



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.

- 2. Agency name of the applicant.**

- 3. Agency contact person’s name and title.**

- 4. Agency contact person’s telephone number and email address.**

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: _____ and Expiration Date: _____
Responsible Charge Name: _____

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:**..

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.

Yes
No

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.

Yes
No

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.

Yes
No

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.

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.

2. Indicate the county(ies) of the project location.

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)].

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

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

7. Indicate the total project length, in miles and linear feet.

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.

Yes No

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.

Yes No

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.

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.

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.

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.

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.

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 FDOT Context-Based Solutions). If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field.

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.

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.

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.

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 TA 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.

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.).

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.

Yes

No

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.

Yes

No

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.

Yes

No

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

6. Will the project address transportation access by improving conditions and / or address solutions by providing mobility improvements for disadvantaged groups, underserved communities, and / or non-drivers (e.g., children, older adults, those with limited / restricted transportation options, people with health conditions or impairments, or vulnerable road users)? If not, select “no” and indicate N/A in the space provided. If so, select “yes” and briefly explain how the project improves conditions (e.g., community access point(s) and destinations the project benefits, free or reduced-priced school meals, and how SRTS projects benefit the students, etc.).

Yes

No

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.

Yes

No

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

Yes

No

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

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.

Yes No

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, 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.

Yes No

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.

Yes No

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.

Yes No

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.

Yes No

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.).

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.

Yes No

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.
Yes No
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.
Yes No
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.
Yes No
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.
Yes No
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.
Yes No

- 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.
- Yes No
- 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”.
- Yes No Unknown
- 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”.
- 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.
- Yes No
- 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.
- Yes No
- 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.
- Yes No
- 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”.
- Yes No Unknown
- 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”.
- Yes No Unknown
- 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”.
- Yes No Unknown

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.).

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 and briefly describe in the space provided.

No design plans 30% design plans 60% design plans 90% design plans

Other:

3. If design is at 100 percent, indicate the date of the plans. Then, briefly describe in the space provided.

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.

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.**

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).
- 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 (\$)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	TA Program (\$)	Other Federal (\$)	Non-TA/ Local Funds (\$)	Other (\$)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)								
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction								
CEI								
Other costs (describe)								
Total Infrastructure Project Cost Estimate								

*** 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.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

FDOT Transportation Alternatives Program:

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

FDOT Local Programs Manual:

<https://www.fdot.gov/programmanagement/lap/lap-toc.shtm>

FDOT Office of Environmental Management PD&E Manual:

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

FDOT Context-Based Solutions

<https://www.fdot.gov/roadway/context-based-solutions>

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: Wallis Street Mobility & Streetscape Project

LOCATION: Wallis Street

PROJECT LIMITS: (from south or west limit) S Adams Street

(to north or east limit) Dead End, east of Lois Lane

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.


* Signature

Rob McGarrah

Name (please type or print)

General Manager, Underground Utilities & Public Infrastructure

Title

January 16, 2026

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).

Transportation Alternatives Set-Aside (TA)

ENGINEER'S COST ESTIMATE

Financial Management Number (if applicable):
Project Description: Wallis Street Mobility and Streetscape Project

Items		TA Eligible				Other Funds (must include all TA ineligible items)					TOTAL	
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
101-1	Mobilization	1	LS	\$ 250,000.00	\$ 250,000.00		LS		\$ -		1	\$ 250,000.00
102-1	Maintenance of Traffic	1	LS	\$ 175,000.00	\$ 175,000.00		LS		\$ -		1	\$ 175,000.00
104-10-3	Sediment Barrier	3030	LF	\$ 30.00	\$ 90,900.00		LF		\$ -		3030	\$ 90,900.00
104-18	Inlet Protection System	17	EA	\$ 270.00	\$ 4,590.00		EA		\$ -		17	\$ 4,590.00
107-1	Liter Removal				\$ -	1.15	AC	\$ 4,000.00	\$ 4,600.00	City	1.15	\$ 4,600.00
107-2	Mowing				\$ -	1.15	AC	\$ 4,000.00	\$ 4,600.00	City	1.15	\$ 4,600.00
110-1-1	Clearing & Grubbing	1.15	AC	\$ 80,000.00	\$ 92,000.00		AC		\$ -		1.15	\$ 92,000.00
110-21	Tree Protection Barrier	1520	LF	\$ 45.00	\$ 68,400.00		LF		\$ -		1520	\$ 68,400.00
110-4-10	Removal of Existing Concrete	51	SY	\$ 45.00	\$ 2,295.00		SY		\$ -		51	\$ 2,295.00
110-7-1	Mailbox, F&I Single	9	EA	\$ 350.00	\$ 3,150.00		EA		\$ -		9	\$ 3,150.00
120-1	Regular Excavation	130	CY	\$ 50.00	\$ 6,500.00		CY		\$ -		130	\$ 6,500.00
120-6	Embankment	1268	CY	\$ 40.00	\$ 50,720.00		CY		\$ -		1268	\$ 50,720.00
160-4	Type B Stabilization	145	SY	\$ 25.00	\$ 3,625.00		SY		\$ -		145	\$ 3,625.00
285-706	Optional Base, Base Group 06 (8" Limerock)	702	SY	\$ 26.00	\$ 18,252.00		SY		\$ -		702	\$ 18,252.00
327-70-5	Milling Existing Asphalt Pavement, 3" Avg Depth	473	SY	\$ 6.00	\$ 2,838.00		SY		\$ -		473	\$ 2,838.00
334-1-52	Superpave Asphaltic Concrete, Traffic B , PG 76-22	94	TN	\$ 180.00	\$ 16,920.00		TN		\$ -		94	\$ 16,920.00
400-0-11	Concrete Class NS, Gravity Wall	21	CY	\$ 2,000.00	\$ 42,000.00		CY		\$ -		21	\$ 42,000.00
415-1-1	Reinforcing Steel, Roadway	0.38	LB	\$ 3.00	\$ 1.14		LB		\$ -		0.38	\$ 1.14
425-1-311	Curb Inlet, Type P-1, <10' Deep	5	EA	\$ 7,000.00	\$ 35,000.00		EA		\$ -		5	\$ 35,000.00
425-1-351	Curb Inlet, Type P-5, <10' Deep	5	EA	\$ 9,000.00	\$ 45,000.00		EA		\$ -		5	\$ 45,000.00
425-1-361	Curb Inlet, Type P-6, <10' Deep	1	EA	\$ 10,000.00	\$ 10,000.00		EA		\$ -		1	\$ 10,000.00
425-1-521	Ditch Bottom Inlets, Type C, <=10'	3	EA	\$ 6,000.00	\$ 18,000.00		EA		\$ -		3	\$ 18,000.00
425-1-521-A	Inlets, Ditch Bottom, Type "C", <10', Traversable Slot	2	EA	\$ 7,200.00	\$ 14,400.00		EA		\$ -		2	\$ 14,400.00
430-175-118	Pipe Culvert, Conc (Class III), Round, 18"	1054	LF	\$ 270.00	\$ 284,580.00		LF		\$ -		1054	\$ 284,580.00
430-175-124	Pipe Culvert, Conc (Class III), Round, 24"	42	LF	\$ 360.00	\$ 15,120.00		LF		\$ -		42	\$ 15,120.00
430-175-218	Pipe Culvert, Conc (Class HE III), Ellip, 14" X 23"	40	LF	\$ 300.00	\$ 12,000.00		LF		\$ -		40	\$ 12,000.00
430-518-102	Straight Concrete Endwalls, 18", Single, 0 Degrees, Elliptical	1	EA	\$ 5,000.00	\$ 5,000.00		EA		\$ -		1	\$ 5,000.00
430-984-125	Mitered End Section, Round, 18" RCP SD	1	EA	\$ 4,000.00	\$ 4,000.00		EA		\$ -		1	\$ 4,000.00
515-2-311	Pedestrian/Bicycle Railing, Aluminum Only, 42" Type 1	153	LF	\$ 190.00	\$ 29,070.00		EA		\$ -		153	\$ 29,070.00
520-1-10-A	Concrete Curb & Gutter, Type F (Modified 18")	3445	LF	\$ 35.00	\$ 120,575.00		LF		\$ -		3445	\$ 120,575.00
522-1	Concrete Sidewalk and Driveways, 4" Thick	1903	LF	\$ 105.00	\$ 199,815.00		LF		\$ -		1903	\$ 199,815.00
522-2	Concrete Sidewalk and Driveways, 6" Thick	627	SY	\$ 115.00	\$ 72,105.00		SY		\$ -		627	\$ 72,105.00
527-2	Detectable Warnings	173	SF	\$ 50.00	\$ 8,650.00		SY		\$ -		173	\$ 8,650.00
550-10-110	Fencing, Type A, 0-5', Standard	854	LF	\$ 65.00	\$ 55,510.00		SF		\$ -		854	\$ 55,510.00
570-1-2	Performance Turf, Sod	2168	SY	\$ 12.00	\$ 26,016.00		LF		\$ -		2168	\$ 26,016.00
700-1-111	Single Column Ground Sign Assembly, F&I Ground Mount, Less than 12 SF	14	EA	\$ 500.00	\$ 7,000.00		SY		\$ -		14	\$ 7,000.00
711-11-123	Thermoplastic, Standard, White, Solid, 12" For Crosswalk and Roundabout	448	LF	\$ 10.00	\$ 4,480.00		LF		\$ -		448	\$ 4,480.00
711-11-125	Thermoplastic, Standard, White, Solid, 24" For Stop Line and Crosswalk	68	LF	\$ 17.00	\$ 1,156.00		LF		\$ -		68	\$ 1,156.00
711-11-221	Thermoplastic, Standard, Yellow, Solid, 6"	150	LF	\$ 3.00	\$ 450.00		LF		\$ -		150	\$ 450.00
COT-002	Sidewalk Drain	1	EA	\$ 1,500.00	\$ 1,500.00		EA		\$ -		1	\$ 1,500.00
LS-01-LI-A	Tree, Lagerstroemia Indica, Black Diamond Crape Myrtle, 2" Cal., Single				\$ -	42	EA	\$ 700.00	\$ 29,400.00	City	42	\$ 29,400.00
LS-01-CV	Landscape - Trees, Chionanthus Virginicus, Fringe Tree, 8' Ht-3-4' Spr, 2" Cal, 30 Gal.				\$ -	18	EA	\$ 700.00	\$ 12,600.00	City	18	\$ 12,600.00
LS-02-IV	Landscape- Large Shrub, Ilex Vomitoria, Native Yaupon, 15 Gal., 8' Oc				\$ -	26	EA	\$ 700.00	\$ 18,200.00	City	26	\$ 18,200.00
LS-04-S6	Landscape, Soil, 6" Depth				\$ -	2168	SY	\$ 7.00	\$ 15,176.00	City	2168	\$ 15,176.00
LS-04-S24	Landscape, Soil, 24" Depth				\$ -	736	SY	\$ 28.00	\$ 20,608.00	City	736	\$ 20,608.00
LS-041-RB	Landscape, Root Barrier				\$ -	3440	LF	\$ 10.00	\$ 34,400.00	City	3440	\$ 34,400.00
LS-05-PB	Mulch, Pine Bark Nuggets				\$ -	120	SY	\$ 13.00	\$ 1,560.00	City	120	\$ 1,560.00
LS-07-W30	Landscape Maintenance, Warranty Period, 30 day cycle				\$ -	12	EA	\$ 3,700.00	\$ 44,400.00	City	12	\$ 44,400.00
LS-06-IRR	Irrigation System Complete				\$ -	1	LS	\$ 175,000.00	\$ 175,000.00	City	1	\$ 175,000.00
LS-06-IRR-TAP	Irrigation, Water Connection Complete				\$ -	3	EA	\$ 3,500.00	\$ 10,500.00	City	3	\$ 10,500.00
TA Eligible Costs / TA Funds Requested (not funded through other sources)					\$ 1,796,618.14	Other Funds (must include TA Ineligible Costs)			\$ 371,044.00		Subtotal	\$ 2,167,662.14
Design Cost					\$ 420,000.00						\$	420,000.00
CEI Cost					\$ 175,000.00						\$	175,000.00
CONTINGENCY (REQUIRED)		Contingency is not a FHWA Participating Item							\$ 237,337.86	City		
Total Cost Estimate					\$ 595,000.00				\$ 237,337.86		\$	832,337.86

TA Requested Funds	\$ 2,391,618.14
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Other Funds	\$ 608,381.86	Project Total	\$ 3,000,000.00
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A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay item numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Examples of Non-participating Items:

Mowing, litter removal, optional services; video inspection; utility directional bore / utility agency owner directional bores; Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations, Contingency

Other elements may be non-participating, the ones listed above are non-participating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

Prepared by:

Kyle Andree
Name:

PE Number:

77271

01.15.2026

Date:

Reviewed by:

Molly Levesque
Name:

Signature:

1-15-2026

Date:

RESOLUTION NO. 26-R-01

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF TALLAHASSEE SUPPORTING A GRANT FUNDING APPLICATION TO THE CAPITAL REGIONAL TRANSPORTATION PLANNING AGENCY (CRTPA) AND THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FOR TRANSPORTATION ALTERNATIVE (TA) FUNDS FOR THE WALLIS STREET MOBILITY & STREETScape PROJECT.

WHEREAS, the FDOT awards grants to city government agencies for projects supported by the CRTPA that improve non-driver access to public transportation and enhance mobility, community involvement activities, and environmental mitigation; and

WHEREAS, the City of Tallahassee seeks to request funding from FDOT for design and construction of streetscape improvements along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane that includes new sidewalks and street trees along both sides of the roadway.

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 CRTPA and the FDOT for the Wallis Street Mobility & Streetscape 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 ____ day of _____, 2026.

CITY OF TALLAHASSEE

By: _____
John E. Dailey
Mayor

ATTEST:

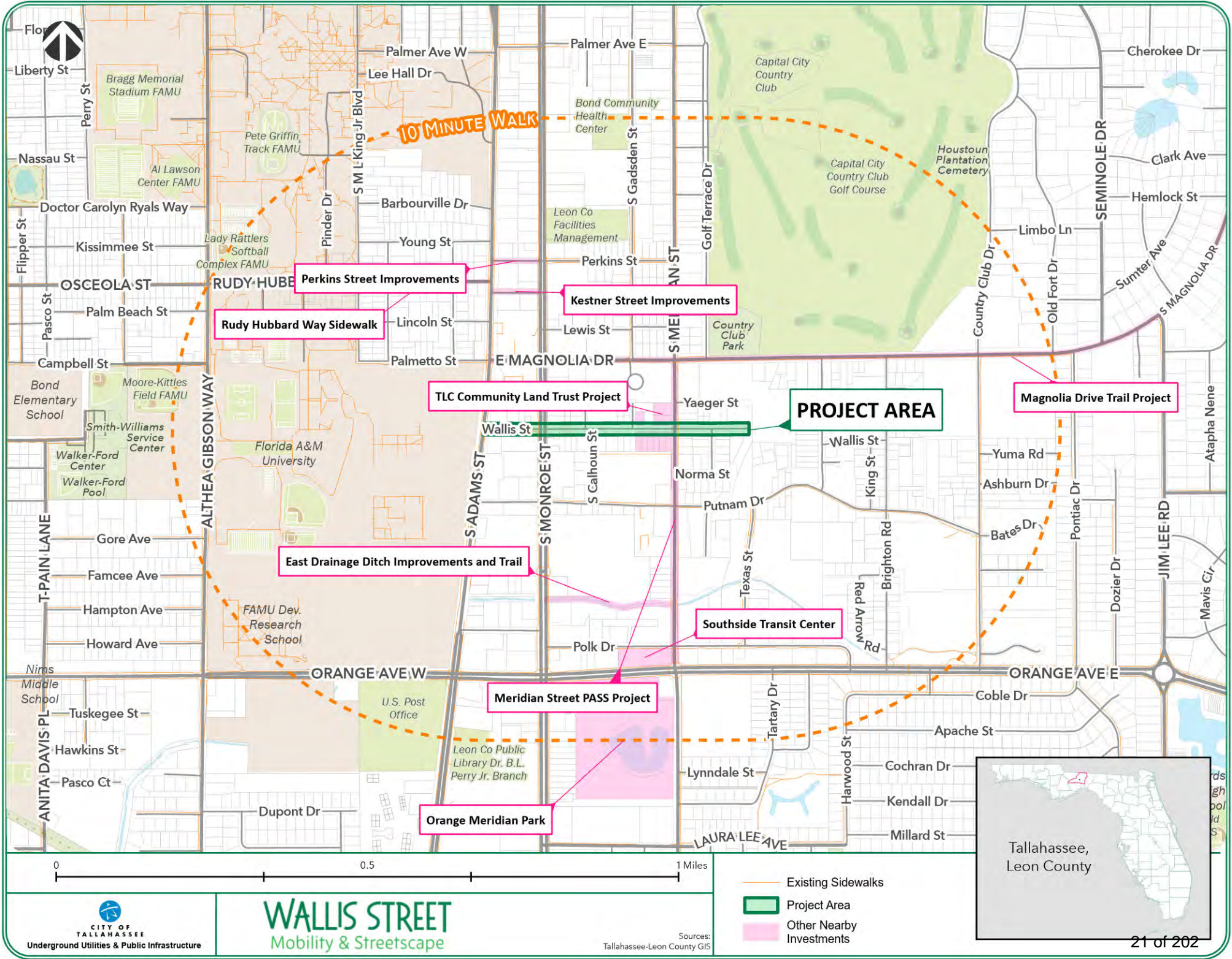
APPROVED AS TO FORM:

By: _____
James O. Cooke, IV

By: _____
Amy M. Toman

City Treasurer-Clerk

City Attorney

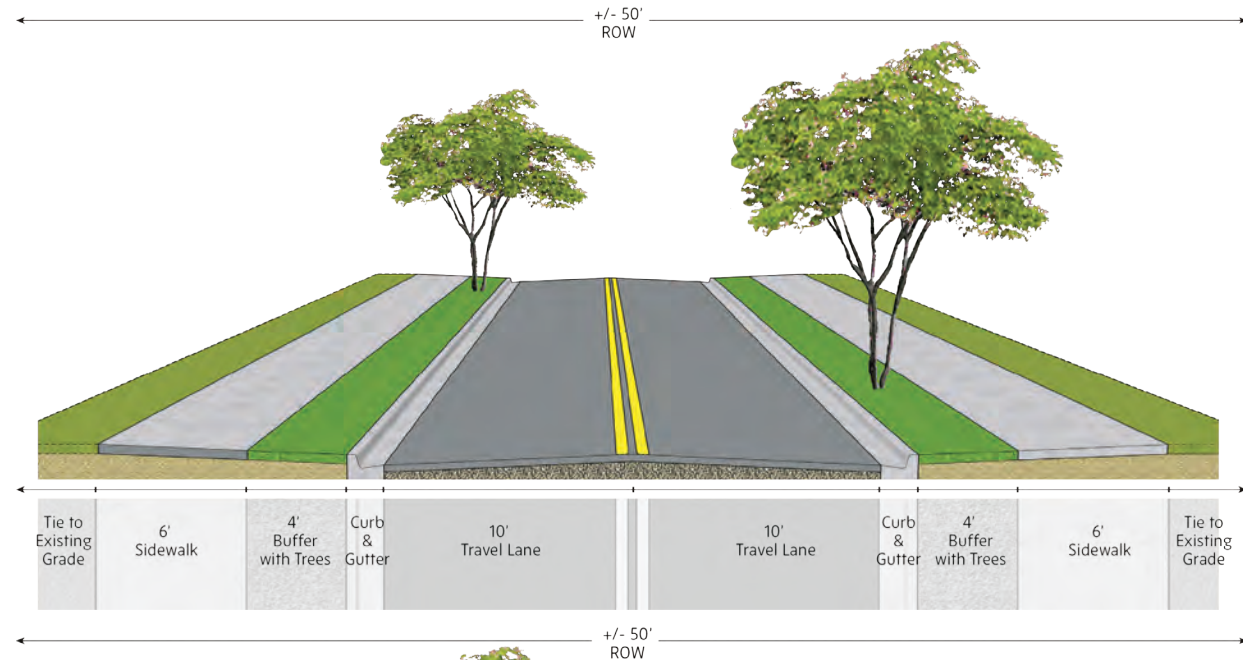


WALLIS STREET

Mobility & Streetscape

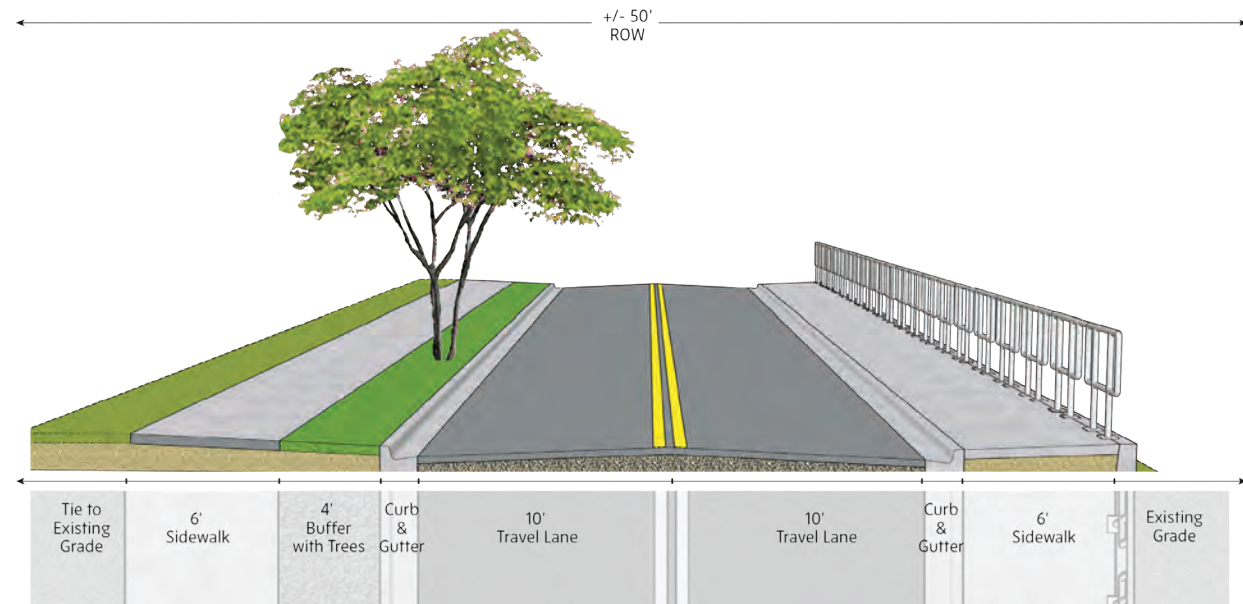
TYPICAL SECTION

The Wallis Street Mobility & Streetscape project will feature 10' travel lanes, curb and gutter, a 4' buffer with street trees and a 6' sidewalk.



ALTERNATIVE TYPICAL SECTION

An alternative section will be used for approximately 150' at the start of the project, on the corner of South Adams Street, where steep grades will require construction of a gravity wall.



shall not affect the constitutionality of any other section or provision.

Section 8. This act shall take effect immediately upon its becoming a law, subject to the provisions for the referendum herein provided.

Became a law without the Governor's approval.

Filed in Office Secretary of State April 29, 1957.

CHAPTER 57-1879

SENATE BILL NO. 794

AN ACT authorizing the City Commission of the City of Tallahassee, Florida, to establish and create by ordinance a pension, annuity and retirement system for the members of the Police Department of said City who are not members of any other pension system of said City, to provide for disability benefits; to provide for contributions to the costs thereof by members of said department and system; to provide for contributions into said system by the City of Tallahassee from the funds which shall be payable to said City under and pursuant to the provisions of Sections 185.07, 185.08, 185.09, 185.10, 185.11 and 185.14, Florida Statutes; to provide for the investment of funds of said system and to provide for the administration of said system.

Be It Enacted by the Legislature of the State of Florida:

Section 1. The City Commission of the City of Tallahassee shall have authority to establish by ordinance a pension, annuity and retirement system for the members of the Police Department of said City who are not members of any other pension system of said City, and any system so established may provide for disability benefits. Any such pension and retirement system shall be established on a joint contributory basis with the said members of the Police Department paying part of the costs and the City contributing to said system all funds payable to and received by the City under and pursuant to the provisions of Sections 185.07, 185.08, 185.09, 185.10, 185.11 and 185.14, Florida Statutes. The costs of the system shall be determined actuarially on the basis of such mortality and service tables as the Commission shall approve and shall be calculated and contributed on a uniform or decreasing percentage of the payroll of members. No system requiring an

increasing percentage of the payroll to be paid as the contribution of either the member or the City shall be established.

Section 2. The administration of the Policeman's Pension Fund shall be in charge of the City Commission of the City, and the members thereof shall be known and designated as Trustees of the Policemen's Pension Fund. The Trustees shall make all reasonable rules and regulations for the administration of their duties as such trustees in the administration of the Policemen's Pension Fund created by this Act. All funds and securities paid into or held by the said Policemen's Pension Fund shall be deposited with the City Treasurer who shall be the Treasurer for the Board of Trustees of the Policemen's Pension Fund, and the said Treasurer shall keep the same in a separate fund and he shall be liable for the safe keeping of the same under the bond given by him to the City, and he shall be liable in the same manner and to the same extent as he is liable for the safe keeping of the funds as are now provided by law. All moneys paid into or held in the Policemen's Pension Fund shall be invested by the Sinking Fund Commission of the City of Tallahassee as is now provided by the Charter Act of said City for the investment of sinking funds of said City. The said Sinking Fund Commission shall so invest the said funds as to provide for sufficient cash moneys to be on hand promptly to meet all payments required to be made under the terms of this Act.

