursday, March 30, 2023 4:24:25 PM

A customer has requested a new sidewalk by filling out [the form on Talgov.com](#). Would you please follow up with them? View the information that the customer provided below:

Full Name: Jeannette Stivers

Home Address: 908 Waverly Rd

Email Address: redturtlemeier@gmail.com

Best Daytime Contact Number: 850-294-6229

Street Name Requested for Sidewalk Installation: Waverly Rd

Side of the Street: North

Starting location of the request (intersecting street or address): Thomasville Rd

Ending location of the request (intersecting street or address): Meridian Rd North

Are there existing sidewalks along this roadway where the sidewalk is being requested?:
No

Any additional comments or concerns and reason for requesting sidewalk: Lots of pedestrian and vehicle traffic on Waverly

Signature



Signature Date

3/30/2023

From: [Shafer, Steve](#)
To: [Gooch, Eric](#); [Levesque, Molly](#)
Cc: [Hill, Michelle](#)
Subject: FW: Sidewalk on Waverly
Date: Wednesday, January 20, 2021 10:17:44 AM

Please let me know if we have anything programmed at this location.
Thanks.

From: Hill, Michelle <Michelle.Hill@talgov.com>
Sent: Thursday, January 14, 2021 2:39 PM
To: Shafer, Steve <Steve.Shafer@talgov.com>
Subject: FW: Sidewalk on Waverly

From: Marshall, Raynetta C <Raynetta.Marshall@talgov.com>
Sent: Monday, January 11, 2021 8:39 AM
To: Shafer, Steve <Steve.Shafer@talgov.com>
Cc: Hill, Michelle <Michelle.Hill@talgov.com>
Subject: FW: Sidewalk on Waverly
Status , please and thank you.

From: Tedder, Wayne <Wayne.Tedder@talgov.com>
Sent: Saturday, January 9, 2021 11:40 AM
To: Marshall, Raynetta C <Raynetta.Marshall@talgov.com>
Subject: Fwd: Sidewalk on Waverly
Could I get a status on this segment?

Wayne Tedder, AICP

Assistant City Manager
City of Tallahassee
O 850-891-8328 | C 850-567-4328

Begin forwarded message:

From: "Whitley, Thomas" <Thomas.Whitley@talgov.com>
Date: January 7, 2021 at 10:42:49 AM EST
To: "Tedder, Wayne" <Wayne.Tedder@talgov.com>
Cc: "Goad, Reese" <Reese.Goad@talgov.com>
Subject: Sidewalk on Waverly

Wayne,
We've received a question from a constituent about the status of a sidewalk on Waverly between Meridian and Thomasville.
Thanks.
Dr. Thomas J. Whitley
Chief of Staff
Mayor John Dailey

City of Tallahassee

850.766.1374 (c)

850.891.2000 (o)

Thomas.Whitley@talgov.com

From: [Gooch, Eric](#)
To: [Amanda D. Reeves](#)
Cc: [Levesque, Molly](#)
Subject: RE: Waverly Hills
Date: Wednesday, October 30, 2019 8:11:16 AM
Attachments: [~WRD000.jpg](#)
[image001.jpg](#)

Ms. Reeves:

Thank you for following up on the sidewalks along Waverly. We are currently in the process of updating the Sidewalk priority list with recently requested projects. This should be complete at the beginning of the year. Once the most recent update is completed I would be happy to send you the updated ranking.

Waverly currently sits at 8 on the priority list, however with newly added roadways there is always that chance that it may move some.

Please let me know if I can be of further assistance.

Sincerely,

**Eric W. Gooch, PE, CPM | Interim Manager, Public Infrastructure Engineering
City of Tallahassee | Underground Utilities and Public Infrastructure**

Direct: (850) 891-2859

eric.gooch@talgov.com

From: Amanda D. Reeves <amandad335@gmail.com>

Sent: Tuesday, October 29, 2019 3:56 PM

To: Gooch, Eric <Eric.Gooch@talgov.com>

Subject: Re: Waverly Hills

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Hi Eric,

Following up with you about reevaluating Waverly for sidewalks. Last year when I emailed you said Waverly was at least 5 years out. Now that many State offices have been moved to the Tallahassee Centre it has gotten really bad. In fact 4 geese were killed by the pond this year and our mailbox was knocked down.

Our roads are getting really bad so I would think the City would have them on a list to repave at some-point which would be the perfect time for adding sidewalks.

Have you had a chance to review Waverly and see if we could be moved up for getting sidewalks soon than 5 years?

Thanks!!!

On Tue, Feb 19, 2019 at 2:39 PM Gooch, Eric <Eric.Gooch@talgov.com> wrote:

We can look at the evaluation. The sidewalk evaluation criteria accounts for traffic within the safety criteria and Waverly already gets the full amount of Safety points. I will look at it though and let you know.

Sincerely,

**Eric W. Gooch, PE | Program Engineer
City of Tallahassee | Underground Utilities and Public Infrastructure**

Direct: (850) 891-2859

eric.gooch@talgov.com

From: Amanda D. Reeves <amandad335@gmail.com>

Sent: Tuesday, February 19, 2019 10:29 AM

To: Gooch, Eric <Eric.Gooch@talgov.com>

Subject: Re: Waverly Hills

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Ohhh wow! With the Tallahassee Centre becoming the State office I'm sure it's going to increase the cut through traffic. Is there any way to have that reevaluated?