Section 3. There shall be an Advisory Committee of three employees of the Police Department who shall be elected by a majority of all of the employees of said Department on the second Monday in March of every year, who shall hold office for three years beginning on the third day after their election; provided, that at the first election held under this Act the employee having the largest vote shall serve three years, the one having the next highest number of votes for two years, and the one having the third highest number of votes for one year, and that at each annual election thereafter one member of the said Advisory Committee shall be elected. The Advisory Committee is hereby authorized and directed to select and appoint not less than thirty days before such election from the employees of the Police Department a committee of three to conduct said election. Any vacancy on said Advisory Committee shall be filled by a majority vote of all employees of the Police Department. No pension or relief shall be given to any person out of said fund unless the same shall first be recommended by said Advisory Committee.

Section 4. No other pension law or laws, or system or systems, that may be enacted or created by the Legislature of the State of Florida shall affect or be applicable to the pension or retirement fund authorized by this Act.

Section 5. The City of Tallahassee shall be eligible to receive funds payable under and pursuant to the provisions of Sections 185.07, 185.08, 185.09, 185.10, 185.11 and 185.14, Florida Statutes, for the administration of the Policemen's Pension Fund authorized to be established by this Act, the City having deposited with the Comptroller and Treasurer of the State of Florida a certified copy of an ordinance of said City assessing and imposing the tax as authorized in Section 185.08, Florida Statutes, and the Comptroller shall pay to the City the amount collected for said City in the manner provided under the provisions of Section 185.10, Florida Statutes.

Section 6. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, impair or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 7. All laws or parts of laws in conflict herewith be, and the same are hereby repealed.

Section 9. This Act shall take effect on its passage and approval by the Governor or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1880

SENATE BILL NO. 795

AN ACT amending Section 33 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled "An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as

the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises and privileges," relating to the powers and duties of the Municipal Judge of said City, by authorizing the Municipal Judge, or any Associate Municipal Judge, of the Municipal Court of said City to issue search warrants.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 33 of Chapter 8374, Laws of Florida, Acts of 1919, be, and the same is hereby amended to read as follows:

"Sec. 33. Powers and Duties Generally.—The Municipal Judge, or any associate municipal judge, shall have power by his warrants to have brought before him any person or persons charged with the violation of the city ordinances, and shall have exclusive original jurisdiction over all proceedings of a criminal nature for the violation of any ordinance of the city. In the proper exercise of the functions of the Municipal Court within its jurisdiction as herein defined, the Municipal Judge, or any associate municipal judge, shall have power and is authorized to issue and cause to be served any and all writs and processes, including search warrants such as are issued and used by justices of the peace and county judges in the State of Florida, such search warrants to be issued upon the same basis and in the same manner and shall be governed by the same procedure as set forth in Chapter 933, Florida Statutes, and the police of the City of Tallahassee are authorized and it is made their duty to execute and serve any and all such writs and processes issued out of the said Municipal Court by the Municipal Judge, or any associate municipal judge, and to make proper returns upon the same to such court in the same manner as is required of constables and sheriffs in the execution of similar papers. The Municipal Judge, or any associate municipal judge, shall have power and authority to take bail for the appearance of an accused person, if such person fail to appear to declare such bond or security estreated, to require the attendance of witnesses for the city and for the accused person, to administer oaths, take affidavits, and to inquire into the truth or falsity of all charges preferred, to decide on the guilt or innocence of the accused, and to fix and to impose such penalties by sentence as are prescribed and provided for under the ordinances of the city, and to have all powers incidental and usual to the due enforcement of such city ordinances."

Section 2. That if any clause, sentence, paragraph or part of

this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereon directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict, hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1881

SENATE BILL NO. 797

AN ACT amending Section 30 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled "An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises and privileges," as amended by Chapter 31,294, Laws of Florida, Acts of 1955, relating to the appointment and duties of the City Attorney and City Solicitor, by authorizing the City Attorney and City Solicitor to take the oaths of persons making affidavits as a predicate for the issuance of warrants by the municipal judge, or an Associate Municipal Judge, of the Municipal Court of said City.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 30 of Chapter 8374, Laws of Florida, Acts of 1919, as amended by Chapter 31,294, Laws of Florida, Acts of 1955, be, and the same is hereby amended to read as follows:

"Sec. 30. To perform services required by commission, state law and charter.

In addition to the duties specifically imposed under the preceding section the city attorney and city solicitor shall perform such other professional duties as may be required of them by direction of the city commission, or as are prescribed, for city attorneys under the general law of the state which are not inconsistent with this charter and with any ordinance or resolution which may be passed by the city commission. The city attorney, or the city solicitor, shall have the power and authority to take the oaths of persons making affidavits as a predicate for the prosecution of persons in the Municipal Court and for the issuance of warrants by the municipal judge, or an associate municipal judge, of the Municipal Court of said city for the apprehension of persons charged with violating any of the ordinances of the city."

Section 2. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict, hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1882

SENATE BILL NO. 798

AN ACT amending Section 137 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled "An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises

and privileges," as amended by Chapter 13,439, Laws of Florida, Acts of 1927, relating to the sale of the public utility plants of said City, contracts for the purchase of utility services and the granting of franchises by said City, by authorizing the City Commission of said City to enter into contracts for the purchase of electric energy to supplement the supply of electric energy generated by the City.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 137 of Chapter 8374, Laws of Florida, Acts of 1919, as amended by Chapter 13,439, Laws of Florida, Acts of 1927, be, and the same is hereby amended to read as follows:

"Sec. 137. Sale of public utility plants; procedure to amend existing contracts; procedure to make contracts binding; grant franchises.

That the city commission may sell the public utility plants now owned by the City of Tallahassee, or any of them, and enter into contracts with the purchasers or owners of said plants, or any of them, for service to said city and its inhabitants, after the city commission has passed an ordinance in which is stated the terms of purchase and the proposed contract for service, and after such ordinance has been submitted to the qualified electors of said city and has been ratified by a majority of the qualified electors of said city; provided, however, that the city commission is authorized and shall have power to enter into contracts on behalf of the city for the purchase by the city of the electric energy to supplement the supply of electric energy generated by the city in its municipal electric generating plant without submitting such contracts for a supplemental supply of electric energy to a referendum election of the qualified electors of said city. The execution of such contracts by the city for a supply of supplemental electric energy shall be authorized by resolution of the city commission.

"That no franchise or contract granting a franchise shall be granted to any person or persons, natural or corporate, over the streets, highways, alleys and thoroughfares or parks of the city for the supply of electric energy, gas (manufactured or natural) or water, until the city commission has passed an ordinance granting such franchise or franchise contract, in which is clearly stated the terms of the grant and the proposed contract for service, and after said ordinance has been submitted by a referendum election,

to the qualified electors of said city and ratified by a majority of the qualified electors of said city.

“The elections provided for and required in this section shall be by the qualified electors of said city, who own at the time of said election, and shall have owned for not less than three months prior thereto, real estate in said city, and who shall have paid their city taxes for the year prior to that in which said election is held, and voting upon the question, at a regular or special election to be called and held for such purpose after at least thirty (30) days’ notice thereof, published at least once a week for five consecutive weeks in a newspaper in said city.”

Section 2. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor’s approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1883

SENATE BILL NO. 800

AN ACT amending Section 6 of Chapter 8374, Laws of Florida, Acts of 1919, the same being an Act entitled “An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises and privileges,” as amended by Chapter 14,415, Laws of Florida,

Acts of 1929, Chapter 15,516, Laws of Florida, Acts of 1931, Chapter 21,583, Laws of Florida, Acts of 1941, Chapter 24,908, Laws of Florida, Acts of 1947, and Chapter 27,923, Laws of Florida, Acts of 1951, relating to the boundaries and corporate limits of said City, by including additional territory within the boundaries and corporate limits of the City of Tallahassee; providing that all property located within said boundaries or corporate limits shall be liable for all indebtedness of said City whether said additional territory so included was included within the said boundaries and corporate limits at the time said indebtedness was incurred; providing that all persons who are qualified voters under State Law and who have resided within the area included within the boundaries and corporate limits of said City and who have registered as a voter of said City in such manner as may be prescribed by the ordinances of said City shall be entitled to vote at any election of said City; and providing for the effective date of said Act.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 6 of Chapter 8374, Laws of Florida, Acts of 1919, as amended by Chapter 14,415, Laws of Florida, Acts of 1929, Chapter 15,516, Laws of Florida, Acts of 1931, Chapter 21,583, Laws of Florida, Acts of 1941, Chapter 24,908, Laws of Florida, Acts of 1947, and Chapter 27,923, Laws of Florida, Acts of 1951, be, and the same is hereby amended to read as follows:

“Sec. 6. BOUNDARIES.—That the corporate limits of the City of Tallahassee, in Leon County, Florida, be, and the same are hereby fixed, defined and established so as to include the following lands and territory in said County of Leon in the State of Florida, to-wit:

Begin at the northwest corner of the Northeast Quarter of the Southwest Quarter of Section Twenty-four (24), Township One (1) North, Range One (1) West, in the County of Leon, State of Florida, and run east along the north boundary of the South Half of the said Section Twenty-four (24) to a point which point is two hundred fifty (250) feet west of the east boundary of the said Section Twenty-four (24); thence run north, two hundred fifty (250) feet from and parallel to the said east boundary of Section Twenty-four (24), a distance of sixteen hundred eighty-four and seven tenths (1684.7) feet; thence run

north 89 degrees 53 minutes 20 seconds east to the northwest corner of Lot 7 of Durward Subdivision, a subdivision, as per map or plat of said Durward Subdivision appearing of record in Plat Book 3, at page 42, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run north 89 degrees 53 minutes 20 seconds east along the north boundary line of the said Durward Subdivision and continuing north 89 degrees 53 minutes 20 seconds east to the east boundary of the West Half of the Northwest Quarter of Section Twenty (20), Township One (1) North, Range One (1) East; thence run southeasterly to the northeast corner of the Southeast Quarter of the Southeast Quarter of the Northwest Quarter of the said Section Twenty (20); thence run south along the east boundary line of the West Half of the said Section Twenty (20) to a point which point bears two hundred (200) feet from and at right angles to the center line of the Centerville Road; thence run southwesterly, two hundred (200) feet from and parallel to the center line of the said Centerville Road, to the east boundary line of Section Thirty (30), Township One (1) North, Range One (1) East; thence run south along the said east boundary line of Section Thirty (30) to a point two hundred (200) feet north of the center line of the Miccosukee Road; thence run northeasterly, two hundred (200) feet from and parallel to the center line of the said Miccosukee Road, to the east boundary of the West Half of Section Twenty-nine (29), Township One (1) North, Range One (1) East; thence run south along the east boundary of the West Half of the said Section Twenty-nine (29) and the east boundary of the Northwest Quarter of Section Thirty-two (32), Township One (1) North, Range One (1) East, to a point two hundred (200) feet south of the center line of Valley Road thence run westerly, two hundred (200) feet from and parallel to the center line of the said Valley Road, to a point two hundred (200) feet east of the east boundary of Bellmont Road; thence run south 00 degrees 07 minutes 30 seconds east to the north boundary line of new U. S. Highway No. 27; thence run southeasterly along the said north boundary line of new U. S. Highway No. 27 to the east boundary of the West Half of Section Five (5),

Township One (1) South, Range One (1) East; thence run south along the said east boundary of the West Half of Section Five (5) and the east boundary of the Northwest Quarter of Section Eight (8), Township One (1) South, Range One (1) East, to the southeast corner of the North Half of the Northwest Quarter of the said Section Eight (8); thence run west along the south boundary of the North Half of the said Northwest Quarter of the said Section Eight (8) and along the south boundary of the Northeast Quarter of the Northeast Quarter of Section Seven (7), Township One (1) South, Range One (1) East, to a point one hundred sixty-four (164) feet east of the east boundary of the Jim Lee Road; thence run south and parallel to the east boundary of the Jim Lee Road to the south boundary of the North Half of the South Half of Section Seven (7), Township One (1) South, Range One (1) East; thence run west along the south boundary of the North Half of the South Half of the said Section Seven (7) to the east boundary line of Block A of Fairview Subdivision, a subdivision, as per map or plat of said Fairview Subdivision appearing of record in Plat Book 3, at page 69, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run south along the east boundary line of Blocks A, D, and E of the said Fairview Subdivision and continuing south to the south boundary of the right-of-way of the Paul Russell Road; thence west along the south boundary of the right-of-way of the Paul Russell Road to the west boundary line of Section Eighteen (18), Township One (1) South, Range One (1) East; thence run north along the west boundary line of the said Section Eighteen (18) and the west boundary line of Section Seven (7), Township One (1) South, Range One (1) East, to the south boundary line of the right-of-way of Orange Avenue; thence run west along the south boundary of the right-of-way of Orange Avenue to a point one hundred fifty (150) feet west of the west boundary line of the right-of-way of State Road No. 363 (South Adams Street); thence run northerly, one hundred fifty (150) feet from and parallel to the west boundary line of the right-of-way of the said State Road No. 363 (South Adams Street), to a point which point is two hundred (200) feet south of the north bound-

ary line of Section Twelve (12), Township One (1) South, Range One (1) West; thence run west, two hundred (200) feet from and parallel to the said north boundary line of Section Twelve (12), to the west boundary line of the said Section Twelve (12); thence run north thirty-five (35) feet; thence run west, one hundred sixty-five (165) feet from and parallel to the north line of Section Eleven (11), Township One (1) South, Range One (1) West, to the east boundary of the right-of-way of the U. S. Government Railroad, formerly the Tallahassee-Carrabelle Branch of the Seaboard Air Line Railroad; thence run in a southerly direction along the said east boundary of the right-of-way of the U. S. Government Railroad a distance of five hundred (500) feet; thence run west to a point six hundred sixty-four and sixty-three hundredths (664.63) feet south of the northwest corner of Section Eleven (11), Township One (1) South, Range One (1) West; thence run north along the west boundary of the said Section Eleven (11) and along the west boundary of Section Two (2), Township One (1) South, Range One (1) West, to the north right-of-way line of the Seaboard Air Line Railroad; thence run westerly along the north right-of-way line of the Seaboard Air Line Railroad to the west boundary line of the right-of-way of Lapona Road; thence run northerly along the west boundary line of the right-of-way of the said Lapona Road to a point two hundred (200) feet south of the center line of the right-of-way of the Jackson Bluff Road; thence run west, two hundred (200) feet from and parallel to the center line of the right-of-way of the Jackson Bluff Road, to the east boundary line of Section Four (4), Township One (1) South, Range One (1) West; thence run south along the east boundary line of the said Section Four (4) to the southeast corner of the Northeast Quarter of the said Section Four (4); thence run west three hundred thirty-one and five tenths (331.5) feet; thence run south 00 degrees 10 minutes east a distance of eighteen hundred eighty-six and three tenths (1886.3) feet; thence run south 89 degrees 31 minutes west a distance of twenty-three hundred twenty (2320) feet to a point on the west boundary line of the Southeast Quarter of the said Section Four (4); thence run north 00 degrees 05 minutes west a distance

of five hundred sixty-six and three tenths (566.3) feet, more or less, to the northwest corner of the Southwest Quarter of the Southeast Quarter of the said Section Four (4); thence run west to the southwest corner of the Northeast Quarter of the Southwest Quarter of the said Section Four (4); thence run north along the west boundary of the East Half of the West Half of said Section Four (4), to a point on the north boundary of the right-of-way of the Seaboard Air Line Railroad; thence run northwesterly along the said north boundary of the right-of-way of the Seaboard Air Line Railroad to the west property line of Dale Mabry Field; thence run northerly and easterly following the curving west and north boundaries of Dale Mabry Field to the point where the Dale Mabry Field fence turns south, which point is twenty-four hundred seventy (2470) feet east and eleven hundred (1100) feet north of the southwest corner of Section Twenty-eight (28), Township One (1) North, Range One (1) West; thence run south twenty-two hundred seventy (2270) feet; thence run east three hundred twenty (320) feet; thence run south seven hundred ten (710) feet; thence run south 33 degrees 30 minutes east, eight hundred ninety-three and thirty-seven hundredths (893.37) feet to the north boundary of the Southeast Quarter of Section Thirty-three (33), Township One (1) North, Range One (1) West; thence run east one hundred seventy (170) feet; thence run south to the south boundary line of the right-of-way of old State Road No. 500; thence run easterly along the south boundary of the right-of-way of old State Road No. 500 a distance of eighteen hundred fifty-five (1855) feet, more or less, to the east boundary line of the said Section Thirty-three (33); thence run south on the said east boundary line of Section Thirty-three (33) to a point which point is the southwest corner of Airport Terrace Subdivision, a subdivision, as per map or plat of said Airport Terrace Subdivision appearing of record in Plat Book 3, at page 14, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run easterly along the south boundary of the said Airport Terrace Subdivision twenty-one hundred eleven and thirty-nine hundredths (2111.39) feet to an intersection with the south boundary line of the right-of-way of old

State Road No. 500; thence run easterly along the said south boundary of the right-of-way of old State Road No. 500 to its intersection with the west boundary of the right-of-way of Ausley Road; thence run north and along the west boundary of Lot Six (6) of Prince Murat Hills, a subdivision, as per map or plat of said Prince Murat Hills appearing of record in Deed Book 29, at page 111½, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida, to the northwest corner of the said Lot Six (6); thence run easterly along the north boundary of the South Half of Section Thirty-four (34), Township One (1) North, Range One (1) West, to the east boundary of the said Section Thirty-four (34); thence run north on the said east boundary to the northeast corner of the said Section Thirty-four (34); thence run west sixty-six (66) feet; thence run north on the west boundary of University Heights Subdivision, a subdivision, as per map or plat of said University Heights Subdivision appearing of record in Plat Book 3, at page 32, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida, and along the west boundary of Valley View Subdivision, a subdivision, as per map or plat of said Valley View Subdivision appearing of record in Plat Book 2, at page 130½, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida, to the northwest corner of Lot Ten (10), Block A, of the said Valley View Subdivision; thence run easterly along the north boundary of Lot Ten (10), Block A, Lots Fifteen (15), Fourteen (14), Thirteen (13), Twelve (12), and Eleven (11) of Block B, Lots Fifteen (15), Fourteen (14), Thirteen (13), Twelve (12), and Eleven (11) of Block C, and Lot Ten (10) of Block D, all in the said Valley View Subdivision; thence run easterly on a direct line to the northwest corner of Lot Eleven (11), Block R, of Griffin College Heights Addition, a subdivision, as per map or plat of said Griffin College Heights Addition appearing of record in Plat Book 2, at page 134, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run easterly on the north boundary of Lots Eleven (11) and Fourteen (14), Block R, of Lots Eleven (11) and Fourteen (14) of Block

Q, of Lots Eleven (11) and Fourteen (14) of Block N, and to the northeast corner of Lot Eleven (11), Block M, all in the said Griffin College Heights Addition; thence run northerly along the center line of the said Block M to the north boundary of the Southwest Quarter of Section Twenty-six (26), Township One (1) North, Range One (1) West; thence run west one hundred sixty-five (165) feet; thence run north five hundred fifty (550) feet; thence run east thirteen and two tenths (13.2) feet; thence run north 00 degrees 08 minutes 20 seconds west, a distance of two hundred sixty-nine (269) feet, to the northwest corner of Lincoln Heights Subdivision, a subdivision, as per map or plat of said Lincoln Heights Subdivision appearing of record in Plat Book 2, at page 33, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run easterly along the north boundary of the said Lincoln Heights Subdivision to the Old Bainbridge Road and continuing due east to the east boundary of Section Twenty-six (26), Township One (1) North, Range One (1) West; thence run north along the said east boundary to the northeast corner of the said Section Twenty-six (26); thence run west thirty-eight and sixty-three hundredths (38.63) feet; thence run north one hundred ninety (190) feet and along the west boundary of Lot Eight (8), Block D, Unit No. 2 of Parkside Subdivision, a subdivision, as per map or plat of said Unit No. 2 of Parkside Subdivision appearing of record in Plat Book 3, at page 75, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run south 89 degrees 53 minutes 20 seconds east, one hundred ninety (190) feet north of and parallel to the south line of Section Twenty-four (24), Township One (1) North, Range One (1) West, a distance of thirteen hundred fifty-seven and five tenths (1357.5) feet, more or less, to the west boundary line of the East Half of the Southwest Quarter of the said Section Twenty-four (24), thence run north along the west boundary of the East Half of the Southwest Quarter of the said Section Twenty-four (24), a distance of twenty-four hundred twenty (2420) feet, more or less, to the point of beginning."

Section 2. That from and after the effective date of this Act

all property located within the boundaries or corporate limits of the City of Tallahassee as extended by this Act shall be liable for all indebtedness of said City and subject to taxation therefor whether said additional territory so included by the terms of this Act was included within the said boundaries and corporate limits at the time that said indebtedness was incurred.

Section 3. All persons who are qualified voters under state law and who have resided within the area included within the boundaries and corporate limits of said city as described in Section 1 of this Act and who have registered as voters of said city in such manner as prescribed by the ordinances of said city shall be entitled to vote at any election of said city.

Section 4. If any provision, sentence, clause or phrase of this Act is declared invalid, such holding shall not in any way affect any other part or provision of this Act.

Section 5. All laws or parts of laws in conflict herewith be, and the same are hereby repealed.

Section 6. This Act shall take effect at 11.59 P. M. on the 31st day of December, A. D. 1957.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1884

SENATE BILL NO. 799

AN ACT amending Section 12 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled "An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises and privileges," as amended by Chapter 27,919, Laws of Florida, Acts of 1951, relating to candidates for the office of City Commissioner of said City, by removing the limitation upon the expenditure of funds contained therein.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 12 of Chapter 8374, Laws of Florida, Acts of 1919, as amended by Chapter 27,919, Laws of Florida, Acts of 1951, be, and the same is hereby amended to read as follows:

“Sec. 12. Candidates for Commission, Certain Practices Prohibited.—No candidate for the office of City Commissioner nor any candidate seeking nomination in any primary election for such office shall promise any money, office, employment or any other thing of value to secure his nomination or election. A violation of these provisions, or any of them, shall disqualify a candidate from holding the office if elected, and the person receiving the next highest number of votes, who has observed the foregoing conditions, shall be entitled to the office.”

Section 2. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict, hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1885

SENATE BILL NO. 801

AN ACT amending Section 32 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled “An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises

and privileges," relating to the establishment of the Municipal Court of said City and the appointment and term of the Municipal Judge, by providing for the appointment of one or more Associate Judges to serve during the absence, disability or disqualification of the Municipal Judge.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 32 of Chapter 8374, Laws of Florida, Acts of 1919, be, and the same is hereby amended to read as follows:

"Sec. 32. Establishment of Municipal Court; Appointment and Term of Municipal Judge and Associate Judges; Absence of Judge; Sessions of Court.—There shall be and there is hereby established in the City of Tallahassee a municipal court to be known as the 'Municipal Court of the City of Tallahassee, Florida,' for the trial of all offenders against the municipal ordinances. Such courts shall be presided over by a municipal judge who shall be appointed by and serve during the pleasure of the Commission. The City Commission shall have power and authority to appoint one or more associate municipal judges of the Municipal Court, which said associate judges shall have the power to serve during the absence, disability or disqualification of the Municipal Judge. Sessions of the Municipal Court shall be held daily except Sundays and holidays."

Section 2. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict, hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

County of Leon
We Sinclair Wells and Josie D. Wells his wife and Ernest Amos and Elinor Amos his wife the owners of the land shown upon this Plat, described as follows, to wit:
Commencing at the N.E. corner of Section 12 Twp. 1 S. Rg. 1 W, run South 372.9 feet to the point of beginning, thence South 421.74 feet thence West 1610.17 feet to the East side of the Belle Air Public Road, thence along the East side of said road N. 7° 33' E. 424.68 feet thence East 1554.3 feet to the point of beginning being in Leon County, Florida, do hereby dedicate to the use of the public forever all of the streets and avenues shown upon this Plat of said land.
Witness our hands and seals this 27 day of August AD 1926
Sinclair Wells Seal
Josie D. Wells Seal
Ernest Amos Seal
Elinor Amos Seal
Signed, sealed and delivered in the presence of
R. A. Gray
W. M. McIntosh, Jr.

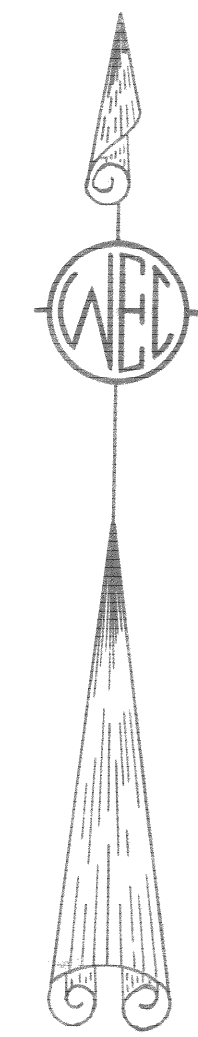
State of Florida
County of Leon
I hereby certify that Sinclair Wells and Josie D. Wells his wife and Ernest Amos and Elinor Amos his wife, whose names are signed to the foregoing Plat and who are personally known to me, came before me this day and acknowledged that they executed the same for the purpose therein expressed, and as their free act and deed, and the said Josie D. Wells the wife of said Sinclair Wells upon an examination made separate and apart from her said husband, acknowledged before me that she executed the same for the purpose of relinquishing her dower and right of dower in and to the lands therein described, and that she did the same freely and voluntarily and without any constraint, compulsion, apprehension or fear of or from her said husband, and the said Elinor Amos the wife of said Ernest Amos, upon an examination made separate and apart from her said husband acknowledged before me that she executed the same for the purpose of relinquishing her dower and right of dower in and to the lands therein described and that she did the same freely and voluntarily and without any constraint, compulsion, apprehension or fear of or from her said husband.
Witness my hand and seal this 27 day of August AD 1926
W. M. McIntosh, Jr.
Notary Public
My commission expires April 28, 1928

GOLF DRIVE
MANOR
LOCATED IN
N.E. 1/4 OF SEC. 12
TWP. 1 S. RG. 1 W
LEON COUNTY FLORIDA
OWNED BY S. WELLS
AND
ASSOCIATES
SCALE 1 IN. = 60 FT.

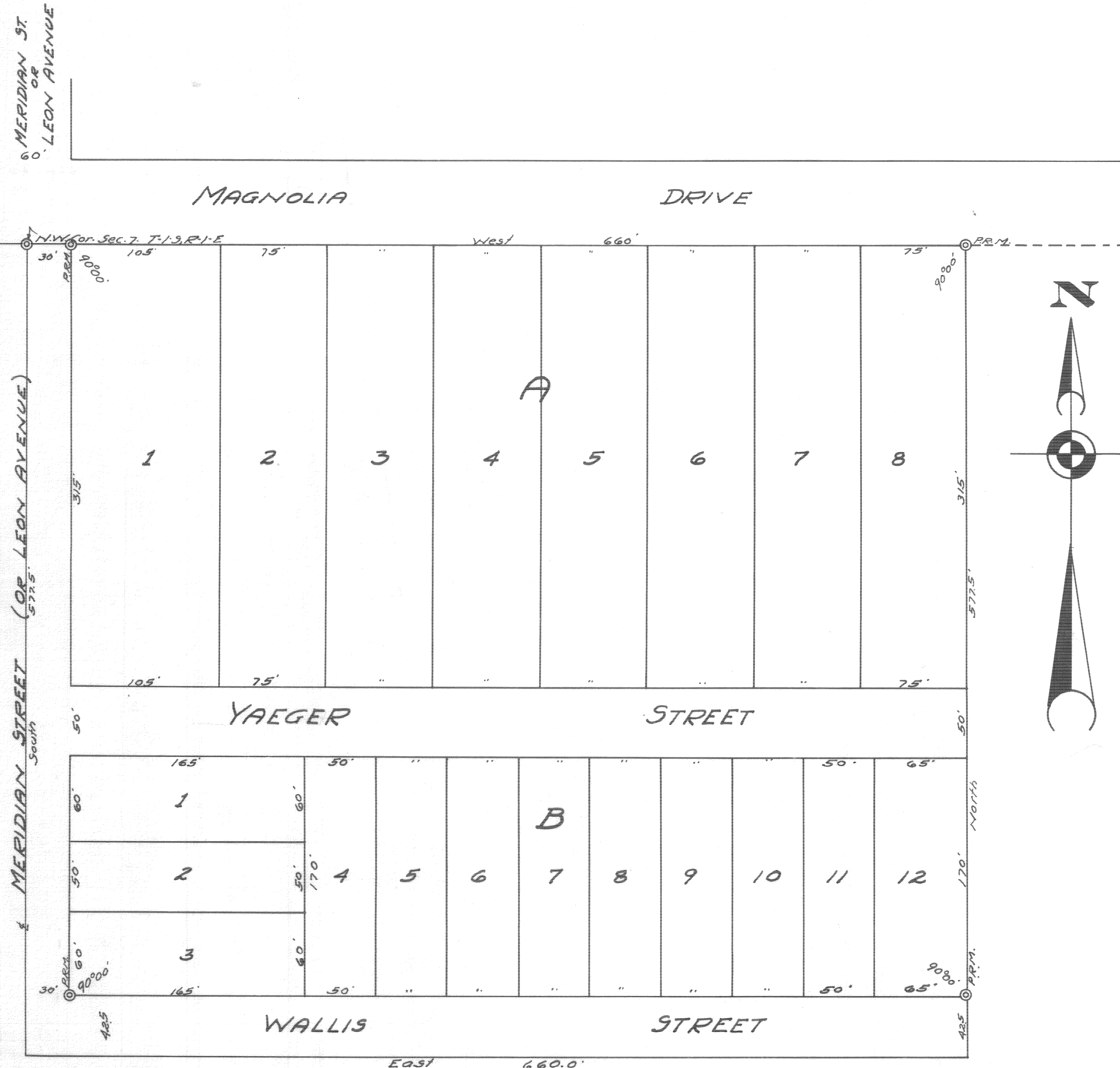
State of Florida
County of Leon
I, the Engineer who made this Plat, do hereby certify that this Plat is a correct representation of the land platted and that permanent reference monuments have been placed as called for by the laws of the State of Florida regulating the making of surveys and filing for records of maps and Plats
Witness my hand at Tallahassee Florida, this 27 day of August 1926
W. J. McCall
Engineer
Registered Engineer No 721

State of Florida
County of Leon
It is hereby certified that the County Commissioners of Leon County Florida have officially approved this Plat.
This the 27 day of August 1926
Geo. J. Sullivan
Chairman
Attest: Paul V. Lang
Clerk

State of Florida
County of Leon
I, Paul V. Lang Clerk of Circuit Court of Leon County Florida do hereby certify that I have examined this Plat and that it complies in form with all requirements of the laws of the State of Florida regulating the making of surveys and filing for record of maps and plats, and I have this day filed same for record in Plat Book 2 Page 36
Witness my hand and official seal at Tallahassee Florida,
this 27 day of August 1926
Paul V. Lang
Clerk of Circuit Court



**GOLF DRIVE MANOR
UNIT NO. 2**
THE N.W. 1/4 OF THE N.W. 1/4 SEC. 7 T-13 R-1 E.
LEON COUNTY, FLORIDA
DECEMBER 1939 SCALE: 1"=50'
E. G. CHESLEY, SURVEYOR
FLA. REG. CERT. NO. 118



STATE OF FLORIDA) ss.
COUNTY OF LEON)

KNOW ALL MEN BY THESE PRESENTS, that T.M. Atkinson and Birdie H. Atkinson, his wife, the owners in fee simple of the tract of land shown hereon and more particularly described as follows, to-wit: Begin at the Northwest corner of Section 7, Township 1 South, Range 1 East and run thence South 577.5 feet, thence East 660 feet, thence North 577.5 feet, thence West 660 feet to the point of beginning, and have caused said lands to be surveyed and platted as shown hereon and do hereby dedicate to the perpetual use of the public as public highways, the streets as shown hereon reserving unto themselves, their heirs, successors, assigns or legal representatives the reversion or reversions of the same whenever abandoned by the public or discontinued by Law.

IN WITNESS WHEREOF T.M. Atkinson and Birdie H. Atkinson, his wife, have signed these presents this 13th day of January A.D. 1940.

WITNESS:

Joe Campbell
Notary Public

T.M. Atkinson
Birdie H. Atkinson

STATE OF FLORIDA) ss.
COUNTY OF LEON)

BEFORE ME, this day, personally appeared T.M. Atkinson and Birdie H. Atkinson, his wife, and acknowledged before me that they executed the dedication hereon for the uses and purposes therein stated.

WITNESS, my hand and official seal this 13th day of January A.D. 1940.

Joe Campbell
Notary Public
My Commission expires *Oct. 10 1942*

STATE OF FLORIDA) ss.
COUNTY OF LEON)

I HEREBY CERTIFY, that the attached plat is a correct representation of a survey made under my direction and that the bearings and distances shown hereon are true and accurate to the best of my knowledge and belief.

E. G. Chesley
Land Surveyor
Fla. Reg. Cert. No. 118.

Approved by the City Commission, Tallahassee Florida, this 16th day of *Jan* A.D. 1940.

Attest: *H. J. ...*
City Auditor & Clerk.

...
Mayor Commissioner.

Approved by the Board of County Commissioners, Leon County, Florida, this 23rd day of *Jan* A.D. 1940.

V. L. Phelps
Chairman

Accepted for files and recorded this 23rd day of *Jan* A.D. 1940 in Plat Book *2* Page *90*.

By *Samuel ...*
Clerk of Circuit Court.

211

MERIDIAN MANOR

3-211

DEDICATION

STATE OF FLORIDA
COUNTY OF LEON

KNOW ALL MEN BY THESE PRESENTS, that W.W. Kelley and his wife, Lois E. Kelley, the owners in fee simple of the land shown hereon, more particularly described as follows: Commence at the Southwest corner of the Northwest Quarter of the Northwest Quarter of Section 7, Township 1 South, Range 1 East, and run thence N 00° 03' 20" W 470 feet, thence run N 89° 56' 40" E 33 feet to the Point of Beginning; from said Point of Beginning run thence S 00° 03' 20" E 258.29 feet, thence run N 89° 39' 40" E 58.27 feet, thence run N 00° 21' 20" W 120 feet, thence run N 89° 39' 40" E 378.82 feet, thence run N 00° 03' 20" W 237.1 feet, thence run S 89° 56' 40" W 436.92 feet to the Point of Beginning; have caused said land to be surveyed and plotted as shown hereon, and hereby dedicate to the perpetual use of the public as public highways, the streets as shown hereon, reserving to themselves, their heirs, successors, assigns or legal representatives the reversion or reversions of the same whenever abandoned by the public or discontinued by law.

In Witness Whereof they have caused these presents to be signed and witnessed this 21 day of April A.D. 1958.

W.W. Kelley Seal

Lois E. Kelley Seal

Witnesses
Edua Johnson
Marie Davidson

DEDICATION

STATE OF FLORIDA
COUNTY OF LEON

KNOW ALL MEN BY THESE PRESENTS, that D.L. Thrash and his wife, Margaret B. Thrash, and Norman E. Harper and his wife, Margaret D. Harper, the owners in fee simple of the land shown hereon, more particularly described as follows: Commence at the Southwest corner of the Northwest Quarter of the Northwest Quarter of Section 7, Township 1 South, Range 1 East, and run thence N 00° 03' 20" W 470 feet to the Northwest Corner of property of W.W. Kelley as recorded in Deed Book 31, Page 176 of the Public Records of Leon County, Florida, said point being also 12.95 Chains South of the Northwest Corner of the Northwest Quarter of Section 7, Township 1 South, Range 1 East, thence run N 89° 56' 40" E 33 feet to the Point of Beginning; from said Point of Beginning run thence N 00° 03' 20" W 277.86 feet, thence run N 89° 56' 40" E 436.92 feet, thence run S 00° 03' 20" E 277.86 feet, thence run S 89° 56' 40" W 436.92 feet to the Point of Beginning; have caused said land to be surveyed and plotted as shown hereon, and hereby dedicate to the perpetual use of the public as public highways, the streets as shown hereon, reserving to themselves, their heirs, successors, assigns or legal representatives the reversion or reversions of the same whenever abandoned by the public or discontinued by law.

In Witness Whereof they have caused these presents to be signed and witnessed this 21 day of April A.D. 1958.

D.L. Thrash Seal Norman E. Harper Seal

Margaret B. Thrash Seal Margaret D. Harper Seal

Witnesses
Eugene L. DeLoach
Vivian M. Baker

ACKNOWLEDGMENT

STATE OF FLORIDA
COUNTY OF LEON

Before me this day personally appeared W.W. Kelley & Lois E. Kelley, his wife, and D.L. Thrash & Margaret B. Thrash, his wife, and Norman E. Harper & Margaret D. Harper, his wife, and acknowledged that they executed the dedications hereon shown for the purposes therein stated.

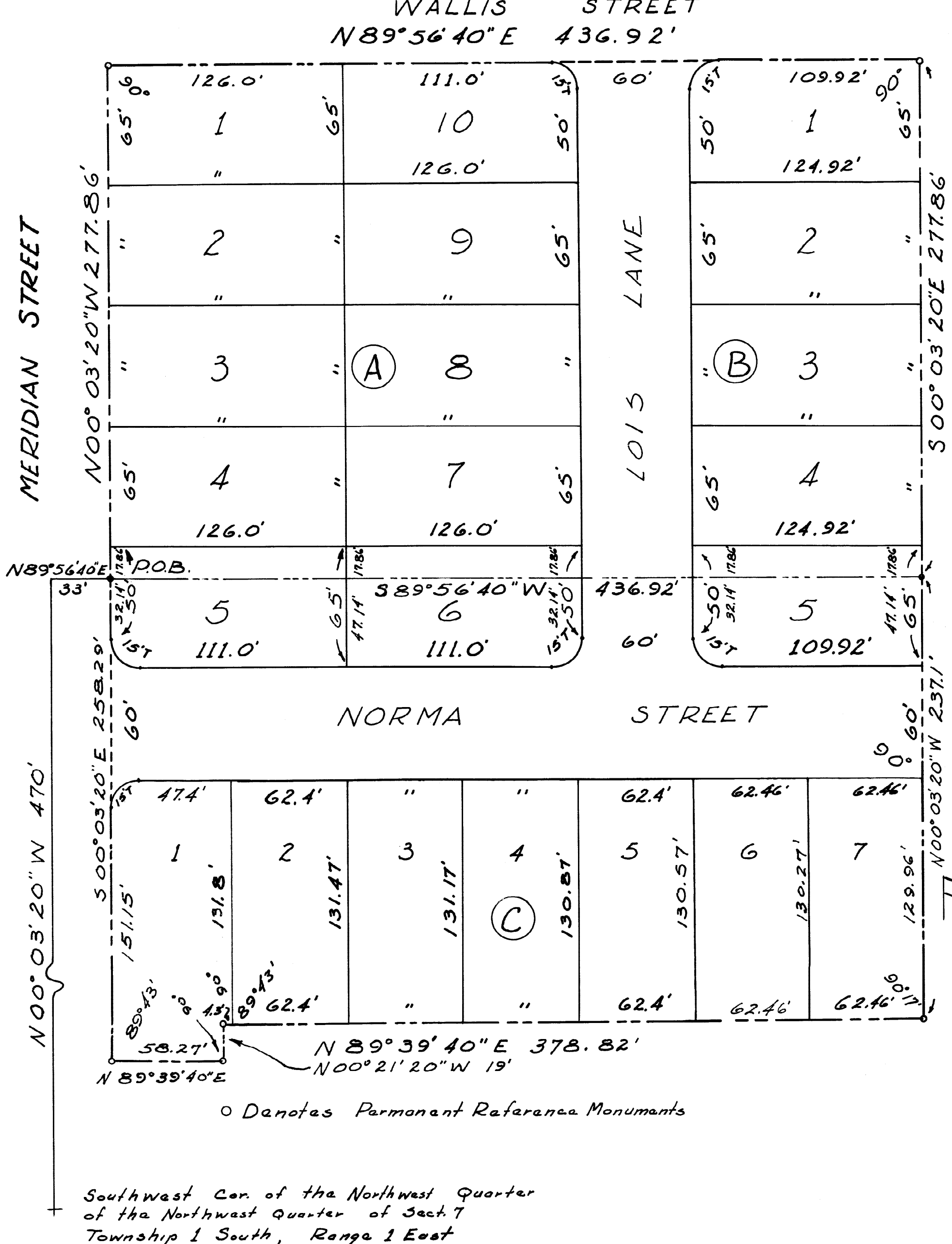
Witness my hand and official seal of Tallahassee, Florida, this 21 day of April A.D. 1958.

Eugene L. DeLoach
Notary Public
My Commission expires Dec. 16, 1962

PLAT OF SURVEY OF MERIDIAN MANOR

A SUBDIVISION OF PART OF THE NW 1/4 OF SECTION 7, T-1-S, R-1-E
LEON COUNTY FLORIDA
BEING WITHIN THE CITY LIMITS OF TALLAHASSEE, FLORIDA
SCALE 1"=50' APRIL 11, 1958

BOYLE & POOLE
ARCHITECTS, ENGINEERS, and LAND SURVEYORS
TALLAHASSEE FLORIDA



Approved by the City Commission of Tallahassee, Florida, this 22nd day of April A.D. 1958.

Irvin White
City Auditor - Clerk

David H. Atkinson
Mayor - Commissioner

Approved James B. Hopkins
City Manager

Checked by Miller Walton
City Engineer

Approved by the Leon County Commission this 22nd day of April A.D. 1958.

By J. Christie Hall
Chairman

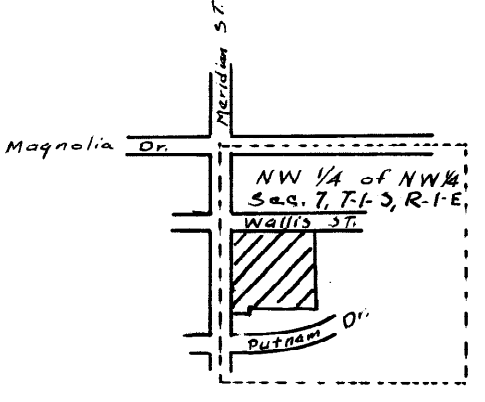
Approved James Hall
County Attorney

I certify that I have examined this plat, and that it complies in form with all the requirements of Chapter 177 Florida Statutes, 1957, and same is accepted for filing and recorded this 22nd day of April A.D. 1958, in Plat Book 3 on Page 211.

James Hall
Clark of Circuit Court
Leon County, Florida

I hereby certify that this plat is a true and correct representation of a survey of the lands described hereon, and that permanent reference monuments have been placed according to law.

Broward P. Davis
BROWARD P. DAVIS
Fla. Reg. Land Surveyor No. 1254

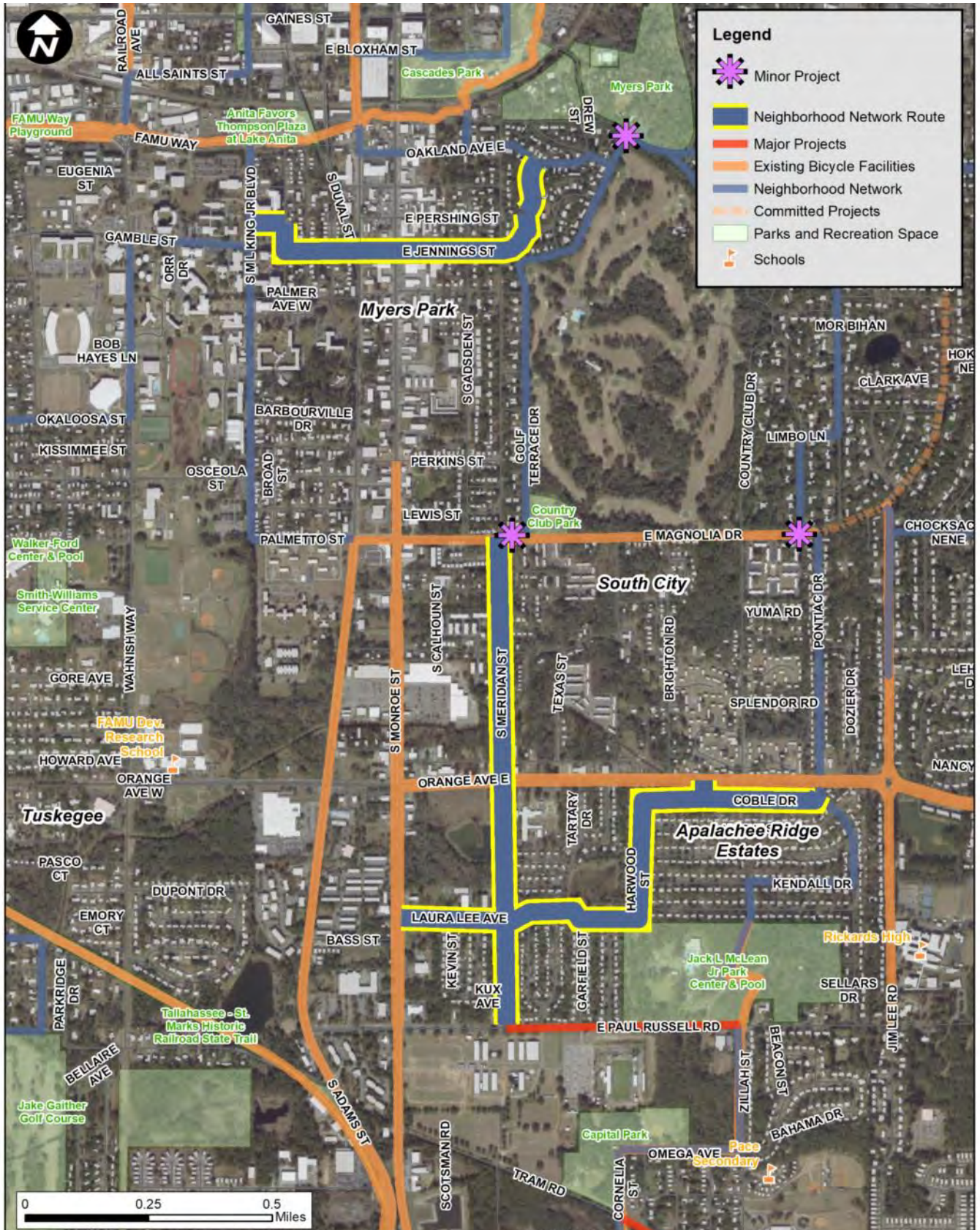


LOCATION MAP





Neighborhood Network Route: 3F



Tier I Neighborhood Network Route: 3F

W. Pershing Street, S. Bronough Street, Jake and Patterson Street, E. Jennings Street, Broome Street, S. Meridian Road, Laura Lee Avenue, Coble Drive, Harwood Street

Route Description

This neighborhood network route provides connectivity for residential areas in the southern area of Tallahassee to locations such as FAMU Way, Cascades Park, Downtown, and FAMU. In some areas along this route, between 20% and 30% of households in this area do not have access to a vehicle, and individuals below the poverty level can be as high as 65% (ACS, 2015). These roads connect to existing facilities and a major project on Paul Russell Road, which connects to parks and important community centers including Jack McClean and the fairgrounds. This route also provides a significant north-south connection on S. Meridian Street, a neighborhood street with a better bicycle comfort level that runs parallel to Monroe Street.

In order to increase the safety of this alternate route, traffic calming measures should be included to slow traffic and improve the perception of safety among users. This route also provides connectivity to an existing bicycle path on Zillah Street, Omega Avenue, and Cornelia Street that eventually connects to the Tallahassee-St. Marks Historic Railroad State Trail and keeps bicyclists from having to use facilities on high volume, high speed roads.

Associated Minor Projects:

- Pedestrian crossing with pavement markings and RRFBS at intersection of South Meridian Road and Magnolia Drive to provide a safe crossing for bicyclists and pedestrians.

Route Details

Project Length: 2.93 miles

Route Costs

Planning Level Cost Estimate Range (including 20% contingency): \$88,340 — \$135,646

Goal Satisfaction



SAFETY



MULTIMODAL



EQUITY



CONNECTIVITY



HEALTH

December 30, 2025

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

RE: Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project

Dear Mr. McGarrah:

On behalf of City of Tallahassee Underground Utilities and Public Infrastructure department, I am pleased to support your application for the Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project.

The South City Neighborhood Association believes this project aligns with the desires of the members in the community.

We understand that the City of Tallahassee is seeking this grant funding for the Wallis Street Mobility & Streetscape Project which will include the design and construction of alternative mobility infrastructure along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. Wallis Street offers an essential connection for pedestrians from the west side of Monroe Street to additional nearby infrastructure investment projects. The Southside Transit Center is less than 0.5 miles away and can be easily accessed off Wallis Street by Meridian Street.

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,

Roderick Arnold
South City Neighborhood Association
Chair
850-294-5874



January 9, 2026

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

RE: Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project

Dear Mr. McGarrah:

On behalf of StarMetro, I am pleased to support your application for the Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project.

StarMetro is a city-owned and operated public transportation system serving a population of more than 240,000 residents and approximately two million annual visitors across the City of Tallahassee and adjoining rural counties.

We understand that the City of Tallahassee is seeking this grant funding for the Wallis Street Mobility & Streetscape Project which will include the design and construction of alternative mobility infrastructure along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. Wallis Street offers an essential connection for pedestrians from the west side of Monroe Street to additional nearby infrastructure investment projects. The Southside Transit Center is less than 0.5 miles away and can be easily accessed off Wallis Street by Meridian Street.

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

Respectfully,

A handwritten signature in blue ink that reads "Angela Baldwin".

Angela Baldwin
Chief Transit Officer



December 29, 2025

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

RE: Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project

Dear Mr. McGarrah:

On behalf of the Tallahassee Lenders' Consortium, I am pleased to support your application for the Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project.

Established in Tallahassee, Florida in 1993, the Tallahassee Lenders' Consortium, Inc., (TLC) has been the not-for-profit leader in the provision of comprehensive home buyer education, pre-purchase counseling, and down payment/closing cost assistance to low-to-moderate income families of the City of Tallahassee and Leon, Gadsden, Wakulla, and Jefferson Counties.

TLC's programs have successfully evolved over the years to include consumer credit and budget counseling, post home ownership education classes, delinquency counseling, neighborhood engagement, acquisition and rehab, "deep subsidy" loans and the Community Land Trust.

In May 1998, TLC became a HUD approved Housing Counseling Agency, and in 2013 was recognized as a NeighborWorks America Homeownership Center. I have been with TLC for 12 years, and TLC has celebrated 32 years of service to Tallahassee/Leon County and the Big Bend community.

We understand that the City of Tallahassee is seeking this grant funding for the Wallis Street Mobility & Streetscape Project which will include the design and construction of alternative mobility infrastructure along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. Wallis Street offers an essential connection for pedestrians from the west side of Monroe Street to additional nearby infrastructure investment projects. The Southside Transit Center is less than 0.5 miles away and can be easily accessed off Wallis Street by Meridian Street.