On Tue, Feb 19, 2019 at 10:25 AM Gooch, Eric <Eric.Gooch@talgov.com> wrote:

Amanda:

Based on current funding allocations at this time an estimate would put Waverly beyond 5 years out.

Sincerely,

Eric W. Gooch, PE | Program Engineer

City of Tallahassee | Underground Utilities and Public Infrastructure

Direct: (850) 891-2859

eric.gooch@talgov.com

From: Amanda D. Reeves <amandad335@gmail.com>

Sent: Tuesday, February 19, 2019 7:25 AM

To: Gooch, Eric <Eric.Gooch@talgov.com>

Subject: Re: Waverly Hills

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Hi Eric,

Thank you for getting back to me so quickly and for sharing Allen's info with me.

I see Waverly Rd is #10 on the sidewalk list. What projects currently have funding for 2019 and are scheduled for completion?

Thanks again,

Amanda

On Tue, Feb 19, 2019 at 6:31 AM Gooch, Eric <Eric.Gooch@talgov.com> wrote:

Ms. Reeves

Allen Seceast will be your contact for all things traffic calming, I have copied him on this email so you will have his information as well.

As far as sidewalks I am the appropriate person for those.

The City shares your concern regarding the lack of sidewalks on Lothian and Kenilworth in Waverly Hills, as well as numerous other locations throughout the City. To address these areas, we have established a prioritized list of potential sidewalk installation projects that would enhance non-vehicular mobility of our citizens. The City Commission approved the first version of this list in April 2015, and most recently revised it 01/2019. You can learn about the process from this page (and the pages it links to, including the current list itself): www.talgov.com/sidewalks According to that list, we currently do not have an identified project for sidewalks on Lothian and Kenilworth in Waverly Hills. As you can see, this list is extensive (currently including nearly 300 projects). These roadways are not currently on the list, however we will add them during our next round of updates.

As of now, unfortunately, there is not enough funding available to construct all of the projects on the list. As projects are completed and when additional funding becomes available, we will attempt to address the backlog of other identified projects.

I know this is not the answer you were hoping for. It is frustrating for us as well to

not be able to commit to meeting all of the identified needs in a more timely manner. However, the available funding dictates the pace at which we can proceed. If you have any other questions, please feel free to contact me.

Sincerely,

Eric W. Gooch, PE | Program Engineer

City of Tallahassee | Underground Utilities and Public Infrastructure

Direct: (850) 891-2859

eric.gooch@talgov.com

From: Amanda D. Reeves <amandad335@gmail.com>

Sent: Monday, February 18, 2019 2:51 PM

To: Gooch, Eric <Eric.Gooch@talgov.com>

Subject: Waverly Hills

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Hi Eric,

I was researching sidewalks and speed bumps for my neighborhood and came across your email address. If you are not the correct person to contact, I'd really appreciate if you could point me in the right direction.

I live on Lothian Dr. in Waverly Hills. My husband and I walk our baby and dog on a daily basis and are saddened by the amount of cut through traffic that happens in our neighborhood.

We have had numerous friends move out of the neighborhood, even though they love living in Waverly, because of the increase in traffic. Recently a Canadian goose was hit and killed by the Waverly Pond, our mailbox was hit, and there have been many car break ins.

What seems to happen is the cut through traffic wants to avoid the bumps on Waverly Rd so they cut down Lothian and Kenilworth. There is a curve on Waverly close to Mercer that is very dangerous- since there are no stop signs nor speed bumps on Lothian people take that turn on Lothian very fast.

With numerous State offices moving to the Tallahassee Centre I fear that the cut through traffic is going to get much worse.

The houses in our neighborhood pay a lot in taxes and I feel our safety for walking and enjoying our streets should be considered whether with sidewalks, a few more stop signs and speed bumps on Lothian and Kenilworth.

Who can I contact about making this happen?

I appreciate your help,

Amanda

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Amanda Doumanian Reeves

850-322-0911



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Sent from Gmail Mobile

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Amanda Doumanian Reeves
850-322-0911
[A Notary On The Go Florida](#)
[A Beautiful Wedding in Florida](#)



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Amanda Doumanian Reeves
850-322-0911
[A Notary On The Go Florida](#)
[A Beautiful Wedding in Florida](#)



January 10, 2024

Steve Shafer, General Manager
City of Tallahassee – Underground Utilities & Public Infrastructure
2602 Jackson Bluff Road
Tallahassee, Florida 32304

RE: Transportation Alternatives Grant Program and the Waverly Road Sidewalk Project

Dear Mr. Shafer:

On behalf of Meridian Woods Church of Christ, I am pleased to support your application for the Transportation Alternatives Grant Program and the Waverly Road Sidewalk Project.

Meridian Woods Church of Christ is a religious organization. We moved into our facility in 1992. We are directly across from Waverly.

We understand that the City of Tallahassee is seeking this grant funding for the Waverly Road sidewalk being proposed from Meridian Road to Thomasville Road. The sidewalk will be an important link between two arterial roadways and provide connection to attractors such as Waverly Pond, Brinkley Glen Park, and the Thomasville Road multi-use trail. The Waverly Road Sidewalk was ranked number six on the 2020 Sidewalk Priority List before it was placed on to the Capital Improvement Project List.

It is our belief that the project you have identified will be a great benefit to our community and help in enhancing the beauty that is Florida's Capital City.

Respectfully,

A handwritten signature in cursive script that reads "Melinda V. Singleton". The signature is written in dark ink and is positioned below the typed name "Melinda V. Singleton".