Tallahassee Lenders' Consortium (dba)



224 Office Plaza Drive, Tallahassee, FL 32301 | (o) 850.222.6609 (f) 850.222.6687

info@tallahasseeelenders.org | www.tallahasseeelenders.org



NeighborWorks®
HomeOwnership Center

I have attached a summary of our Wallis Street Project that will benefit from the City's Wallis Street Mobility & Streetscape Project. It is our belief that the project you have identified will be of great benefit to our community at large and help in enhancing the beauty that is Florida's Capital City.

Respectfully,

Karen B. Miller
Chief Executive Officer



Tallahassee Lenders' Consortium Community Land Trust Project Wallis Street New Construction

The Wallis Street Community is the construction of a combination of seventeen (17) new single family detached and a duplex style townhome, associated with parking and community amenities. The homes will be marketed and sold to low- and moderate-income buyers as a part of the Community Land Trust. (Please see the renderings attached to this document.)

The property for this new community is located on Wallis Street between S. Gadsden Street and Meridian Road, encompassing land on both the North and South sides of the street. According to the properties historical information, it was previously developed as single - family property prior to two thousand but had fallen into disrepair. During 2012, the City used HUD Neighborhood Stabilization Program (NSP) funds to purchase the properties. The buildings were demolished, and the parcels placed into the City's land bank, the Tallahassee Community Land Trust.

Over the past few years the Tallahassee Lenders' Consortium, in coordination with our engineering team, architecture team, and local government liaisons have worked to develop a community concept that will enhance not only Wallis Street but bring additional housing options to Tallahassee's Southside (aligns with the Southside Action Plan). After reviewing the historical plats for the properties, the team found that the parcels being evaluated had an old underlying plat that lent itself to a more traditional neighborhood approach with a zoning designation that would allow the density needed to create a vibrant community.

As the team began to explore the look and feel of the community, and the existing code requirements a traditional neighborhood design began to take shape. The units along Wallis Street have been located close to the street, providing that walkable urban setting. In addition, this created the opportunity for all the houses to have a shared drive, that provides each residents the ability to park behind the house. With the allowable density and depth of the lots, the shared drive created a natural break in the lots that left space for smaller units behind each of the houses (this can be seen on the site plan). This design is a great example of how to achieve the missing middle housing types on existing infill lots in our community.

As part of the design, the team not only looked at the lots, but what could be done to improve the streetscape along this section of Wallis Street. The current condition of the



street is an asphalt pavement roadway with no other amenities. The design being proposed by our team will significantly improve the infrastructure for this area. This includes repaving the road, providing on-street parking, and installing a curb and gutter system. In addition, sidewalks, street trees and lighting will be included that will further serve to enhance the character of the neighborhood.

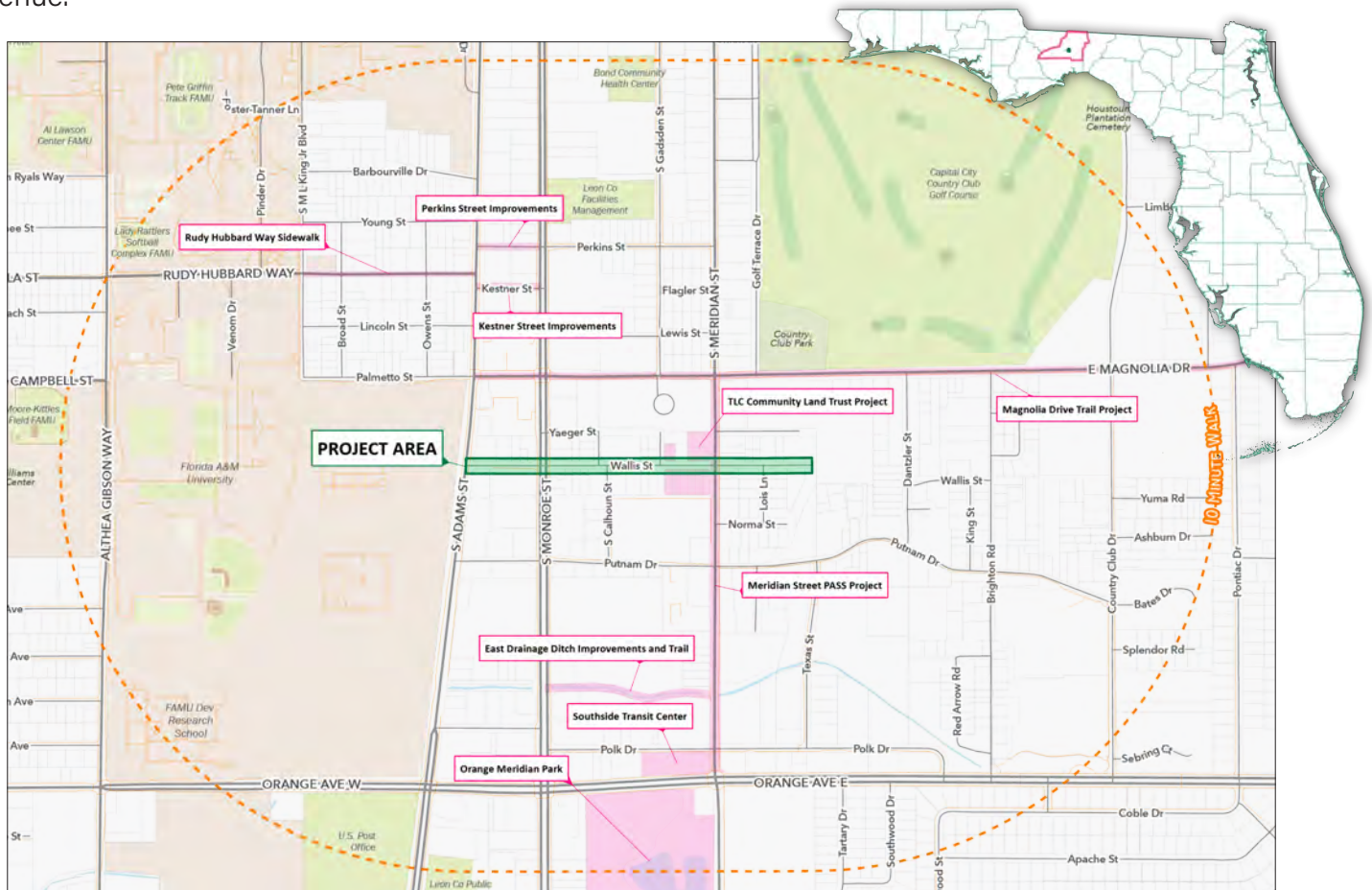
Through intentional planning, design and implementation, The Wallis Street Community will be on par with any other new communities in Tallahassee. It will have a modern look, an enhanced streetscape, and a mix of housing types. The Wallis Street Community is a prototype of what affordable housing can be in our community.

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PART 3 SUPPLEMENTAL INFORMATION – SCOPE OF WORK

The City of Tallahassee is applying for a Transportation Alternatives Project Set-Aside grant for construction of sidewalks and streetscaping along both sides of Wallis Street. The Wallis Street Mobility & Streetscape Project extends for 2,253 lf, is located along a local roadway that runs east-west, and is served by two state-maintained arterial roadways: South Adams Street and South Monroe Street. The western limits of Wallis Street begin at South Adams Street, a north-south arterial directly adjacent to Florida Agricultural & Mechanical University (FAMU), connecting people from nearby neighborhoods and areas of commercial activity to the university. Wallis Street is bisected by South Monroe Street, a commercially characterized arterial corridor that hosts many local destinations and serves as a major thoroughfare for the community directly into the heart of downtown Tallahassee. Wallis Street also intersects a third north-south corridor, locally owned and maintained Meridian Street, a collector roadway that functions as a lifeline for mobility through the surrounding South City neighborhood. The Wallis and Meridian Street intersection is just 0.35 miles north of the City's new Southside Transit Center, which is on the corner of Meridian Street and East Orange Avenue.



The project is surrounded by many other infrastructure investments occurring in the area that are less than 1/2 mile away.

The lack of complete, safe pedestrian facilities alongside Wallis Street, which was platted in 1926 and 1940, forces current users into conflict with motorists and places them at risk of falling into ditches that flank the edge of pavement. Because the street and adjacent properties were platted and developed before city regulations required sidewalk infrastructure, this 0.43-mile stretch of roadway is missing a safe non-vehicular path separated from the roadway.

The Wallis Street Mobility & Streetscape Project will build off the momentum of other key pedestrian infrastructure projects taking place in the vicinity. Its construction is essential to forming a well-connected pedestrian network for the community, where many people cannot consistently rely on a vehicle for mobility.

The following narrative provides a 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.

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

SAFETY

The Wallis Street Mobility & Streetscape Project will greatly increase pedestrian safety by providing a safe and protected route. The typical section for proposed improvements consists of a 6-foot wide sidewalk with a 4-foot buffer adjacent to new curb and gutter. Improvements will provide accessible ramps and marked crosswalks at all side street intersections.

The project connects with other recent or future safety investments made along the roadway. There is an existing section of sidewalk on the south side of Wallis Street, west of South Monroe Street, where newer development (the O'Reilly Auto Parts store) required construction of a 6-foot sidewalk at back of curb. In addition, eight vacant lots located between South Gadsden Street and Meridian Street are currently under development by the Tallahassee Lender's Consortium for 17 single-family homes being sold as low- to moderate-income affordable housing. The project features a traditional neighborhood design with shared drives and rear parking. Along with the redevelopment of this block, the Consortium will construct sidewalks, on-street parking, and street trees



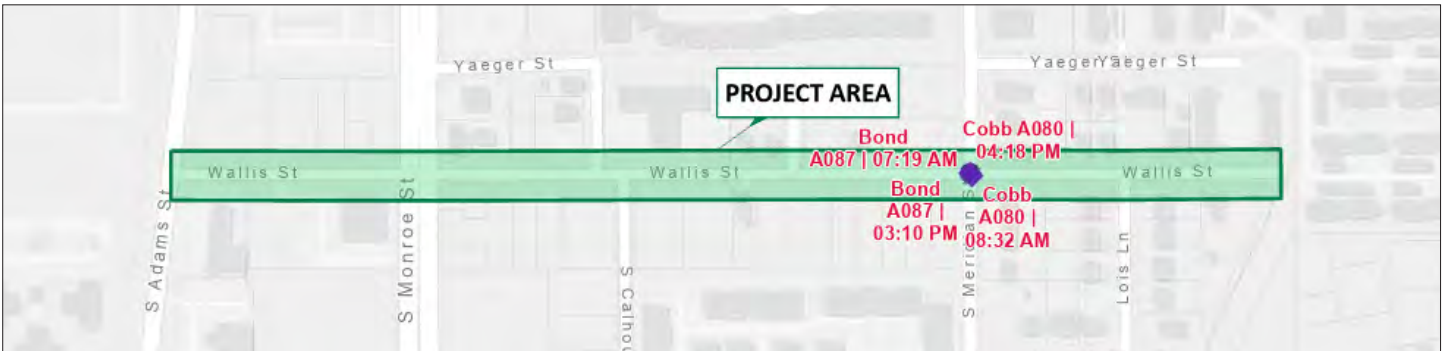
A pedestrian walks down the side of Wallis Street and turns south onto the sidewalk on South Monroe Street.

along both the north and south sides of the roadway from S Gadsden Street to Meridian Street. This growing community needs a continuous safe, walkable environment down the entire street to meet its full potential and provide safe alternative mobility for these new homeowners.



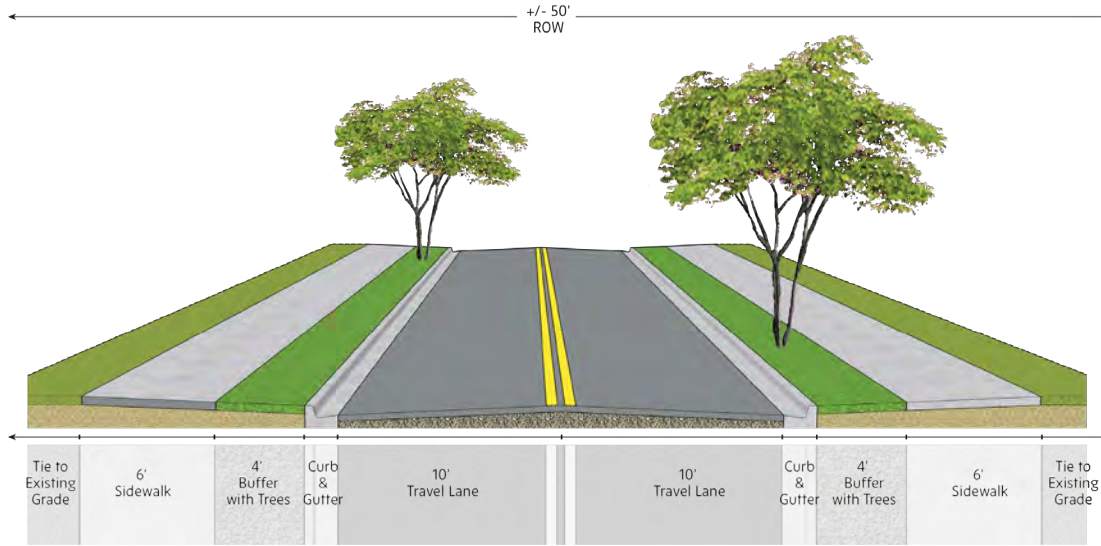
Elementary and middle school students await the school buses on Wallis Street at the NW corner of Meridian Street.

Many elementary and middle school students in the area rely on school bus transportation and the bus stop at the corner of Wallis Street and Meridian Street. The area east of South Monroe Street is zoned for Cobb Middle School, more than 2.5 miles away. Although Bond Elementary is much closer (about 1 mile from this stop location), crossing Monroe Street, an arterial roadway, limits elementary school children from safely walking or biking to school. With the construction of the Wallis Street project, young students within the South City neighborhood will be provided a safe route to and from this stop.



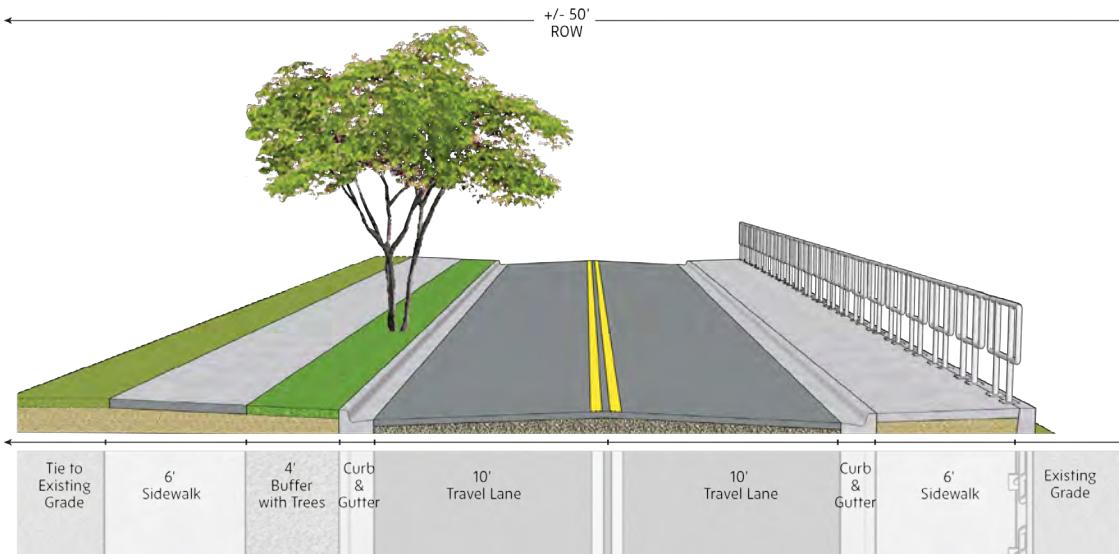
School bus stops for Cobb Middle School and Bond Elementary School are located in the project area.

Fortunately, there are few historical crashes along Wallis Street. The pedestrian and cyclist crashes that are documented within the last 10 years occur on private property or are not related to roadway safety concerns. This may be attributed to pedestrians not feeling safe using Wallis Street, unless they are in a vehicle, because of its current lack of facilities. There are several sections of the road where pedestrians are forced to compete with cars or navigate a ditch that begins right at the edge of pavement.



TYPICAL SECTION

The Wallis Street Mobility & Streetscape project will feature 10' travel lanes, curb and gutter, a 4' buffer with street trees and a 6' sidewalk.



ALTERNATIVE TYPICAL SECTION

An alternative section will be used for approximately 150' at the start of the project, on the corner of South Adams Street, where steep grades will require construction of a gravity wall.

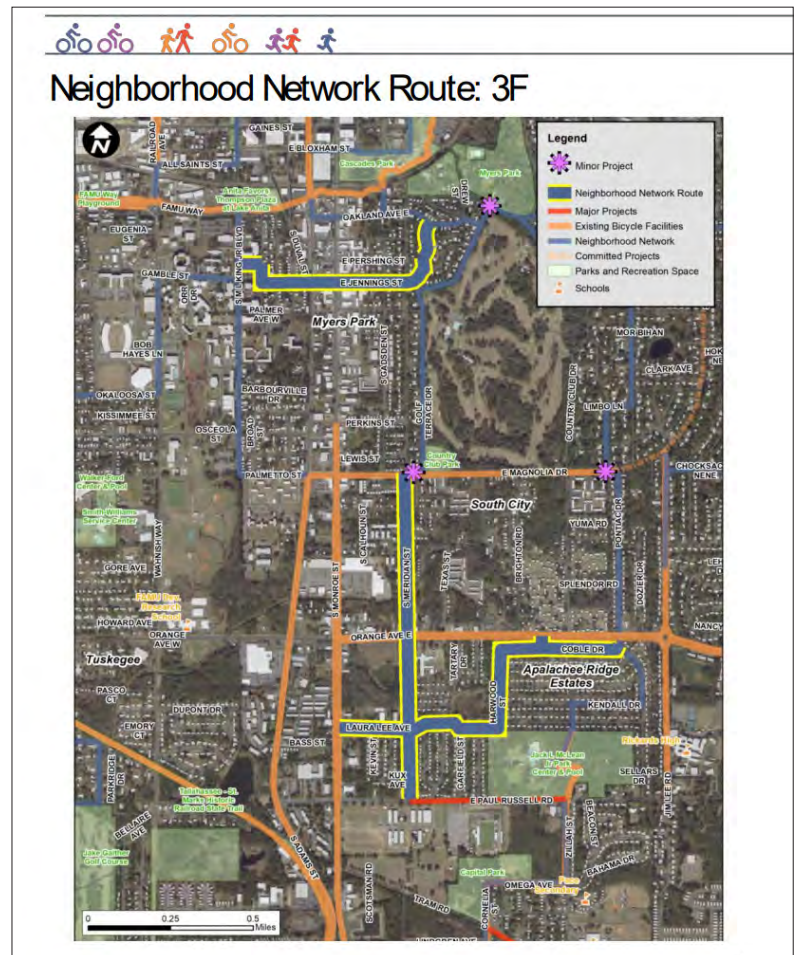
CONNECTIVITY

The Wallis Street Mobility & Streetscape project is a vital link for multimodal transportation. The Southside Transit Center is a mere 0.35 miles from the intersection of Wallis Street and Meridian Street. The transit center is currently under construction and represents a significant investment into the community that will create a new transportation hub which optimizes the StarMetro bus system and enhances access across the city. Directly connecting Wallis Street to the Transit Center is Meridian Street, and with a recent \$5 million investment by the Community Redevelopment Agency (CRA) for the Meridian Street Pedestrian and Street Safety (PASS) Project, Wallis Street will become an important connector for pedestrians traveling across Monroe Street to and from the new transit center by way of Meridian Street. There are several existing transit stops within the vicinity, three of which are less than 650' from Wallis Street.

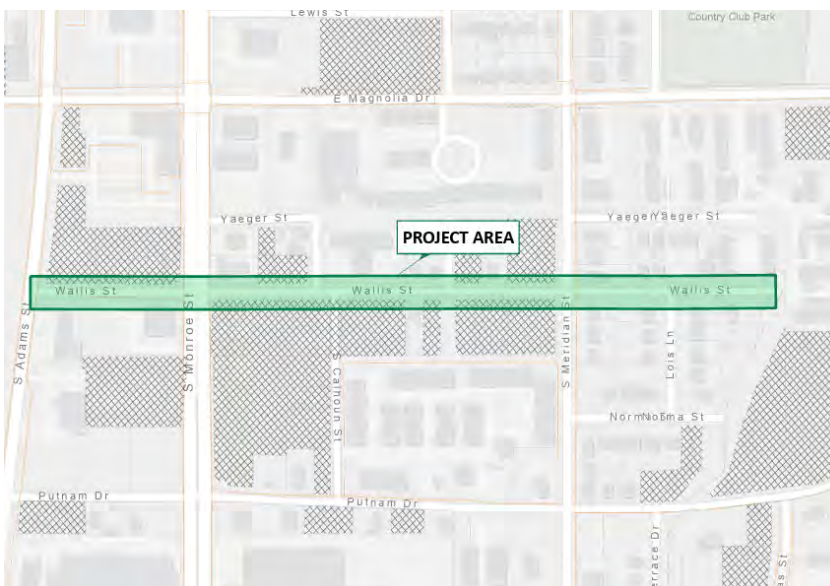
The project is also less than 0.5 mile on its western limit from another recent CRA pedestrian network investment that is occurring on Rudy Hubbard Way. This \$600,000 investment incorporates approximately

0.25 miles of new sidewalk on the south side of the roadway leading from Adams Street to the midpoint of FAMU's campus.

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) aims to “address how walking and bicycling can be improved through convenient and safe facilities for all users with varying abilities and confidence levels” (BPMP, 2019). Among its recommendations to improve connectivity between existing facilities is the identification of neighborhood bike networks. Intersecting Wallis Street, Meridian Street is shown on the plan’s Neighborhood Network Route 3F as essential to prevent cyclists from being forced onto high-volume, high-speed facilities (like parallel South Monroe Street). The Wallis Street Mobility & Streetscape project considers the importance of linking together safe alternative transportation facilities across neighborhoods. Coupled with other nearby major infrastructure investments, it will ensure a complete, safe, and comfortable non-vehicular route to nearby destinations like FAMU, the Orange Meridian Park, the



The Tallahassee-Leon County Bicycle and Pedestrian Master Plan identifies where infrastructure can improve mobility for all alternative transportation users. Wallis Street is intersected by one of the plan’s Neighborhood Network Routes.



The Wallis Street Mobility & Streetscape project will spur development of adjacent vacant properties, shown hatched, as site constraints and costly infrastructure requirements often prevent lots from redeveloping.

Southside Transit Center, retail, food and convenience stores, multifamily residential, single-family residential, public medical centers, and other community-based establishments such as churches and daycares. It will also function as a safe, walkable and bikeable connection for public transit service users across the Southside.

The project will also support the redevelopment of several currently vacant lots. Costly construction and required sidewalk infrastructure can be a deterrent for private reinvestment into

an older community. Renovating the Wallis streetscape with necessary pedestrian facilities and street trees, this historic neighborhood will be upgraded to today's standards and primed for the new growth and activity that the community desires.

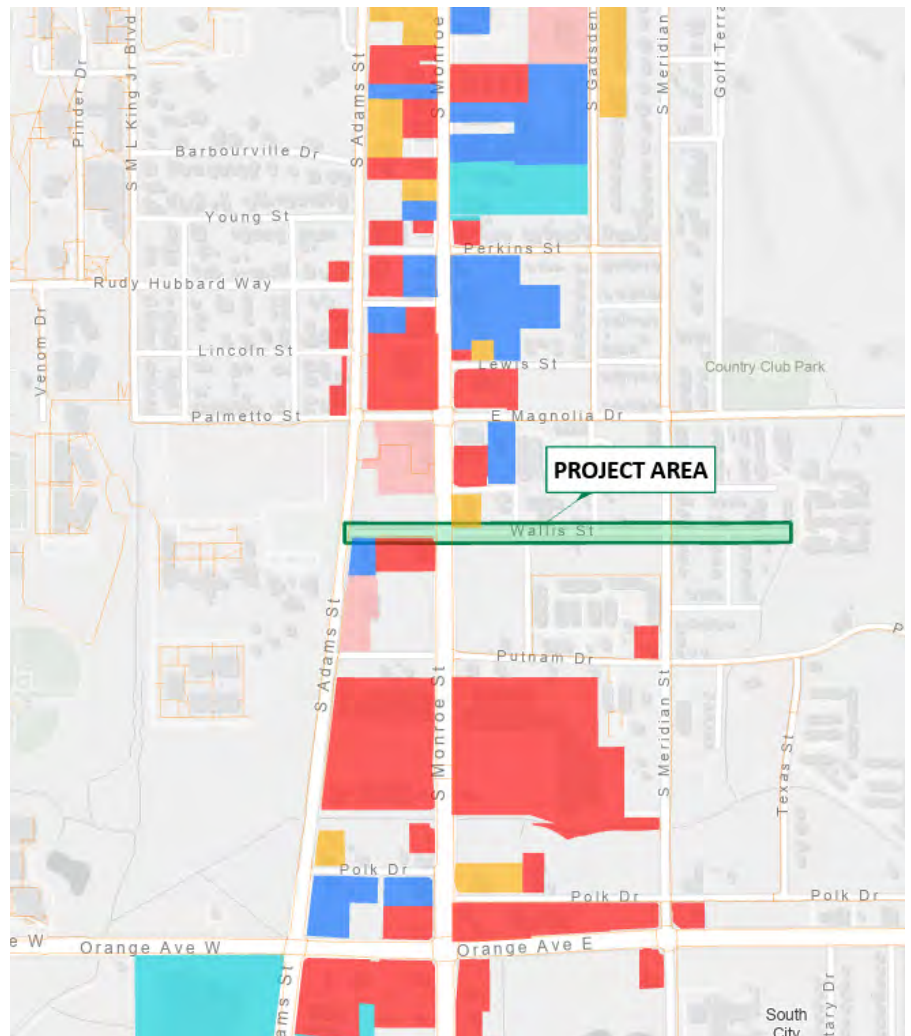
ACCESSIBILITY

Wallis Street is an older roadway, platted alongside smaller residential lots, and appears on aerials as early as 1937. But at the time Wallis was built, and just like many other older streets in the community, it was constructed without consideration for pedestrians. Vehicles were the priority. Policies and regulations for development have improved since then, but the supporting infrastructure of this older neighborhood has remained largely unchanged and has stunted the mobility network's ability to support the use of more alternative modes of transportation.

Wallis Street is situated among the CU-45 Central Urban and CU-26 Central Urban zoning districts, two zoning categories intended to encourage pedestrian-oriented redevelopment, innovative parking strategies, mixed use development, and other urban design features that promote pedestrian and bicycle mobility. At varying intensities, the districts aim to facilitate the colocation of residential, office, and commercial land uses within the same development or proximity to create a more overall efficient development pattern, one that does not rely solely on vehicular mobility.



A 1941 aerial of Wallis Street depicts the beginnings of development in the area. The road was platted in 1926 and 1940.



Commercial property use around Wallis Street, including Office, Retail, Medical, Hotel/Motel, Government Operation, and Warehouse are shown in a multitude of colors. Existing sidewalks appear in orange.

This multi-use development is further emphasized with the Multimodal Transportation District (MMTD) overlay, in which Wallis Street is located. Developments in the MMTD are required to meet development standards that promote alternate mobility and urban design characteristics, such as setbacks, rear parking, and sidewalk requirements. Wallis Street was once lined with buildings and much of what is east of South Monroe Street was residential. Many of those homes have been razed and the



A home on Wallis Street that was originally built in 1961 has recently been renovated.

lots sit vacant, awaiting redevelopment. Reinvestment is starting to occur along the roadway. One home was recently rehabilitated and is currently on the market, while the block from South Gadsden Street to Meridian Street is slated for new single-family homes marketed as affordable housing.

A multitude of destinations are within a 10 to 20-minute walk of Wallis Street, or can easily be accessed by transit, but the lack of a safe pedestrian route is severing accessibility and mobility across the larger network. New sidewalks will offer a safe path for all users that is separated from vehicles. Buffered from the roadway by new curb and gutter and enhanced by new tree plantings, the Wallis Street Mobility & Streetscape project will improve household access to jobs, goods, and services.

Providing safe pedestrian access for residents within this and surrounding neighborhoods to these larger pedestrian networks develop a more effective and connected access. Safe and separated sidewalks along Wallis Street will contribute to the integrity of the established transportation system along the adjoining road corridors.

PUBLIC BENEFIT

Access to parks and green space has long been identified as essential for people's well-being. A healthy environment is one where individuals have access to facilities for daily activities like walking, rolling, or biking. But connectivity to nature-based mental and physical health is disproportionate in this area of the community. Because of how these properties were developed in the mid-1900s, roadway users in today's environment are almost exclusively motorists. Missing sidewalks limit the ability for non-motorists to safely use the public space for healthy living. This project will deliver not only a pleasant environment to walk along the street, but also a connection to nearby greenspace.

The Wallis Street Mobility & Streetscape project is developed and designed as a complete street. The project will recreate a transportation facility to fit within the setting of the neighborhood for the comfort and safety of all road users, while accounting for the physical allowances and constraints of existing right of way. It will serve all users of the transportation network: motorists, pedestrians, users of public

transportation, children and elderly, and persons with disabilities. The project will connect pedestrians to a new neighborhood park and community gathering space at Orange Avenue and Meridian Street that includes a shaded children's play area and fitness area, restrooms, picnic pavilions, vendor parking spaces, and a walking trail around the park's stormwater pond. Through these improvements, the neighborhood surrounding Wallis Street will be encouraged to consider bicycling and walking as both a form of transportation and recreation.



Located on the NW corner of Orange Avenue and Meridian Street, the Southside Transit Center is currently under construction. It is a two-story passenger facility is equipped with eight bus bays and overhead chargers that will serve as a public transportation hub, strengthening Southside neighborhoods and enhancing citizens' mobility and connectivity throughout Tallahassee. It is designed to meet the community's existing and future public transit needs for generations to come. Across the street, the Orange Meridian park is underway, featuring a neighborhood park and community gathering space.

Using a Sidewalk Priority List, the City of Tallahassee master plans 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 project creates opportunity for people in lower-income neighborhoods to have a safer connection to public transit and reach to commercial corridors, including jobs, schools, and medical care, that may otherwise be inaccessible.

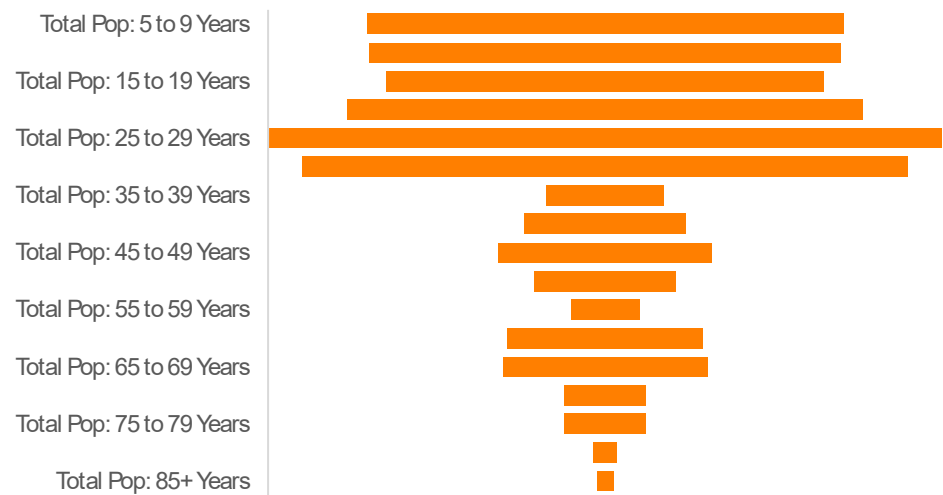
The Wallis Street Mobility & Streetscape project is at the center of Tallahassee' urban area where several 2020 U.S. Census Tracts are identified as "Areas of Persistent Poverty," or where the poverty rate is at least 20% as measured by the 5-Year data series (2014-2018) available from the American Community Survey (ACS) of the U.S. Census Bureau.

According to 2023 ACS 5-Year data, the median household income where Wallis Street is located (Census Tract 10.01) is 61% lower than the median household income for Leon County (\$65,074). An estimated 36% of households within the tract were below poverty level, while approximately 90% all

households are renters. More than 30% of these tenant households have no vehicle. The largest population group is estimated between the ages of 20 to 24 and 25 to 29, though other large portions of the population are in the 5 to 9 and 10 to 14 age ranges. An estimated 429 (almost 40%) of the tract's households include 1+ Persons w/ Disability.

The lower-income neighborhoods where Wallis Street is located will benefit greatly from these additions to the greater pedestrian network.

Population Distribution of Census Tract 10.01



Source: ACS 5- Year Estimates (2019-2023)

REGIONAL PLAN

The Wallis Street Mobility & Streetscape Project is supported broadly and specifically in many plans that effect the larger urbanized area of Tallahassee. In addition to supporting mobility goals identified by the City of Tallahassee's Strategic Plan and the Transit Development Plan, the project is also backed by policies of the Tallahassee-Leon County Comprehensive Plan and directly named in the City of Tallahassee Sidewalk Priority List.

One goal of the City of Tallahassee's Five-Year Strategic Plan is, "to be a city with an efficient public transit network supported by well-connected roads, sidewalks, transit amenities, and public transportation" (Five-Year Strategic Plan, 2025 – 2029). The Wallis Street Mobility & Streetscape project supports this goal by connecting existing pedestrian infrastructure on state roads to other local roads, altogether enhancing the accessibility, safety, and connectivity across the transportation network as a whole.

Safe sidewalk facilities are important feeders to StarMetro, the city's transit service. This sidewalk project will provide new, open, safe access to StarMetro routes. The Big Bend Route runs from the Forest Village Shopping Center on Capital Circle SE to the Lake Jackson Town Center off Fred George Road, with a stop less than 1,100 feet from Wallis Street at the Town South Shopping Center. The Live Oak Route runs from the StarMetro Service Center on Jackson Bluff Road to the Walmart Shopping Center on Apalachee Parkway. This route can easily be accessed from Wallis Street where it runs on Orange Avenue. The new Southside Transit Center, opening soon, will offer an even greater span of transit services that can be accessed off Wallis Street. The sidewalk improvements and streetscape planned for this roadway are necessary to continue progress towards objective goals of the city's strategic plan and transit development plan, further enhancing the viability of public transit as a daily travel choice.

The project is consistent with the Tallahassee-Leon County Comprehensive Plan 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). It's proximity to additional nearby investments in transit, walkability, parks and recreation, and affordable housing make this project an integral part to a comprehensive pedestrian network. The project is also located within the Southside Action Plan (SAP), city-adopted comprehensive planning policy intended to counterbalance growth trends. It meets goals identified by the SAP – the community's desire for more investment, beautification, and community engagement in this traditionally underserved area of Tallahassee.

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

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.

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.

Tallahassee-Leon County 2030 Comprehensive Plan



2025 Sidewalk Priority List

Ma

Table with 4 columns: Ranking, Street Name, From, To. Row 1 (highlighted): 1, Wallis Street, Adams Street South, Dead End. Rows 2-8: 2 Continental Avenue, 3 Brighton Road, 4 Rankin Avenue, 5 Killearn Centre Boulevard, 6 Dantzler Drive, 7 Glenview Drive, 8 Buena Vista Drive.

Wallis Street is ranked number one on the 2025 Sidewalk Priority List.

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 an initial draft of the updated prioritization process on September 10, 2014. At the time, Wallis Street was ranked number 18, earning maximum points for connectivity. 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. The final approved Sidewalk Priority List ranking criteria incorporated those items.

Public Infrastructure Engineering maintains the Sidewalk Priority List for

sidewalk projects throughout the city, ranking sidewalks based on the Commission-adopted criteria including access to transit, placemaking, roadside safety and access, safe routes to schools, and pedestrian demand. A project is scored based on the individual roadway's unique characteristics and then added to the list based on their final score. The Sidewalk Priority List serves as an actionable master plan for enhancing mobility across Tallahassee and is updated annually to reflect new sidewalk requests and changes in the ranking criterion dataset. Wallis Street ranked number one on the 2025 Sidewalk Priority List.

PROJECT CONSTRUCTABILITY

If funded, the Wallis Street Mobility & Streetscape project will enter the planning stage in 2028 or as grant funding is programmed. Procurement and design will follow, with construction commencing in 2032, or as scheduled in the work program.

Approximately 280 lf of sidewalk already exists along the south side of the roadway at the intersection of South Monroe Street adjacent the O'Reilly Auto Parts store. This project will tie-in to the existing sidewalk at this location.

From South Gadsden Street to Meridian Street, a new affordable housing investment by the Tallahassee Lender's Consortium will also incorporate approximately 325 lf of sidewalk, street trees, and on-street parking. The improvements along Wallis Street for this project will "skip" the block, as this housing development will be required to include these facilities as part of their project, per land development code. In October 2025, the Tallahassee Community Redevelopment Agency appropriated funding for infrastructure costs to the consortium for the purpose of meeting these requirements.

The existing right-of-way width along the Wallis Street corridor is sufficient to accommodate the project's proposed typical section: a 6-foot wide sidewalk with 4-foot grass strip behind curb and gutter. Additionally, marked crosswalks and accessible ramps will be constructed at all side street intersections. All proposed improvements will be constructed within the existing right-of-way or within property owned by the City of Tallahassee. Where proposed sidewalks require driveway reconstruction or harmonizing grades onto private property, a license agreement will be entered into with the property owner. The City of Tallahassee Real Estate Division is familiar with obtaining license agreements that are in accordance with federal and state guidelines.



Rendering of some of the homes with sidewalk and on-street parking planned for development on Wallis Street by the Tallahassee Lender's Consortium.

Any portions of the proposed project that include work within the South Adams Street or South Monroe Street right-of-way will be coordinated and permitted through the Florida Department of Transportation.

LEVERAGING OF FUNDS

The City of Tallahassee is willing to enter into a LAP agreement for this project and has experience administering LAP projects.

The city has consistently leveraged its own funding in support of awarded grants for many years and is prepared to invest in this very important and much needed project with a 20% match. By using consultants managed by in-house staff, the design can be completed in a timely manner.



There is opportunity to leverage the Wallis Street Mobility & Streetscape project with the adjacent Meridian Street PASS project (Design - Summer 2026 | Construction Fall - 2028). The above rendering shows the PASS project over existing conditions on Meridian.

Further, there is the prospect to leverage construction costs with the directly adjacent Meridian Street PASS project because it too is managed by the city. Portions of the project might occur in tandem or sequentially, depending on grant funding. Design for Meridian Street is commencing in the summer of 2026, and construction will start in the fall of 2028. If efforts can coincide, there creates opportunity for costs saving, if, for example, both projects share the same contractor, savings for mobilization are realized and there is less disruption to people living in the area.

COMMUNITY SUPPORT

The Tallahassee City Commission considered and adopted Resolution 26-R-01, supporting the project and request for funding of this project, at its regular public meeting on January 14, 2026.

The Joint Bike Working Group for Tallahassee and Leon County heard and commented about the project at their November and December 2025 meetings. The Leon County Community Traffic Safety Team was also engaged, and Letters of Support have been provided by the Tallahassee Lender's Consortium, the South City Neighborhood Association, and StarMetro.

The City of Tallahassee engages with stakeholders throughout the design and construction processes of all its infrastructure projects to involve all the people who live, work, and travel along the public investment. City staff will share the Wallis Street Mobility & Streetscape project with the Greater Frenchtown/Southside Community Redevelopment Agency's Citizens Advisory Committee when it provides an update to the committee later in the year about other CRA-funded projects. Public open house meetings will be scheduled in the neighborhood area of the project during the planning and design phases.

PART 6 SUPPLEMENTAL INFORMATION – AREA CONDITIONS

COMMUNITY INFO

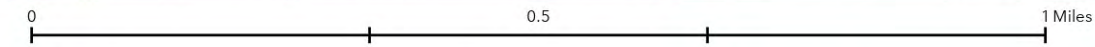
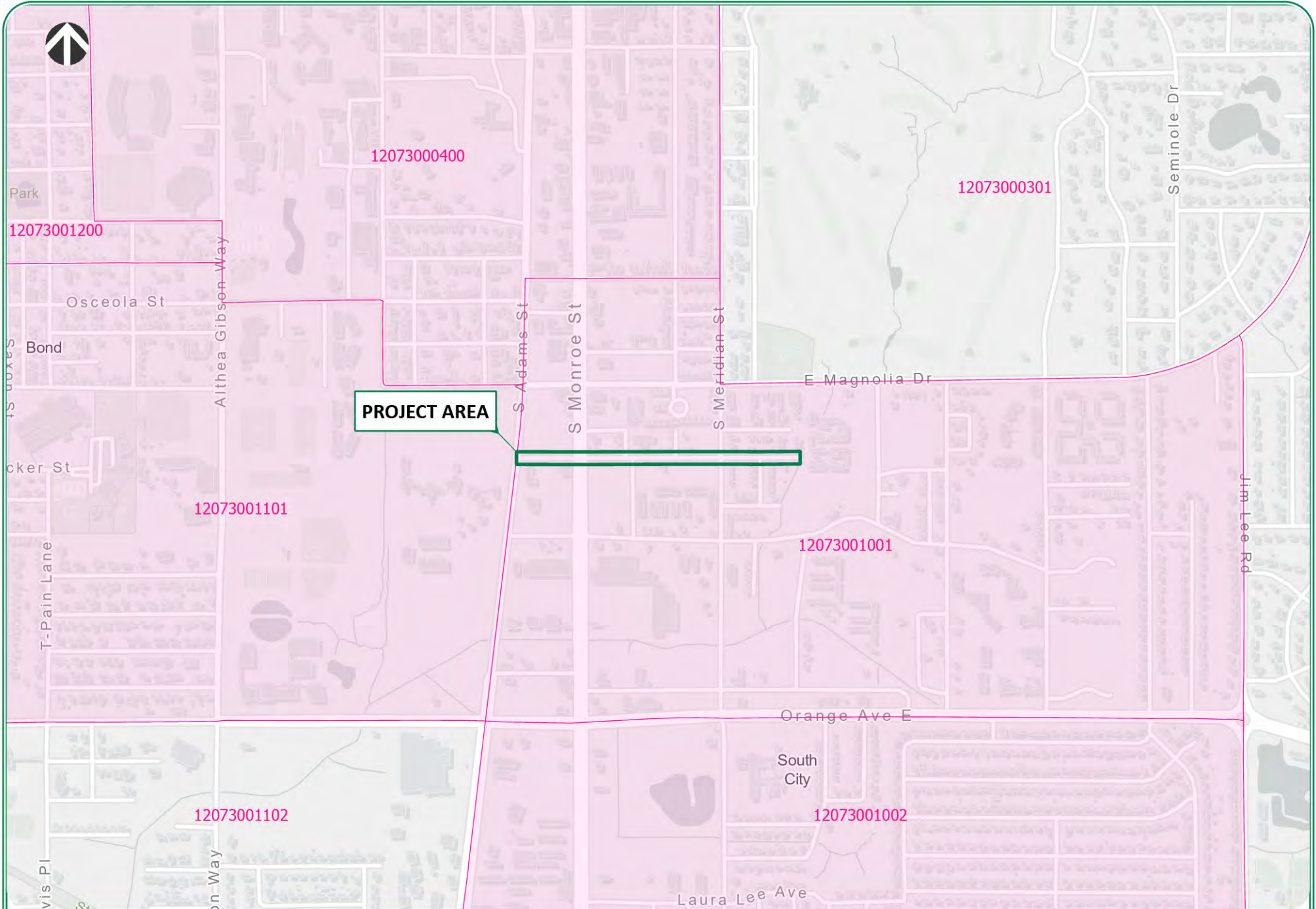
Census Map

Summary of ACS Data

ACS Population Report via Esri Business Analyst for Census Tract 120730010.01

CRASH DATA

Signal4 Crash Data



U.S. Census Data
2023 American Community Survey (ACS) 5-Year

	Category	Census Tract 120730010.01	Leon County Florida	% of Tract
	Total Population	2,778	295,335	-
	Total Households	1,128	120,673	-
	Owner Households	117	62,572	10%
	Renter Households	1,011	58,101	90%
	Median HH Income	\$25,075	\$65,074	-
	HHs: Inc Below Poverty Level	411	22,034	36%
	HHs w/1+ Persons w/Disability	429	28,147	38%
Owner Households with Vehicles	0 Vehicles	19	1,411	2%
	1 Vehicles	27	17,990	2%
	2 Vehicles	69	28,493	6%
	3 Vehicles	0	10,602	0%
	4 Vehicles	2	3,199	0%
	5+ Vehicles	0	877	0%
Renter Households with Vehicles	0 Vehicles	361	6,646	32%
	1 Vehicles	469	28,804	42%
	2 Vehicles	143	16,540	13%
	3 Vehicles	38	4,336	3%
	4 Vehicles	0	1,537	0%
	5+ Vehicles	0	238	0%
Population by Age Group	Total Pop: 5 to 9 Years	256	14,985	9%
	Total Pop: 10 to 14 Years	253	15,835	9%
	Total Pop: 15 to 19 Years	235	28,486	8%
	Total Pop: 20 to 24 Years	277	44,321	10%
	Total Pop: 25 to 29 Years	362	22,043	13%
	Total Pop: 30 to 34 Years	325	18,788	1%
	Total Pop: 35 to 39 Years	63	17,103	2%
	Total Pop: 40 to 44 Years	87	16,630	3%
	Total Pop: 45 to 49 Years	115	14,753	4%
	Total Pop: 50 to 54 Years	76	14,820	3%
	Total Pop: 55 to 59 Years	37	14,608	1%
	Total Pop: 60 to 64 Years	105	15,857	4%
	Total Pop: 65 to 69 Years	110	14,312	4%
	Total Pop: 70 to 74 Years	44	11,930	2%
	Total Pop: 75 to 79 Years	44	7,231	2%
	Total Pop: 80 to 84 Years	13	4,753	0%
	Total Pop: 85+ Years	9	4,320	0%

ACS Population Summary

120730010.01
120730010.01 (12073001001)
Geography: Census Tract



Totals	2019 - 2023		Percent	MOE (±)	Reliability
	ACS Estimate				
Total Population	2,778			577	<div></div>
Total Households	1,128			214	<div></div>
Total Housing Units	1,341			214	<div></div>
Household Size and Type					
Households with Pop 65+	227	20.1%		139	<div></div>
1-Person	112	9.9%		120	<div></div>
2+ Person Family	111	9.8%		74	<div></div>
2+ Person Nonfamily	4	0.4%		7	<div></div>
Households with No Pop 65+	901	79.9%		183	<div></div>
1-Person	321	28.5%		161	<div></div>
2+ Person Family	565	50.1%		155	<div></div>
2+ Person Nonfamily	15	1.3%		21	<div></div>
Household Type by Relatives and Non-relatives					
Total	2,778	100.0%		577	<div></div>
In Family Households	2,269	81.7%		641	<div></div>
In Married-Couple Family	237	8.5%		198	<div></div>
Relatives	237	8.5%		198	<div></div>
Nonrelatives	0	0.0%		15	
In Male Householder-No Spouse Present-Family	482	17.4%		278	<div></div>
Relatives	371	13.4%		194	<div></div>
Nonrelatives	111	4.0%		139	<div></div>
In Female Householder-No Spouse Present	1,550	55.8%		649	<div></div>
Relatives	1,511	54.4%		626	<div></div>
Nonrelatives	39	1.4%		62	<div></div>
In Nonfamily Households	509	18.3%		228	<div></div>
Households by Disability Status					
Total	1,128	100.0%		214	<div></div>
With 1+ Persons w/Disability	429	38.0%		149	<div></div>
With No Person w/Disability	699	62.0%		240	<div></div>

Population Age 3+ by School Enrollment	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Total	2,527	100.0%	508	<div><div></div><div></div><div></div></div>
Enrolled in school	752	29.8%	239	<div><div></div><div></div><div></div></div>
Enrolled in nursery school, preschool	54	2.1%	63	<div><div></div><div></div><div></div></div>
Public school	34	1.3%	54	<div><div></div><div></div><div></div></div>
Private school	20	0.8%	33	<div><div></div><div></div><div></div></div>
Enrolled in kindergarten	2	0.1%	7	<div><div></div><div></div><div></div></div>
Public school	2	0.1%	7	<div><div></div><div></div><div></div></div>
Private school	0	0.0%	15	
Enrolled in grade 1 to grade 4	232	9.2%	130	<div><div></div><div></div><div></div></div>
Public school	232	9.2%	130	<div><div></div><div></div><div></div></div>
Private school	0	0.0%	15	
Enrolled in grade 5 to grade 8	160	6.3%	113	<div><div></div><div></div><div></div></div>
Public school	93	3.7%	86	<div><div></div><div></div><div></div></div>
Private school	67	2.7%	73	<div><div></div><div></div><div></div></div>
Enrolled in grade 9 to grade 12	205	8.1%	132	<div><div></div><div></div><div></div></div>
Public school	205	8.1%	132	<div><div></div><div></div><div></div></div>
Private school	0	0.0%	15	
Enrolled in college undergraduate years	99	3.9%	85	<div><div></div><div></div><div></div></div>
Public school	61	2.4%	60	<div><div></div><div></div><div></div></div>
Private school	38	1.5%	62	<div><div></div><div></div><div></div></div>
Enrolled in graduate or professional school	0	0.0%	15	
Public school	0	0.0%	15	
Private school	0	0.0%	15	
Not enrolled in school	1,775	70.2%	410	<div><div></div><div></div><div></div></div>
Households by Presence of People Under 18 by Household Type				
Households with one or more people under 18 years	522	46.3%	159	<div><div></div><div></div><div></div></div>
Family households	511	45.3%	156	<div><div></div><div></div><div></div></div>
Married-couple family	36	3.2%	43	<div><div></div><div></div><div></div></div>
Male householder, no wife present	64	5.7%	46	<div><div></div><div></div><div></div></div>
Female householder, no husband present	411	36.4%	164	<div><div></div><div></div><div></div></div>
Nonfamily households	11	1.0%	19	<div><div></div><div></div><div></div></div>
Households with no people under 18 years	606	53.7%	215	<div><div></div><div></div><div></div></div>
Married-couple family	29	2.6%	20	<div><div></div><div></div><div></div></div>
Other family	136	12.1%	75	<div><div></div><div></div><div></div></div>
Nonfamily households	441	39.1%	210	<div><div></div><div></div><div></div></div>

Households by Poverty Status	2019 - 2023		MOE (±)	Reliability
	ACS Estimate	Percent		
Total	1,128	100.0%	214	<div><div></div><div></div><div></div></div>
Income in the past 12 months below poverty level	411	36.4%	163	<div><div></div><div></div><div></div></div>
Married-couple family	0	0.0%	15	
Other-Male householder (no wife present)	38	3.4%	37	<div><div></div><div></div><div></div></div>
Female householder (no husband present)	214	19.0%	120	<div><div></div><div></div><div></div></div>
Nonfamily household - male householder	92	8.2%	92	<div><div></div><div></div><div></div></div>
Nonfamily household - female householder	67	5.9%	73	<div><div></div><div></div><div></div></div>
Income past 12 months at or above poverty level	717	63.6%	203	<div><div></div><div></div><div></div></div>
Married-couple family	65	5.8%	46	<div><div></div><div></div><div></div></div>
Other-Male householder (no wife present)	105	9.3%	65	<div><div></div><div></div><div></div></div>
Female householder (no husband present)	254	22.5%	138	<div><div></div><div></div><div></div></div>
Nonfamily household - male householder	80	7.1%	60	<div><div></div><div></div><div></div></div>
Nonfamily household - female householder	213	18.9%	161	<div><div></div><div></div><div></div></div>
Poverty Index	293			

Households by Public Assistance and Other Income				
Total	1,128	100.0%	214	<div><div></div><div></div><div></div></div>
With public assistance income	22	2.0%	19	<div><div></div><div></div><div></div></div>
No public assistance income	1,106	98.0%	220	<div><div></div><div></div><div></div></div>
With Food Stamps/SNAP	540	47.9%	197	<div><div></div><div></div><div></div></div>
With No Food Stamps/SNAP	588	52.1%	171	<div><div></div><div></div><div></div></div>
Social Security Income	300	26.6%	162	<div><div></div><div></div><div></div></div>
No Social Security Income	828	73.4%	181	<div><div></div><div></div><div></div></div>
Retirement Income	170	15.1%	134	<div><div></div><div></div><div></div></div>
No Retirement Income	958	84.9%	177	<div><div></div><div></div><div></div></div>

Population by Ratio of Income to Poverty				
Total	2,679	100.0%	562	<div><div></div><div></div><div></div></div>
Under .50	633	23.6%	473	<div><div></div><div></div><div></div></div>
.50 to .99	452	16.9%	249	<div><div></div><div></div><div></div></div>
1.00 to 1.24	143	5.3%	134	<div><div></div><div></div><div></div></div>
1.25 to 1.49	402	15.0%	261	<div><div></div><div></div><div></div></div>
1.50 to 1.84	82	3.1%	99	<div><div></div><div></div><div></div></div>
1.85 to 1.99	108	4.0%	133	<div><div></div><div></div><div></div></div>
2.00 and over	859	32.1%	445	<div><div></div><div></div><div></div></div>

Households by Type and Size	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Family Households	676	59.9%	169	<div><div></div><div></div></div>
2-Person	313	27.7%	130	<div><div></div><div></div></div>
3-Person	141	12.5%	78	<div><div></div><div></div></div>
4-Person	86	7.6%	81	<div><div></div><div></div></div>
5-Person	68	6.0%	55	<div><div></div><div></div></div>
6-Person	67	5.9%	67	<div><div></div><div></div></div>
7+ Person	1	0.1%	6	<div><div></div><div></div></div>
Nonfamily Households	452	40.1%	212	<div><div></div><div></div></div>
1-Person	433	38.4%	211	<div><div></div><div></div></div>
2-Person	4	0.4%	7	<div><div></div><div></div></div>
3-Person	11	1.0%	19	<div><div></div><div></div></div>
4-Person	4	0.4%	10	<div><div></div><div></div></div>
5-Person	0	0.0%	15	
6-Person	0	0.0%	15	
7+ Person	0	0.0%	15	

Population Age 5 to 17 by Language Spoken				
Speak only English	643	26.7%	295	<div><div></div><div></div></div>
Speak Spanish	0	0.0%	15	
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Speak other Indo-European languages	0	0.0%	15	
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Speak Asian and Pacific Island languages	35	1.5%	52	<div><div></div><div></div></div>
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	35	1.5%	52	<div><div></div><div></div></div>
Speak English "not at all"	0	0.0%	15	
Speak other languages	0	0.0%	15	
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	

Population Age 18 to 64 by Language Spoken	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Speak only English	1,371	56.9%	316	<div><div></div></div>
Speak Spanish	55	2.3%	58	<div><div></div></div>
Speak English "very well" or "well"	55	2.3%	58	<div><div></div></div>
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Speak other Indo-European languages	65	2.7%	67	<div><div></div></div>
Speak English "very well" or "well"	65	2.7%	67	<div><div></div></div>
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Speak Asian and Pacific Island languages	0	0.0%	15	
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Speak other languages	22	0.9%	46	<div><div></div></div>
Speak English "very well" or "well"	22	0.9%	46	<div><div></div></div>
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Population Age 65+ by Language Spoken				
Speak only English	220	9.1%	135	<div><div></div></div>
Speak Spanish	0	0.0%	15	
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Speak other Indo-European languages	0	0.0%	15	
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Speak Asian and Pacific Island languages	0	0.0%	15	
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	
Speak other languages	0	0.0%	15	
Speak English "very well" or "well"	0	0.0%	15	
Speak English "not well"	0	0.0%	15	
Speak English "not at all"	0	0.0%	15	

Workers Age 16+ By Means of Transportation

Total	862	100.0%	202	<div><div></div><div></div></div>
Drove alone	557	64.6%	151	<div><div></div><div></div></div>
Carpooled	101	11.7%	77	<div><div></div><div></div></div>
Public transportation (excluding taxicab)	60	7.0%	66	<div><div></div><div></div></div>
Bus or trolley bus	60	7.0%	66	<div><div></div><div></div></div>
Light rail, streetcar or trolley	0	0.0%	15	
Subway or elevated	0	0.0%	15	
Long-distance/Commuter Train	0	0.0%	15	
Ferryboat	0	0.0%	15	
Taxicab	0	0.0%	15	
Motorcycle	0	0.0%	15	
Bicycle	0	0.0%	15	
Walked	87	10.1%	109	<div><div></div><div></div></div>
Other means	44	5.1%	41	<div><div></div><div></div></div>
Worked at home	13	1.5%	17	<div><div></div><div></div></div>

Workers Age 16+ By Travel Time to Work

Less than 5 minutes	29	3.4%	45	<div><div></div><div></div></div>
5 to 9 minutes	104	12.2%	99	<div><div></div><div></div></div>
10 to 14 minutes	212	25.0%	147	<div><div></div><div></div></div>
15 to 19 minutes	188	22.1%	101	<div><div></div><div></div></div>
20 to 24 minutes	165	19.4%	109	<div><div></div><div></div></div>
25 to 29 minutes	16	1.9%	24	<div><div></div><div></div></div>
30 to 34 minutes	13	1.5%	18	<div><div></div><div></div></div>
35 to 39 minutes	0	0.0%	15	
40 to 44 minutes	37	4.4%	39	<div><div></div><div></div></div>
45 to 59 minutes	16	1.9%	29	<div><div></div><div></div></div>
60 to 89 minutes	15	1.8%	18	<div><div></div><div></div></div>
90 or more minutes	54	6.4%	65	<div><div></div><div></div></div>
Average Travel Time to Work (in minutes)	N/A		N/A	

Workers Age16+ by Place of Work	2019 - 2023		MOE (±)	Reliability
	ACS Estimate	Percent		
Total	862	100.0%	202	<div><div></div><div></div></div>
Worked in state and in county of residence	831	96.4%	199	<div><div></div><div></div></div>
Worked in state and outside county of residence	31	3.6%	39	<div><div></div><div></div></div>
Worked outside state of residence	0	0.0%	15	
Sex by Class of Worker				
Total	909	100.0%	228	<div><div></div><div></div></div>
Male	370	40.7%	145	<div><div></div><div></div></div>
Employee of private company workers	289	31.8%	144	<div><div></div><div></div></div>
Self-employed in own incorporated business	0	0.0%	15	
Private not-for-profit wage and salary workers	6	0.7%	10	<div><div></div><div></div></div>
Local government workers	0	0.0%	15	
State government workers	70	7.7%	61	<div><div></div><div></div></div>
Federal government workers	0	0.0%	15	
Self-employed in own not incorporated business	5	0.6%	7	<div><div></div><div></div></div>
Unpaid family workers	0	0.0%	15	
Female	539	59.3%	181	<div><div></div><div></div></div>
Employee of private company workers	353	38.8%	165	<div><div></div><div></div></div>
Self-employed in own incorporated business	0	0.0%	15	
Private not-for-profit wage and salary workers	100	11.0%	68	<div><div></div><div></div></div>
Local government workers	36	4.0%	37	<div><div></div><div></div></div>
State government workers	40	4.4%	32	<div><div></div><div></div></div>
Federal government workers	5	0.6%	9	<div><div></div><div></div></div>
Self-employed in own not incorporated business	5	0.6%	8	<div><div></div><div></div></div>
Unpaid family workers	0	0.0%	15	
Gross Rent as a Percentage of Household Income				
<10% of Income	46	4.5%	62	<div><div></div><div></div></div>
10-14.9% of Income	104	10.3%	90	<div><div></div><div></div></div>
15-19.9% of Income	84	8.3%	58	<div><div></div><div></div></div>
20-24.9% of Income	127	12.6%	80	<div><div></div><div></div></div>
25-29.9% of Income	39	3.9%	44	<div><div></div><div></div></div>
30-34.9% of Income	155	15.3%	134	<div><div></div><div></div></div>
35-39.9% of Income	19	1.9%	30	<div><div></div><div></div></div>
40-49.9% of Income	108	10.7%	114	<div><div></div><div></div></div>
50+% of Income	270	26.7%	128	<div><div></div><div></div></div>
Gross Rent % Inc Not Computed	59	5.8%	57	<div><div></div><div></div></div>

Females Age 20-64 by Age of Children	2019 - 2023		MOE (±)	Reliability
	ACS Estimate	Percent		
Total	892	100.0%	234	<div><div></div></div>
Own children under 6 years only	170	19.1%	109	<div><div></div></div>
In labor force	133	14.9%	95	<div><div></div></div>
Not in labor force	37	4.1%	50	<div><div></div></div>
Own children under 6 years and 6 to 17 years	36	4.0%	44	<div><div></div></div>
In labor force	7	0.8%	10	<div><div></div></div>
Not in labor force	29	3.3%	43	<div><div></div></div>
Own children 6 to 17 years only	277	31.1%	138	<div><div></div></div>
In labor force	217	24.3%	125	<div><div></div></div>
Not in labor force	60	6.7%	65	<div><div></div></div>
No own children under 18 years	409	45.9%	173	<div><div></div></div>
In labor force	280	31.4%	150	<div><div></div></div>
Not in labor force	129	14.5%	102	<div><div></div></div>

Population and Presence of a Computer				
Total	2,778	100.0%	577	<div><div></div></div>
Population <18 in Households	1,045	37.6%	360	<div><div></div></div>
Have a Computer	1,032	37.1%	357	<div><div></div></div>
Have No Computer	13	0.5%	22	<div><div></div></div>
Population 18-64 in Households	1,513	54.5%	293	<div><div></div></div>
Have a Computer	1,450	52.2%	298	<div><div></div></div>
Have No Computer	63	2.3%	70	<div><div></div></div>
Population 65+ in Households				
Have a Computer	203	7.3%	132	<div><div></div></div>
Have No Computer	17	0.6%	15	<div><div></div></div>

Households and Internet Subscriptions				
Total	1,128	100.0%	214	<div><div></div></div>
With an Internet Subscription	1,024	90.8%	215	<div><div></div></div>
Dial-Up Alone	0	0.0%	15	
Broadband	819	72.6%	194	<div><div></div></div>
Satellite Service	12	1.1%	13	<div><div></div></div>
Other Service	0	0.0%	15	
Internet Access with no Subscription	16	1.4%	29	<div><div></div></div>
With No Internet Access	88	7.8%	56	<div><div></div></div>

Health Insurance Coverage by Age	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Under 19 years:	1,080	38.9%	380	<div><div></div><div></div><div></div></div>
One Type of Health Insurance:	994	35.8%	369	<div><div></div><div></div><div></div></div>
Employer-Based Health Ins Only	44	1.6%	44	<div><div></div><div></div><div></div></div>
Direct-Purchase Health Ins Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
Medicare Coverage Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
Medicaid Coverage Only	950	34.2%	376	<div><div></div><div></div><div></div></div>
TRICARE/Military Hlth Cov Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
VA Health Care Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
2+ Types of Health Insurance	86	3.1%	66	<div><div></div><div></div><div></div></div>
No Health Insurance Coverage	0	0.0%	15	<div><div></div><div></div><div></div></div>

Health Insurance Coverage by Age				
19 to 34 years:	995	35.8%	247	<div><div></div><div></div><div></div></div>
One Type of Health Insurance:	650	23.4%	224	<div><div></div><div></div><div></div></div>
Employer-Based Health Ins Only	248	8.9%	164	<div><div></div><div></div><div></div></div>
Direct-Purchase Health Ins Only	123	4.4%	127	<div><div></div><div></div><div></div></div>
Medicare Coverage Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
Medicaid Coverage Only	272	9.8%	146	<div><div></div><div></div><div></div></div>
TRICARE/Military Hlth Cov Only	7	0.3%	13	<div><div></div><div></div><div></div></div>
VA Health Care Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
2+ Types of Health Insurance	97	3.5%	101	<div><div></div><div></div><div></div></div>
No Health Insurance Coverage	248	8.9%	111	<div><div></div><div></div><div></div></div>

Health Insurance Coverage by Age				
35 to 64 years:	483	17.4%	129	<div><div></div><div></div><div></div></div>
One Type of Health Insurance:	289	10.4%	105	<div><div></div><div></div><div></div></div>
Employer-Based Health Ins Only	172	6.2%	76	<div><div></div><div></div><div></div></div>
Direct-Purchase Health Ins Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
Medicare Coverage Only	30	1.1%	46	<div><div></div><div></div><div></div></div>
Medicaid Coverage Only	87	3.1%	64	<div><div></div><div></div><div></div></div>
TRICARE/Military Hlth Cov Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
VA Health Care Only	0	0.0%	15	<div><div></div><div></div><div></div></div>
2+ Types of Health Insurance	90	3.2%	80	<div><div></div><div></div><div></div></div>
No Health Insurance Coverage	104	3.7%	88	<div><div></div><div></div><div></div></div>

Health Insurance Coverage by Age	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
65+ years:	220	7.9%	135	<div></div>
One Type of Health Insurance:	17	0.6%	22	<div></div>
Employer-Based Health Ins Only	0	0.0%	15	
Direct-Purchase Health Ins Only	0	0.0%	15	
Medicare Coverage Only	17	0.6%	22	<div></div>
TRICARE/Military Hlth Cov Only	0	0.0%	15	
VA Health Care Only	0	0.0%	15	
2+ Types of Health Insurance:	203	7.3%	131	<div></div>
Employer-Based & Direct-Purchase Insurance	0	0.0%	15	
Employer-Based Health & Medicare Insurance	26	0.9%	33	<div></div>
Direct-Purchase Health & Medicare Insurance	33	1.2%	41	<div></div>
Medicare & Medicaid Coverage	135	4.9%	124	<div></div>
Other Private Health Insurance Combos	0	0.0%	15	
Other Public Health Insurance Combos	0	0.0%	15	
Other Health Insurance Combinations	9	0.3%	12	<div></div>
No Health Insurance Coverage	0	0.0%	15	

Civilian Population Age18+ by Vetran Status				
Total	1,733	100.0%	317	<div></div>
Veteran	19	1.1%	21	<div></div>
Nonveteran	1,714	98.9%	314	<div></div>
Male	635	36.6%	168	<div></div>
Veteran	9	0.5%	15	<div></div>
Nonveteran	626	36.1%	167	<div></div>
Female	1,098	63.4%	277	<div></div>
Veteran	10	0.6%	15	<div></div>
Nonveteran	1,088	62.8%	276	<div></div>

Source: U.S. Census 2019-2023 American Community Survey. **Data Note:** N/A means not available. Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2023, adjusted for inflation.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: Symbols represent threshold values Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green and are considered reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow and should be used with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red and are considered very unreliable.

SIGNAL4 CRASH DATA EXPORT
12/12/2025
PEDESTRIAN AND CYCLIST CRASHES - 10 YEAR HISTORY

REPORT_NUMBER	85955671	24811811	25368595
CRASH_YEAR	2015	2022	2023
CRASH_DATE_AND_TIME	6/30/2015 18:18	2/23/2022 11:38	9/18/2023 10:07
REPORT_DATE_AND_TIME	7/1/2015 0:00	2/23/2022 0:00	10/24/2023 0:00
INVESTIGATING_AGENCY_REPORT_NUMBER	15019798	2022-00035779	2023-00164061
FORM_TYPE	L	L	L
TOTAL_NUMBER_OF_VEHICLES	1	1	1
TOTAL_NUMBER_OF_PERSONS	2	1	2
COUNTY_CODE	13	13	13
CITY_CODE	50	50	50
COUNTY_NAME	Leon	Leon	Leon
CITY_NAME	Tallahassee	Tallahassee	Tallahassee
RURAL_OR_URBAN	Urban	Urban	Urban
NOTIFIED_TIME	6/30/2015 18:18	2/23/2022 11:38	9/18/2023 10:07
DISPATCHED_TIME	6/30/2015 18:19	2/23/2022 11:38	9/18/2023 10:08
ARRIVED_TIME	6/30/2015 18:20	2/23/2022 11:52	9/18/2023 10:19
CLEARED_TIME	6/30/2015 18:38	2/23/2022 12:15	9/18/2023 11:15
COMPLETED_FLAG	Y	Y	Y
NOTIFIED_BY	Law Enforcement	Law Enforcement	Law Enforcement
ON_STREET_ROAD_HIGHWAY	MERIDIAN ST S	WALLIS ST	S ADAMS ST
STREET_ADDRESS_NUMBER			2405
LATITUDE		30.418308	30.417988
LONGITUDE		-84.282044	-84.282108
FEET_FROM_INTERSECTION	101		
DIRECTION_FROM_INTERSECTION	South		
FROM_INTERSECTION_OF	WALLIS ST	S ADAMS ST	
MILEPOST_NUMBER			
ROAD_SYSTEM_IDENTIFIER	Local	Local	Parking Lot
TYPE_OF_SHOULDER	Unpaved	Paved	Paved
TYPE_OF_INTERSECTION	Not at Intersection	Not at Intersection	Not at Intersection
PHOTOS_TAKEN	Y	N	N
LIGHT_CONDITION	Daylight	Daylight	Daylight
WEATHER_CONDITION	Rain	Clear	Clear
ROAD_SURFACE_CONDITION	Wet	Dry	Dry
SCHOOL_BUS_RELATED_CODE	N	N	N
TYPE_OF_IMPACT	Other		
FIRST_HARMFUL_EVENT	Motor Vehicle in Transport	Parked Motor Vehicle	Pedestrian
LOCATION	On Roadway	On Roadway	Off Roadway
INTERCHANGE_FLAG	N	N	N
JUNCTION_FLAG	Non-Junction	Through Roadway	Non-Junction
ROAD_CIRCUMSTANCES_1	Road Surface Condition	None	None
ROAD_CIRCUMSTANCES_2			
ROAD_CIRCUMSTANCES_3			
ENVIRONMENT_CIRCUMSTANCES_1	Weather Conditions	None	None
ENVIRONMENT_CIRCUMSTANCES_2			
ENVIRONMENT_CIRCUMSTANCES_3			
WORK_ZONE_RELATED_FLAG	N	N	N
CRASH_IN_WORK_ZONE			
TYPE_OF_WORK_ZONE			
WORKERS_PRESENT			
LAW_ENFORCEMENT_PRESENT			
INVESTIGATOR_RANK	LEO	CST	DETECTIVE
INVESTIGATING_AGENCY_NAME	Tallahassee Police Department	Tallahassee Police Department	Tallahassee Police Department
INVESTIGATING_AGENCY_TYPE	Police Department (PD)	Police Department (PD)	Police Department (PD)
LOAD_DATE	7/2/2015 12:02	3/1/2022 13:48	9/21/2023 19:22
UPDATE_DATE	7/2/2015 12:02	3/1/2022 13:48	12/21/2023 19:23
DAYS_TO_LOAD	2	6	3
CODEABLE	Y	N	Y
S4_CRASH_TYPE	Single Vehicle	Single Vehicle	Pedestrian
S4_CRASH_TYPE_SIMPLIFIED	Other	Other	Pedestrian
S4_CRASH_SEVERITY	Injury	No Injury	Serious Injury
S4_CRASH_SEVERITY_DETAIL	Non-Incapacitating Injury	No Injury	Incapacitating Injury

S4_DAY_OR_NIGHT	DAY	DAY	DAY
S4_IS_AGGRESSIVE_DRIVING	N	N	N
S4_IS_ALCOHOL_RELATED	N	N	N
S4_IS_CMV_INVOLVED	N	N	N
S4_IS_DISTRACTED	N	N	N
S4_IS_DRUG_RELATED	N	N	N
S4_IS_HIT_AND_RUN	N	N	N
S4_IS_INTERSECTION_RELATED	N	N	N
S4_IS_LANE_DEPARTURE_RELATED	N	Y	N
S4_IS_SPEEDING_RELATED	N	N	N
S4_NONE_INJURY_COUNT	1	1	1
S4_INJURY_COUNT	1	0	1
S4_POSSIBLE_INJURY_COUNT	0	0	0
S4_NON_INCAPACITATING_INJURY_COUNT	1	0	0
S4_INCAPACITATING_INJURY_COUNT	0	0	1
S4_FATALITY_COUNT	0	0	0
S4_FATALITY_WITHIN_30_DAYS_COUNT	0	0	0
S4_NON_TRAFFIC_FATALITY_COUNT	0	0	0
S4_TRAILER_COUNT	0	0	0
S4_MOTORCYCLE_COUNT	0	0	0
S4_MOPED_COUNT	0	0	0
S4_NON_MOTORIST_COUNT	1	1	1
S4_BICYCLIST_COUNT	0	1	0
S4_PEDESTRIAN_COUNT	1	0	1
S4_DRIVER_COUNT	1	0	1
S4_AGING_DRIVER_COUNT	0	0	0
S4_TEENAGER_DRIVER_COUNT	0	0	0
S4_PASSENGER_COUNT	0	0	0
S4_UNRESTRAINED_COUNT	0	0	0
S4_UNRESTRAINED_INJURY_COUNT	0	0	0
S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	0	0	0
S4_UNRESTRAINED_FATALITY_COUNT	0	0	0
S4_MOTORCYCLIST_COUNT		0	0
S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT		0	0
S4_MOTORCYCLIST_FATALITY_COUNT		0	0
S4_IS_PEDESTRIAN_INVOLVED	Y	N	Y
S4_PEDESTRIAN_INCAPACITATING_INJURY_COUNT	0	0	1
S4_PEDESTRIAN_FATALITY_COUNT	0	0	0
S4_IS_BICYCLIST_INVOLVED	N	Y	N
S4_BICYCLIST_INCAPACITATING_INJURY_COUNT	0	0	0
S4_BICYCLIST_FATALITY_COUNT	0	0	0
S4_CITATION_COUNT	0	0	0
S4_CITATION_AMOUNT	0	0	0
S4_PROPERTY_DAMAGE_COUNT	0	0	0
S4_PROPERTY_DAMAGE_AMOUNT	0	0	0
S4_VEHICLE_DAMAGE_COUNT	1	1	1
S4_VEHICLE_DAMAGE_AMOUNT	3000	1000	100
S4_TOTAL_DAMAGE_AMOUNT	3000	1000	100
S4_TRANSPORT_BY_EMS_COUNT	1	0	1
S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	0	0	0
S4_TRANSPORT_BY_OTHER_COUNT	0	0	0
S4_GEOLOCATION_STATUS	Verified	Preliminary	Preliminary
S4_PRELIMINARY_GEOLOCATION_STATUS	n/a	Editor Mapped	Editor Mapped
S4_X	185182.3991	184702.0829	184698.9741
S4_Y	3369669.536	3369711.045	3369678.15
S4_LATITUDE	30.41803131	30.41827973	30.41798255
S4_LONGITUDE	-84.27707653	-84.282082	-84.28210439

PART 7 SUPPLEMENTAL INFORMATION – PUBLIC INVOLVEMENT

RESOLUTION 26-R-01

AGENDAS / MINUTES

City Commission Meeting Agenda & Agenda Item January 14, 2026
Joint City/County Bicycling Workgoup Meeting November 17, 2025
Joint City/County Bicycling Workgoup Meeting December 8, 2025
Leon County Community Traffic Safety Team Meeting December 16, 2025

LETTERS OF SUPPORT

South City Neighborhood Association
StarMetro
Tallahassee Lenders' Consortium

RESOLUTION NO. 26-R-01

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF TALLAHASSEE SUPPORTING A GRANT FUNDING APPLICATION TO THE CAPITAL REGIONAL TRANSPORTATION PLANNING AGENCY (CRTPA) AND THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FOR TRANSPORTATION ALTERNATIVE (TA) FUNDS FOR THE WALLIS STREET MOBILITY & STREETScape PROJECT.

WHEREAS, the FDOT awards grants to city government agencies for projects supported by the CRTPA that improve non-driver access to public transportation and enhance mobility, community involvement activities, and environmental mitigation; and

WHEREAS, the City of Tallahassee seeks to request funding from FDOT for design and construction of streetscape improvements along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane that includes new sidewalks and street trees along both sides of the roadway.

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 CRTPA and the FDOT for the Wallis Street Mobility & Streetscape 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 ____ day of _____, 2026.

CITY OF TALLAHASSEE

By: _____
John E. Dailey
Mayor

ATTEST:

APPROVED AS TO FORM:

By: _____
James O. Cooke, IV

By: _____
Amy M. Toman

City Treasurer-Clerk

City Attorney



**Wednesday, January 14, 2026
City Commission Meeting**

**CITY COMMISSION MEETING
3:00 P.M.
City Hall, 2nd Floor
City Commission Chambers**

Citizens wishing to provide input on the January 14, 2026 City Commission meeting agenda may provide comments in person at the meeting.

Watch the commission meeting LIVE through: WCOT Channel 13, Talgov.com Homepage, CityofTLH Facebook, CityofTLH Twitter

1. CALL TO ORDER

1.01 This is the portion of the meeting where the call to order takes place. There is no written content.

2. INVOCATION

2.01 This is the portion of the meeting where the invocation takes place. The public may participate if they wish. There is no written content.

3. PLEDGE OF ALLEGIANCE

3.01 This is the portion of the meeting where the pledge of allegiance takes place. There is no written content.

4. AGENDA MODIFICATION

4.01 Modifications

5. PRESENTATIONS

5.01 Presentation of Proclamation - Arbor Day -- Mayor John E. Dailey

5.02 Presentation of Proclamation - Human Trafficking Prevention Month -- Mayor John E. Dailey

5.03 Presentation of Proclamation - FSU Women's Soccer Team -- Mayor John E. Dailey

6. ANNOUNCEMENTS

6.01 This is the portion of the meeting for announcements. There are no announcements for this meeting.

7. APPEARANCES BY CITY COMMISSION APPOINTED BOARDS AND COMMITTEES, AND OTHER GOVERNMENTS

7.01 This is the portion of the meeting where appearances by City Commission appointed boards and committees, and other governments take place. There is no written content.

8. CONSENT

8.01 Approve Award for Vacant Lot Mowing Services to Silvina Lawn Care Inc., D/B/A Val's Lawn Care (IFB-011-26-KM) -- Reginald C. Ofuani, Community Beautification and Waste Management Services

8.02 Acceptance and Appropriation of the State-Funded Grant Agreement for City of Tallahassee Fire Department -- Chief Gene Sanders, Tallahassee Fire Department

8.03 Acceptance of Task Force Funds, Equipment and Supplies -- Chief Lawrence Revell, Police

8.04 Approval of Resolution 26-R-01 Supporting a Grant Application to the Capital Regional Transportation Planning Agency and the Florida Department of Transportation for the Wallis Street Mobility & Streetscape Project -- Rob McGarrah, Underground Utilities & Public Infrastructure

8.05 Approval of Resolution 26-R-02, Supporting Grant Funding Applications to the Florida Department of Transportation for Safe Routes to School funds for the Bond Elementary and Springwood Elementary School Projects -- Rob McGarrah, Underground Utilities & Public Infrastructure

8.06 Approval of Resolution No. 26-R-04 Approving a Master Lease Purchase Agreement with TD Equipment Finance, Inc., As Lessor, and The City, As Lessee, for 2026, at a Not-to-Exceed Amount of \$17,000,000, And Separate Schedules Thereto, For the Acquisition, Purchase, Financing and Leasing of Certain Equipment -- James O. Cooke, IV, City Treasurer-Clerk

9. ITEMS PULLED FROM CONSENT

9.01 This is the portion of the meeting for items pulled from consent. There is no written content.

10. CITY COMMISSION

10.01 Affordable Housing Advisory Committee Appointment -- James O. Cooke, IV, City Treasurer-Clerk

11. INTRODUCTION OF ORDINANCES

11.01 Introduction of Ordinance 26-Z-01; Proposed Amendment to the Southwood Planned Unit Development (PUD) Concept Plan, located on 3,322 Acres Generally Bounded by Apalachee Parkway on the North, Southwood Plantation Road and Biltmore Avenue on the East, Tram Road on the South, and Capital Circle SE on the West; Public Hearing Scheduled for February 18, 2026 -- Mike Alfano, Planning

12. POLICY FORMATION AND DIRECTION

12.01 Approval of Resolution No. 26-R-05 to Re-name E. Jefferson Street (from S. Monroe Street to S. Calhoun Street) to Dave Lang Street -- John Reddick, Growth Management

12.02 Approve the Sale of a 4.54-Acre Surplus Property on Capital Circle NW -- Rob McGarrah, Underground Utilities & Public Infrastructure

12.03 Adopt Resolution 26-R-03 To Make Certain Findings and Authorize the Execution of the Memorandum of Understanding between Florida State University and the City of Tallahassee and Set the Third and Final Public Hearing for March 11, 2026 at 9:00 A.M. -- Reese Goad, City Manager & Amy Toman, City Attorney

13. UNAGENDAED SPEAKERS

13.01 This is the portion of the meeting for unagendaed business/speakers. There is no written content.

14. CITY COMMISSION SHARING OF IDEAS

14.01 This is the portion of the meeting for City Commission information and sharing of ideas. There is no written content.



Agenda Item Details

Meeting	Jan 14, 2026 - City Commission Meeting
Category	8. CONSENT
Subject	8.04 Approval of Resolution 26-R-01 Supporting a Grant Application to the Capital Regional Transportation Planning Agency and the Florida Department of Transportation for the Wallis Street Mobility & Streetscape Project -- Rob McGarrah, Underground Utilities & Public Infrastructure
Type	Action (Consent)
Fiscal Impact	Yes
Dollar Amount	3,000,000.00
Budgeted	No
Budget Source	If awarded, appropriations in the Underground Utilities and Public Infrastructure Five-Year Capital Improvement Plan will be used to initially fund the project. The grant will reimburse up to 80 percent, or \$2.4 million, of total eligible project costs.
Recommended Action	Option 1 - Approve Resolution 26-R-01, supporting a grant funding application to the Capital Regional Transportation Planning Agency and the Florida Department of Transportation for Transportation Alternative Funds for the Wallis Street Mobility & Streetscape Project, and authorize the City Manager, or his designee, to accept any resulting grant awards and execute all documents associated with this funding request.

For more information, please contact: Rob McGarrah, General Manager-Underground Utilities & Public Infrastructure, (850) 891-5109 or Eric Gooch, Underground Utilities & Public Infrastructure, (850) 891-2859.

Statement of Issue

This item requests Commission approval of Resolution 26-R-01, supporting an application to the Capital Regional Transportation Planning Agency (CRTPA) and the Florida Department of Transportation (FDOT) for Transportation Alternative (TA) funds for the Wallis Street Mobility & Streetscape Project. Upon approval of this resolution, the City will apply for TA funding through the CRTPA and FDOT for design and construction of streetscape improvements along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. The project includes the enclosure of open drainage ditches, new sidewalks, and street trees along both sides of the roadway, and serves as an important alternative transportation connection to the new Southside Transit Center. This project supports the City Commission's strategic objective to "enhance the City's network of roads, bike lanes, and sidewalks" (City Strategic Plan, Public Infrastructure, Objective 4.4).

Recommended Action

Option 1 - Approve Resolution 26-R-01, supporting a grant funding application to the Capital Regional Transportation Planning Agency and the Florida Department of Transportation for Transportation Alternative Funds for the Wallis Street Mobility & Streetscape Project, and authorize the City Manager, or his designee, to accept any resulting grant awards and execute all documents associated with this funding request.

Fiscal Impact

If awarded, the City's financial participation is limited to the required 20 percent local match, estimated at \$600,000, with remaining project costs offset by grant reimbursement.

Supplemental Material/Issue Analysis

History/Facts & Issues

The FDOT awards funding through its Transportation Alternative (TA) Program to government agencies for infrastructure projects that improve non-driver access to public transportation and enhance mobility, community improvement activities, and environmental mitigation. As the region's metropolitan planning organization (MPO), the CRTPA manages the solicitation, ranking, and submittal of eligible TA projects every other year and provides recommendations to the FDOT for annual funding consideration. The City was awarded TA funding for the Waverly Road Sidewalk Project in 2024.

The Wallis Street Mobility & Streetscape Project will include the design and construction of alternative mobility infrastructure along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. The total project estimate is \$3,000,000. The project includes the enclosure of open drainage ditches, new sidewalks, and street trees along both sides of the roadway for approximately 2,500 linear feet.

Wallis Street offers an essential connection for pedestrians from the west side of Monroe Street to additional nearby infrastructure investment projects. The Southside Transit Center is less than 0.5 miles away and can be easily accessed off Wallis Street by Meridian Street. In October of this year, the Tallahassee Community Redevelopment Agency (CRA) funded the adjacent Meridian Street Pedestrian and Street Safety (PASS) investment project. The Meridian Street PASS project will construct a multi-use path on the west side of the roadway, new sidewalk on the east side, as well as ditch enclosures and street trees from Orange Avenue to Magnolia Drive. The Wallis Street Mobility & Streetscaping project will build upon these other nearby infrastructure investments by improving alternative means of transportation and contributing to the formation of a well-connected mobility network.

Department(s) Review

City Attorney's Office; Grants & Enterprise Resources; Resource Management

Options

1. Approve Resolution 26-R-01, supporting a grant funding application to the Capital Regional Transportation Planning Agency and the Florida Department of Transportation for Transportation Alternative Funds for the Wallis Street Mobility & Streetscape Project, and authorize the City Manager, or his designee, to accept any resulting grant awards and execute all documents associated with this funding request.

Pros: Allows for the potential use of grant funds to construct needed sidewalks and streetscaping that connects pedestrian and bicyclist routes and provides safer alternative mobility access to transit.

Cons: None identified.

2. Provide staff with alternate direction.

Attachments/References

Attachment 1 - Resolution 26-R-01

Attachment 2 - Location Map

[Attachment 1 - Resolution 26-R-01.pdf \(33 KB\)](#)

[Attachment 2 - Location Map.pdf \(177 KB\)](#)

Joint City/County Bicycling Workgroup

Meeting Agenda

November 17, 2025

1. **Welcome**
2. **Review Previous Meeting Minutes:** September 15, 2025
3. **New Business**
 - a. City/County/CRTPA/Blueprint/Planning and other entities
 - b. Working Group Members
 - c. Non-Working Group Members
4. **Old Business**
 - a. AASHTO and NACTO Bicycle Facilities and Standards Guidelines Presentation
5. **Adjournment**

Virtual Meeting - WebEx
6:00 PM

Joint City/County Bicycling Workgroup Meeting
Teams Virtual Meeting
6 pm November 17, 2025
Minutes/Notes

Appointed Members in attendance: Alan Amidon, Gabrielle Gabrielli, Bob Feuerstein, Stephen Chelko, Hugh Aaron and Eric Draper

Staff in attendance: Susan Poplin (Planning), Dorsa Azadi (Planning), Molly Levesque (UUPI), Alex Delgado (Blueprint), Greg Burke (CRTPA), Suzanne Lex (CRTPA), Jack Kostrzewa (CRTPA), Tom Thompson (ARPC), and Sherri Miller (Planning)

Other Non-Members: Mary Kay Falconer and Greg Wilson

Review of September 15, 2025 Meeting Summary: The summary of the previous meeting was reviewed and accepted by the group without changes.

New Business

a. Updates from City/County/CRTPA/Blueprint and Other Entities

1. *Planning Department.* Planning staff, Susan Poplin, asked if the group could share information about the workgroup and positions available for City appointment. The application website link was provided to the meeting participants. Planning staff let the group know that the County would receive a status update on November 18th on recent community engagement regarding the comprehensive plan update. Staff mentioned that the comprehensive plan update may be considered for adoption in December 2025. Staff mentioned some planned developments that may have changes coming up including Southwood and Welaunee master planned communities, and would report back at the next meeting.
2. *CRTPA Transportation Alternatives (TA)* – CRTPA staff Greg Burke and Suzanne Lex provided information on the Transportation Alternatives funding program that is on a two-year application cycle and funded through FDOT. The list of potential projects is updated annually. There is currently a project for the Highland Drives Sidewalk that is approximately \$680,000. The CRTPA reviews these project as part of its Project Priority List, and as mentioned above, the Highlands Drive sidewalk project is on this list. The current cycle for additional project proposals, which should be proposed/coordinated with City or County public works, opened in FDOT District III on November 3rd and will run through January 16, 2026. The group asked if there were additional pending projects to review. Planning staff indicated they would invite City and County staff considering TA projects to the group's next meeting to discuss them.
3. *CRTPA Long-Range Transportation Plan* - CRTPA staff Jack Kostrzewa. The LRTP was recently adopted and includes ROW priority plans, bicycle/pedestrian plans and regional projects. There is approximately \$287,000 for funding ROW; cost is approximately \$25-\$40M per mile. There is also a Crawfordville Road project from LL Wallace to Wakula

Springs Road. Additional safety projects are included. The Transportation Improvement Plan through FDOT includes streetlights on SR 20 from Aenon Church Road to Silver Lake Road.

4. *City of Tallahassee UUPI* – UUPI staff Molly Levesque highlighted a joint project funded by the Community Redevelopment Agency (CRA). The Meridian Street Pass project is along the C and G roadway where the ditches will be replaced with a 10-foot multi-use path. The project is scheduled from 2025 to 2029 including design from 2026 to 2029 and construction bids in 2029. Safe Routes to School projects were also highlighted and those include two grants for Hawks Rise Elementary sidewalk connecting Meadow Ridge to Spring Hill Road, and Springwood Elementary north from Settler's Spring Road to Fred George Road. There are three others, two of which may be promoted for Safe Routes to School funding requests including John G. Riley Elementary, Griffin Middle and Bond Elementary Schools. Molly shared the locations and proposed connections to existing sidewalks, e.g. Callaway Street near Riley Elementary. There was some discussion including the Bond and Griffin Heights Neighborhood First Plans. She asked the group if they have any insights and input on the projects to continue to share with UUPI. Additional Project Updates:

- a. Victory Garden project is complete.
- b. Market District Plan: The project is under construction with Maclay Road closed to a detour, but partial reopening may occur by Thanksgiving.
- c. 6th Avenue is under construction.
- d. Paul Russel Road construction begins on December 15th including sidewalk to Apalachee Parkway.
- e. Tram Road project has approval to relocate gopher tortoises and that should be completed by December 2025. Other financial issues were resolved by Blueprint.
- f. Safe Streets for All: The agreement has been signed by the federal government and is routing for the City's signatures. Design will start around the beginning of the year.
- g. Transportation Alternative Project: UUPI is looking at requesting a project along Wallis Street connecting Adams to Meridian over Monroe Street.

5. *Blueprint*: Blueprint staff, Alex Delgado, reported that they are working on the Lake Jackson Greenways project Phase I and Phase II for which a contract has been signed. University Greenway is undergoing a feasibility study. Other projects mentioned include:

- a. Lake Lafayette Linear Park – The Falls Chase portion is under construction.
- b. Magnolia Drive Trail – Phase II will be complete by the end of the year. ROW and acquisition will hopefully be wrapped up next year.
- c. Bike routes include Downtown University bike lane construction in 2026.
- d. Ridge Road improvements are underway.
- e. The Animal Services Center is almost complete.
- f. Mountain Bike Trail at Debbie Lightsey Park is underway.

b. Member Items

1. Sustainable Tallahassee (Alan Amidon and Greg Wilson): Alan and Greg provided information on an E-Bike Voucher Program that is recommended by Sustainable Tallahassee. Planning staff indicated they would research the item and bring additional information back to the group at the next meeting.
2. Ridge Road Diagonal Cross (Hugh Aaron): Hugh requested CRTPA staff to look at an alternative crossing at Crawfordville Highway and Ridge Road. Hugh shared an example from Portland, OR, of a diagonal crossing with user cueing button. Jack Kostrzewa indicated he would inquire about the possible design with FDOT.

Old Business

- AAHSTO/NACTO Presentation: Planning staff provided a presentation reviewing key points of the AASHTO and NACTO standards that compare bicycle facility design approaches. The presentation focused on five key items including bike lane widths, protected bike lanes, “shy” zones, vertical heights, and intersections. The group had no follow-up questions and thanked staff for the presentation.

Members and affiliates were asked and responded that there were no additional discussion items for the group.

The meeting adjourned at approximately 7:45 pm.

Joint City/County Bicycling Workgroup

Meeting Agenda

December 8, 2025

1. **Welcome**
2. **Review Previous Meeting Minutes:** November 17, 2025
3. **Old Business**
 - a. Transportation Alternative Program (TAP) Potential Projects Information
 - b. E-Bike Voucher Program Information and Request Follow-Up
4. **New Business**
 - a. City/County/CRTPA/Blueprint/Planning and other entities
 - b. Working Group Members
 - c. Non-Working Group Members
5. **Adjournment**

Joint City/County Bicycling Workgroup Meeting
Teams Virtual Meeting
6 pm December 8, 2025
Minutes/Notes

Appointed Members in attendance: Gabrielle Gabrielli, Bob Feuerstein, Hugh Aaron and Eric Draper

Staff in attendance: Susan Poplin (Planning), Marcus Thompkins (Planning), Molly Levesque (UUPI), Alex Delgado (Blueprint), Jack Kostrzewa (CRTPA), Charles Wu (Leon County Public Works), Timothy Barden (Leon County Public Works)

Other Non-Members: Mary Kay Falconer, Stephen Hodges and Greg Wilson

*Review of **November 17, 2025**, Meeting Summary:* The summary of the previous meeting was reviewed and accepted by the group without changes.

Old Business

a. Transportation Alternative Program (TAP) Potential Projects Information

1. *Leon County Public Works:* Staff Charles Wu and Tim Barden provided information on a sidewalk project proposed along Shelfer Road from Crossway Road to Capital Circle, approximately 700 feet in length. The project would enhance pedestrian connectivity and improve access to Oak Ridge Elementary School.
2. *City of Tallahassee UUPI:* UUPI staff Molly Levesque reported that they are considering submitting the Wallis Street Streetscape Project. The proposed project includes the installation of sidewalks on both sides of the roadway, with six-foot sidewalks and six-foot landscape strips. The project corridor extends along Wallis Street from Adams Street to Meridian Street and continues to the roadway dead end.
3. *TAP Summary:* CRTPA updates the Transportation Alternatives Program list provided to FDOT District 3 every two years, with projects reviewed annually by the CRTPA. The current cycle remains open for additional project submissions until January 16, 2026. Projects must be coordinated through the appropriate local municipality and governmental departments prior to submittal. Once submitted, TAP projects remain on the list even if they are not initially selected and may be reconsidered during future annual reviews. TAP is a federally funded Transportation Set Aside program that supports non-motorized and community focused transportation improvements, including sidewalks, shared use paths, pedestrian safety enhancements, bicycle facilities, and Safe Routes to Schools projects..

b. E-Bike Voucher Program Information and Request Follow-Up

1. Planning Department: Staff are assessing the feasibility of establishing an E Bike Voucher Program for the City of Tallahassee. Staff met with Kelly Corvin, Sustainability Program Coordinator in Housing and Community Resilience, to discuss program concepts and coordination opportunities. Additionally, a meeting has been scheduled with Austin Britt, Parking and Micromobility Coordinator for the City of Tampa, to learn from Tampa's E Bike Voucher Program. Staff anticipate this discussion will provide useful insight as they evaluate the potential of a similar program in Tallahassee.

New Business

1. City/County/CRTPA/Blueprint/Planning and other entities

- a. **City (UUPI):** Safe Routes to Schools Projects planning to submit in next cycle: Springwood Elementary and Bond or Riley Elementary. Whichever project is not submitted during this cycle will be included in the next cycle. Neighborhood feedback from Bond and Griffin Heights will be held. Construction is scheduled soon to begin the multiuse trail on Tram Road, and sidewalk project on Paul Russel. Sabal Palms Elementary Safe Routes to School Project will go into construction in February of 2026. Floral Street and Waverly Road sidewalk projects will begin soon. Floral Street in Waverly Road, and Waverly Road in the Fall. Fairlane Road PASS public meeting will be held in the last week of January.
- b. **County:** Magnolia Drive Multi-Use Trail Phase II from Pontiac Drive to Diamond Drive is nearly complete. Magnolia Drive looks like it will be re-opened in January. Sidewalk construction has begun on Chaires Cross Road, from Chaires Elementary School to Park Hill Road. A Federal Grant has been secured with the help of CRTPA to build a sidewalk from Winchester Lane to Paul Russel. Construction is set to start next year. Canyon Creek sidewalk project, with additional Safe Routes to Schools projects under design.
- c. **CRTPA:** The Long-Range Transportation Plan has been adopted. Priority projects will start being assessed. Also, the intro of the Tentative Work Program will be provided as those projects progress. Jack Kostrzewa presented a website FDOT maintains that presents different projects for Tentative Work Plan. With regard to the request to look at a diagonal crossing idea with Ridge Road, Jack put in a request to receive follow-up with FDOT after an initial response to not explore the option.
- d. **Blueprint:** Bicycle Route System. The Downtown University Protected Bike Lane is scheduled for construction in early 2026. Southwest Area Connector Phase I is completing its final permitting. Design is nearly complete. Mountain Bike Trails at Debbie Lightsey Nature Park have been pushed back for completion until sometime in January. Munson Slough Connector was originally going to be a multi-use trail and is now going to be a nature path. The Welaunee Greenway is about 60% completed in design. Market District Park is scheduled to be completed in early 2027. The Pickle Ball courts are not open to the public yet. Northeast Park is expected to be completed in mid-2027. Orange-Meridian Park is expected to be completed early to mid-2026. Phase I of Lake Jackson Greenway is complete. Design for Phase II is underway. The section that went

under I-10 and through the Water Management District has been redirected to go down Meginnis Arm Road, Lakeshore Drive, Mays Road and Sharer Road. Alex will follow up with the Water Management District to assess efficiency or possibility of use of state lands. Welaunee Greenway design is in Phase I, and design has not reached the segment approaching I-10.

- e. **Planning:** Currently, a Southwood PUD amendment is under review. The application proposes increasing non-residential square footage by 1,000 square feet on each of the three lots, for a total increase of 3,000 square feet within the MUOC 3 Pod. The affected properties are located southwest of the Blairstone Road and Capital Circle SE intersection near Quail Grove Lane and Gainsborough Drive. The Master Development Plan designates the sites as MUOC 3 with 9,000 square feet of retail entitlement per lot. The amendment would allow up to 10,000 square feet of commercial development on each lot.
- 2. **Working Group Members**
 - a. **Hugh Aaron:** Wants to make group more effective and move the needle locally, from a bike infrastructure and safety standpoint. Susan and Hugh supported having a strategic planning session in a future meeting.
 - 3. **Non-Working Group Members**
 - a. **Stephen Hodges:** Gave insight into the Focus Group's flexibility.

The meeting adjourned at approximately 7:43 pm.



LEON COUNTY COMMUNITY TRAFFIC SAFETY TEAM

SAFE ROUTES TO SCHOOL TASK FORCE

TEAMS MEETING

December 16, 2025 (11:00 AM - 12:00 PM)

1. **AGENDA MODIFICATIONS** – No Changes
2. **CTST INFORMATION** - A schedule for the 2026 meetings will be developed and sent in January 2026.
3. **ITEMS FROM CTST MEMBERS**

A. Safe Routes to School (SR2S) – Leon County Safe Routes to School Task Force

An overview and map of each project was distributed for review in advance of the meeting. Two CRTPA school-related safety studies was also provided.

Introduction: A webinar provided by LTAP presented the fact that the CTST includes many of the same partners that you coordinate with for Safe Routes to School grant application. At a November 24, 2025 coordination meeting the CTST discussed meeting as the Safe Routes to School Task Force. A summary of the CTST's role as the SRTS Task Force was provided. Leon County will be presenting one project application for Buck Lake Elementary School. The City of Tallahassee presented the Springwood Elementary School project, and then introduced two separate projects for consideration. Both Leon County and the City presented the projects to the Joint City County Bicycling Group meeting on December 8, 2025. At the Leon County Schools District Advisory Council on January the 8, 2026, the proposed safety improvement projects by the City and the County are on the agenda.

Leon County: Buck Lake Elementary School SR2S Project

Charles Wu, P.E., Leon County Director of Engineering Services, presented the proposed scope and location of the project, which is an extension of the existing sidewalks on Buck Lake Road from Walden Road way to Alameda Drive. This improvement is classified as a Community Tier 2 project for implementation. The County's proposal is to build this approximate 2000 linear feet of the sidewalk along with a new controlled crosswalk on Buck Lake Road. This improvement would allow the students to walk along this sidewalk and provide direct access to the school without having to going around onto Pedrick Road. On December 3, 2025, the County engaged the school principal on and received a positive response; he is going to send us a letter of support for the application. and our Leon County Commission approved/authorized the grant application on December 9, 2025. The project was received favorably. There was a brief discussion on speed cameras being installed in the future. Segments of the roads adjacent to the school have different road ownership, so future coordination is necessary.

300 South Adams Street · Tallahassee, FL 32301
(850)891-8630 · www.crtpa.org

LEON COUNTY COMMUNITY TRAFFIC SAFETY TEAM

SAFE ROUTES TO SCHOOL TASK FORCE

City of Tallahassee SR2S Projects: Springwood Elementary “Phase II”

The first project discussed was Springwood Elementary Phase Two, the City did receive funding for Phase One in the last grant cycle for a portion on Fred, George, Road and the rest is on North Settlers Blvd. That ends at Stoneridge Drive. The City broke this project up into two phases to make the funding a little bit more manageable and the grant a little more competitive. For the 2025 – 2026 grant cycle the City is submitting Phase Two portion that extends from the end of the roadway that dead-end at Sellers Blvd. up to Stoneridge Drive, approximately 1500 linear feet It will be a 5 to 6 foot sidewalk on the east side of North Settlers, tying into the other phase. The City presented the accompanying maps and photos of existing conditions. The Task Force recognized that this was a good safety improvement.

John G. Riley Elementary School or Bond Elementary School

For the second submittal the City is looking at two options. The first would be John G Riley Elementary that also serves Griffin Middle School that extends Callaway Street and a portion of Preston Street. The second option would be to Bond Elementary and also serving Nims Middle School, that's a small section of Tucker Street and Weiss Street. Both projects have been assessed and compare equally.

The first improvement serves is John G Riley and Griffin Middle School, it would be on Callaway Street and that little portion on Preston Street and does serve both very well. There is a sidewalk on the South side of the roadway, but a gap is on the north side, proximate to a bus stop. This improvement would facilitate a route from Basin and the apartments, as well as getting access to that bus stop facility. A map and photos of existing conditions were presented. Improvements helps get students off of Basin Street thoroughfare and give them a second option to get to school safely, there are higher volumes, speeding traffic, and would enhance this overall connectivity.

For the second application improvements that serve Bond Elementary School, Nims Middle school and to the Walker-Ford Community Center. Construction of a new 6' wide sidewalk along north side of Wies Street, from Holton Street to T-Pain Lane (approximately 680 linear feet) and construction of a new 6' wide sidewalk along the north side of Tucker Street, from Saxon Street to the existing sidewalk (approximately 160 linear feet). Maps, photos of existing conditions, bus stop locations and an overview of the student travel patterns was presented.

After discussion, and question and answer session regarding the two projects, the City decided they would submit the improvement that serves Bond Elementary School, Nims Middle school and to the Walker-Ford Community Center. Both projects were supported, but the fact that the Wies Street and Tucker Street improvements would serve three community facilities made the project more favorable.

LEON COUNTY COMMUNITY TRAFFIC SAFETY TEAM

SAFE ROUTES TO SCHOOL TASK FORCE

B. Battle of the Belts: Florida Teen Safe Driving Coalition, Megan Muhlbach, Coalition Leader

Megan introduced a new employee, Johnnie Pennick Jr., Program Outreach Specialist. He has been added to the CTST Member list.

The [Battle of the Belts](#) campaign officially kicked-off on October 19, 2025. Megan Muhlbach, Program Coordinator, detailed the Program Kit; it includes all the materials needed to run a successful seat belt safety campaign, plus guidance on conducting pre-and post-surveys, planning activities, and submitting final reports. Coalition members may order *Battle of the Belts* kits with authorization from the school and a designated school contact who will facilitate the campaign. This process allows us to accurately track each kit and follow up on progress within participating schools. Final submissions are due Friday, February 27th, giving schools plenty of time to plan and run their campaigns.

C. Drive Sober or Get Pulled Over Campaign: Brian C. Muhlbach, Law Enforcement Liaison – FDOT D 3

Brian Muhlbach, Law Enforcement Liaison, discussed the upcoming enforcement mobilization effort with the [Drive Sober or Get Pulled Over Campaign](#). Florida law enforcement will be out through the holidays. The Campaign also aims to reduce the number of impaired drivers on our roads through prevention and education.

D. CRTPA Annual Retreat January 12, 2026: TSC Capitol Center (Downtown, Kleman Plaza)

Announcement on the CRTPA's upcoming Annual Retreat from 10:00 am to 1:00 pm.

E. Roundtable: Update on ongoing safety efforts or a topic/issue for discussion/information.

Transportation Alternative Programs

Chris Muehlemann, P.E., Leon County Chief of Engineering Design, and Jenna Duncan, City of Tallahassee Special Projects Coordinator, presented their respective projects submittals to FDOT for Transportation Alternatives funding.

The County proposes to complete design and construction of sidewalk and drainage improvements along Shelfer Road from Crossway Road to Capital Circle SW. The project includes the enclosure of drainage ditches, new sidewalks, and curb and gutter. This improvement is an important connection as it closes the sidewalk gap on Shelfer Road.

The City proposes to complete design and construction of sidewalk and streetscape improvements along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. The project includes the enclosure of open drainage ditches, new sidewalks, and street trees and serves as an important connection to the new Southside Transit Center.

Leon County Community Traffic Safety Team Contact List

12/11/2025

Last Name	First Name	Company	Job Title	E-mail Address	Business Phone
Allen	Kristen	Mothers Against Drunk Driving	Area Executive Director	Kristen.Allen@madd.org	(850) 681-0061 ext. 7259
Amidon	Alan	Cycling Community	Citizen Attendee	alanamidon77@gmail.com	
Barden	Timothy	Leon County Public Works	Administrative Services Manager	bardent@leoncountyfl.gov	(850) 606-1542
Birriel, P.E.	Elizabeth	COT Underground Utilities & Public Infrastructure	Traffic Studies Engineer	Elizabeth.Birriel@talgov.com	(850) 891-8265
Burke	Greg	Capital Region Transportation Planning Agency	Planning Manager	Greg.Burke@crtpa.org	(850) 891-8626
Collins	Kaylor	Florida Department of Transportation, District 3	Planning Specialist	Kaylor.Collins@dot.state.fl.us	(850) 330-1488
Davis	Major Sally	Leon County Emergency Management	Community Engagement & Special Events Manager	DavisSal@leoncountyfl.gov	(850) 606-2101
Duncan	Jennette	Public Infrastructure Engineering	Special Projects Coordinator	jennette.duncan@talgov.com	(850) 891-2864
Falconer	Mary Kay	Cycling Community	Citizen Attendee	MaryKayFalconer39@gmail.com	
Greg	Wilson	Cycling Community	Citizen Attendee	gregory1143@yahoo.com	
Hayes	Zeke	Florida Department of Transportation, District 3	Bicycle & Pedestrian Coordinator	Zeke.Hayes@dot.state.fl.us	(850) 330-1487
Hollingsworth	Joshua	COT Underground Utilities & Public Infrastructure	Manager Traffic Operations	Joshua.Hollingsworth@talgov.com	(850) 891-2080
Jefferson-Shaw	Master Cpl. Patricia	Florida Highway Patrol	Public Affairs Officer	PatriciaJefferson-Shaw@flhsmv.gov	(850) 410-3046
Johnson	Frederick	Leon County School District	Director of Transportation & Parking Services	JohnsonF@leonschools.net	(850) 488-2636
Kearney	Cassidy	StarMetro	Planner II	Cassidy.Kearney@talgov.com	(850) 891-5147
Kostrzewa	Jack	Capital Region Transportation Planning Agency	Assitant Executive Director	John.Kostrzewa@crtpa.org	(850) 891-8625

Leon County Community Traffic Safety Team Member Contact List

12/11/2025

Last Name	First Name	Company	Job Title	E-mail Address	Business Phone
Levesque	Molly	COT Underground Utilities & Public Infrastructure	Manager UPPI Programs	Molly.Levesque@talgov.com	(850) 891-2862
Lewis, P.E.	Mike	Florida Department of Transportation, District 3	Traffic Safety Program Manager	Michael.Lewis@dot.state.fl.us	(850) 330-1266
Lex	Suzanne	Capital Region Transportation Planning Agency	Programs Manager	Suzanne.Lex@crtpa.org	(850) 891-8627
McNealy	Laura	StarMetro	Transit Services Specialist 1	Laura.McNealy@talgov.com	(850) 891-5482
Methellus	Dukens	Leon County Public Works	Design Analyst	MethellusD@leoncountyfl.gov	(850) 606-1555
Muehlemann, P.E.	Chris	Leon County Public Works	Chief of Engineering Design	MuehlemannC@leoncountyfl.gov	(850) 606-1536
Muhlbach	Megan	Florida Teen Safe Driving Coalition	Program Coordinator	megan@fteensafedriver.org	(850) 570-8879
Muhlbach, LEL	Brian C.	Florida Department of Transportation, District 3	Law Enforcement Liaison	dist3@fl-lel.org.	(850) 694-1211
Paulk, AICP	Bryant	Florida Department of Transportation, District 3	Urban Planning Manager	Bryant.Paulk@dot.state.fl.us	(850) 981-2754
Peoples	Gretchen	Florida Department of Transportation, District 3	Community Traffic Safety Team Coordinator	Gretchen.Peoples@dot.state.fl.us	(850) 330-1281
Poplin, MSP, AICP	Susan	Tallahassee-Leon County Planning Dept.	Administrator of Comprehensive Planning	Susan.Poplin@talgov.com	(850) 891-6446
Riddle	Andrew	Wakulla County CTST	Chair Wakulla County CTST	andrew.riddle35@gmail.com	(561) 350-4336
Rind	Richard	Florida State University Police Dept.	Director of Transportation & Parking Services	Rrind@fsu.edu	(850) 645-4994
Roy	Gary	COT Police Department	Police Officer	Gary.Roy@talgov.com	(850) 891-8641
Secreast, P.E.	Allen	COT Underground Utilities & Public Infrastructure	Manager Traffic Operations	Allen.Secreast@talgov.com	(850) 981-8271
Sisk	Joe	COT Underground Utilities & Public Infrastructure	Engineering Designer	Joe.Sisk@talgov.com	(850) 891-2867

Last Name	First Name	Company	Job Title	E-mail Address	Business Phone
Slautterback, AICP, RSP	Lindsay	Kimley-Horn & Assoc.	Transportation Planner	Lindsay.Slautterback@kimley-horn.com	(850) 553-3531
Slay	Greg	Capital Region Transportation Planning Agency	Executive Director	Greg.Slay@crtpa.org	(850) 891-8624
Threatt	Kaizsa	Mothers Against Drunk Driving	Program Specialist	Kaizsa.Threatt@madd.org	(850) 681-0061 ext. 7254
Trumbower	Capt. Jason	Florida State University Police Dept.	Captain Operations	Jtrumbower@fsu.edu	(850) 645-0415
van Tol	Hans	Capital City Cyclist	Research Faculty, FSU	JohanvanTol@yahoo.com	(850) 567-3709
Wallace	Lt. Mike	Leon County Sheriff's Office	Special Operations	wallacem@leoncountyfl.gov	(850) 606-3300
Wolfe	Madison	Leon County Sheriff's Office	Analyst	mwolfe@leoncountyfl.gov	(850) 606-3295
Wooten	Capt. Richard	Florida State University Police Dept.	Captain Support Services	RWooten@fsu.edu	(850) 644-1644
Wu, P.E.	Charles	Leon County Public Works	Director of Engineering Services	WuC@leoncountyfl.gov	(850) 606-1546
Yarborough	Lt. Chasen	Florida State University Police Dept.	Support Services Division	CDYarborough@fsu.edu	(850) 645-0415

LEON COUNTY SAFE ROUTES TO SCHOOL TASK FORCE

Education Encouragement Enforcement Evaluation Engineering

The Safe Routes to School (SRTS) program uses data and analysis, field audits, and community engagement to identify infrastructure projects—such as sidewalks, signage, and pavement markings—that improve students’ access to schools. This program aims to increase the number of children who walk or bicycle to school, remove barriers that discourage active transportation, improve safety, and promote overall student health.

Leon County’s CTST serves as the SRTS Task Force and supports the program by streamlining the transportation planning process and coordination among key partners. CTST members include planning, safety, law enforcement, and engineering representatives from the City of Tallahassee, Leon County, and the Florida Department of Transportation. Along with these members, the Leon County School District, nonprofit safety organizations, Florida State University, and local residents are CTST participants. Each member contributes specialized expertise, helping create a comprehensive and effective Task Force.

CTST representatives work closely with the Leon County School District Advisory Committee (DAC). The DAC provides an open forum for parents, school staff, and administrators to discuss issues and initiatives affecting students and classrooms. At publicly noticed, regularly scheduled meetings, representatives from local jurisdictions present proposed SRTS projects and gather feedback from the school community.

In addition to education and infrastructure improvements, enforcement is a key component of the SRTS initiative. Law enforcement and school crossing guards play a vital role in keeping children safe along their routes to school. Recently, both the County and City approved the installation of school zone speed cameras at select school locations to further enhance safety. The Leon County School District also conducts audits of the routes within a two-mile radius of a school to identify hazardous walking conditions.

Through collaboration the Leon County CTST, serving as the Task Force, helps stakeholders identify and prioritize Safe Routes to School infrastructure projects, while providing guidance and support for implementing the program within the community.

December 30, 2025

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

RE: Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project

Dear Mr. McGarrah:

On behalf of City of Tallahassee Underground Utilities and Public Infrastructure department, I am pleased to support your application for the Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project.

The South City Neighborhood Association believes this project aligns with the desires of the members in the community.

We understand that the City of Tallahassee is seeking this grant funding for the Wallis Street Mobility & Streetscape Project which will include the design and construction of alternative mobility infrastructure along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. Wallis Street offers an essential connection for pedestrians from the west side of Monroe Street to additional nearby infrastructure investment projects. The Southside Transit Center is less than 0.5 miles away and can be easily accessed off Wallis Street by Meridian Street.

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,

Roderick Arnold
South City Neighborhood Association
Chair
850-294-5874



January 9, 2026

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

RE: Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project

Dear Mr. McGarrah:

On behalf of StarMetro, I am pleased to support your application for the Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project.

StarMetro is a city-owned and operated public transportation system serving a population of more than 240,000 residents and approximately two million annual visitors across the City of Tallahassee and adjoining rural counties.

We understand that the City of Tallahassee is seeking this grant funding for the Wallis Street Mobility & Streetscape Project which will include the design and construction of alternative mobility infrastructure along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. Wallis Street offers an essential connection for pedestrians from the west side of Monroe Street to additional nearby infrastructure investment projects. The Southside Transit Center is less than 0.5 miles away and can be easily accessed off Wallis Street by Meridian Street.

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

Respectfully,

A handwritten signature in blue ink that reads "Angela Baldwin".

Angela Baldwin
Chief Transit Officer



December 29, 2025

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

RE: Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project

Dear Mr. McGarrah:

On behalf of the Tallahassee Lenders' Consortium, I am pleased to support your application for the Transportation Alternatives Grant Program and the Wallis Street Mobility & Streetscape Project.

Established in Tallahassee, Florida in 1993, the Tallahassee Lenders' Consortium, Inc., (TLC) has been the not-for-profit leader in the provision of comprehensive home buyer education, pre-purchase counseling, and down payment/closing cost assistance to low-to-moderate income families of the City of Tallahassee and Leon, Gadsden, Wakulla, and Jefferson Counties.

TLC's programs have successfully evolved over the years to include consumer credit and budget counseling, post home ownership education classes, delinquency counseling, neighborhood engagement, acquisition and rehab, "deep subsidy" loans and the Community Land Trust.

In May 1998, TLC became a HUD approved Housing Counseling Agency, and in 2013 was recognized as a NeighborWorks America Homeownership Center. I have been with TLC for 12 years, and TLC has celebrated 32 years of service to Tallahassee/Leon County and the Big Bend community.

We understand that the City of Tallahassee is seeking this grant funding for the Wallis Street Mobility & Streetscape Project which will include the design and construction of alternative mobility infrastructure along Wallis Street from South Adams Street to the end of the roadway just east of Lois Lane. Wallis Street offers an essential connection for pedestrians from the west side of Monroe Street to additional nearby infrastructure investment projects. The Southside Transit Center is less than 0.5 miles away and can be easily accessed off Wallis Street by Meridian Street.



Tallahassee Lenders' Consortium (dba)



224 Office Plaza Drive, Tallahassee, FL 32301 | (o) 850.222.6609 (f) 850.222.6687

info@tallahasseeelenders.org | www.tallahasseeelenders.org



NeighborWorks®
HomeOwnership Center

I have attached a summary of our Wallis Street Project that will benefit from the City's Wallis Street Mobility & Streetscape Project. It is our belief that the project you have identified will be of great benefit to our community at large and help in enhancing the beauty that is Florida's Capital City.

Respectfully,

Karen B. Miller
Chief Executive Officer



Tallahassee Lenders' Consortium Community Land Trust Project Wallis Street New Construction

The Wallis Street Community is the construction of a combination of seventeen (17) new single family detached and a duplex style townhome, associated with parking and community amenities. The homes will be marketed and sold to low- and moderate-income buyers as a part of the Community Land Trust. (Please see the renderings attached to this document.)

The property for this new community is located on Wallis Street between S. Gadsden Street and Meridian Road, encompassing land on both the North and South sides of the street. According to the properties historical information, it was previously developed as single - family property prior to two thousand but had fallen into disrepair. During 2012, the City used HUD Neighborhood Stabilization Program (NSP) funds to purchase the properties. The buildings were demolished, and the parcels placed into the City's land bank, the Tallahassee Community Land Trust.

Over the past few years the Tallahassee Lenders' Consortium, in coordination with our engineering team, architecture team, and local government liaisons have worked to develop a community concept that will enhance not only Wallis Street but bring additional housing options to Tallahassee's Southside (aligns with the Southside Action Plan). After reviewing the historical plats for the properties, the team found that the parcels being evaluated had an old underlying plat that lent itself to a more traditional neighborhood approach with a zoning designation that would allow the density needed to create a vibrant community.

As the team began to explore the look and feel of the community, and the existing code requirements a traditional neighborhood design began to take shape. The units along Wallis Street have been located close to the street, providing that walkable urban setting. In addition, this created the opportunity for all the houses to have a shared drive, that provides each residents the ability to park behind the house. With the allowable density and depth of the lots, the shared drive created a natural break in the lots that left space for smaller units behind each of the houses (this can be seen on the site plan). This design is a great example of how to achieve the missing middle housing types on existing infill lots in our community.

As part of the design, the team not only looked at the lots, but what could be done to improve the streetscape along this section of Wallis Street. The current condition of the



street is an asphalt pavement roadway with no other amenities. The design being proposed by our team will significantly improve the infrastructure for this area. This includes repaving the road, providing on-street parking, and installing a curb and gutter system. In addition, sidewalks, street trees and lighting will be included that will further serve to enhance the character of the neighborhood.

Through intentional planning, design and implementation, The Wallis Street Community will be on par with any other new communities in Tallahassee. It will have a modern look, an enhanced streetscape, and a mix of housing types. The Wallis Street Community is a prototype of what affordable housing can be in our community.

PART 8 SUPPLEMENTAL INFORMATION – CONCURRENCY / CONSISTENCY

PLAN EXCERPTS

City of Tallahassee Five-Year Strategic Plan

- Public Infrastructure Goals & Objectives
- Public Infrastructure Objective 4.4
- Southside Action Plan Objectives 4.1.4 and 7.2.3
- Quality of Life Objectives 7.2

Tallahassee-Leon County 2030 Comprehensive Plan

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

City of Tallahassee Sidewalk Priority List

City of Tallahassee

Americans with Disabilities Act Public Right-of-Ways Transition Plan
(Relevant parts highlighted)

This project reflects the City's commitment to provide fully accessible pedestrian facilities that allow all citizens, including persons with disabilities, to move about freely and to ensure that accessible routes remain free of physical barriers. Section II. C. Sidewalk Capital Improvement Projects addresses how new ADA compliant facilities are constructed on existing roadways.

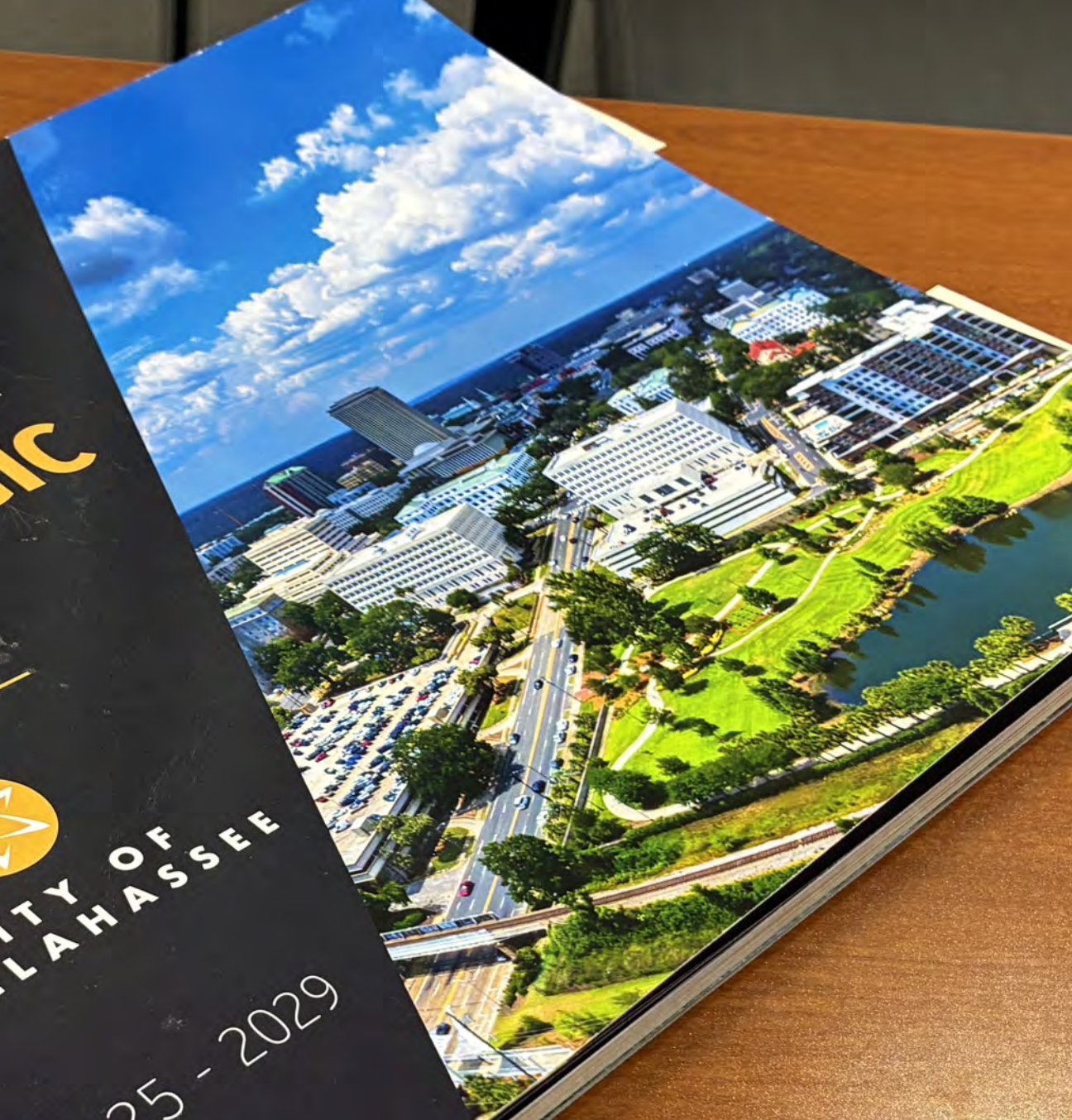
EXCERPT

FIVE-YEAR STRATEGIC PLAN



CITY OF
TALLAHASSEE

2025 - 2029





PUBLIC INFRASTRUCTURE

OUR GOAL

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 4.1:

Be a Leader in Utility Service Delivery

1. Provide electric and gas utility bills at or below the statewide average	≤ State Average
2. Utility customer satisfaction rating	90%
3. Dollars invested in sewer collection system enhancements and maintenance	\$100 Million
4. Dollars invested in infrastructure upgrades in the Southside Action Plan area	\$600 Million
5. Average customer outage response time for electric outages	Less than 40 minutes
6. Average customer outage response time for gas problems	Less than 30 minutes
7. Rate of availability for utility services	99%

TARGET

INITIATIVE

- Expand the City's power generating capacity to enable clean energy goals
- Provide water and sewer service to unserved properties within the Southside Triangle project area

OBJECTIVE 4.2:

Be a Leader in Environmental Stewardship

1. Increase the amount of renewable energy on the City's system	120MW
2. Increase the percentage of electric, hybrid electric and CNG vehicles within the inventory of the City's light-duty fleet	66%
3. Enable the reduction of energy consumption community-wide	5%
4. Recycling participation rate by volume	75%
5. Number of residents participating in the Cash for Trash program	500 annually
6. Number of high-risk trees addressed	550 annually
7. Percent of gravity wastewater collection system inspected	25% annually

TARGET

INITIATIVE

- Construct electric charging infrastructure to enhance the adoption of an all-electric City fleet
- Reduce nutrient concentrations discharging from the City's stormwater system to meet or surpass regulatory limits

PUBLIC INFRASTRUCTURE

ECONOMIC DEVELOPMENT



IMPACT ON POVERTY



ORGANIZATIONAL EFFECTIVENESS



OBJECTIVE 4.3:

Ensure Safe and Clean Drinking Water

1. Dollars invested in the enhancement and maintenance of the potable water system

\$75
Million

TARGET

INITIATIVE

2. Maintain best-in-class drinking water quality
3. Secure funding to continue the Think About Personal Pollution (TAPP) program

OBJECTIVE 4.4:

Enhance the City's Network of Roads, Bike Lanes and Sidewalks

1. Percent of City-maintained roads rated as "Good" or better
2. Percent of the sidewalk network inspected annually

70%

100%

TARGET

INITIATIVE

3. Improve transportation safety

OBJECTIVE 4.5:

Ensure Public Transit is Accessible, Efficient and Equitable

1. Rate of on-time transit performance
2. Complete construction of the Southside Transit Center
3. Percent of City-owned and maintained traffic signals that are Connected Vehicle and Automated Vehicle ready

85%

Complete
Construction

25%

TARGET

INITIATIVE

4. Enhance public transit amenities

PUBLIC SAFETY



PUBLIC TRUST



QUALITY OF LIFE



SOUTHSIDE ACTION PLAN





OBJECTIVE 4.4

Enhance the City's Network of Roads, Bike Lanes and Sidewalks

The City of Tallahassee remains committed to creating a comprehensive, well-maintained and safe transportation network that supports mobility for all residents and visitors by enhancing accessibility, connectivity and safety across the City's roads, bike lanes and sidewalks. These efforts promote a more efficient and user-friendly transportation system that aligns with the City's vision for sustainable growth and community well-being.



5-YEAR OBJECTIVE

TARGET

- 1. Percent of City-maintained roads rated as "Good" or better
- 2. Percent of the sidewalk network inspected annually

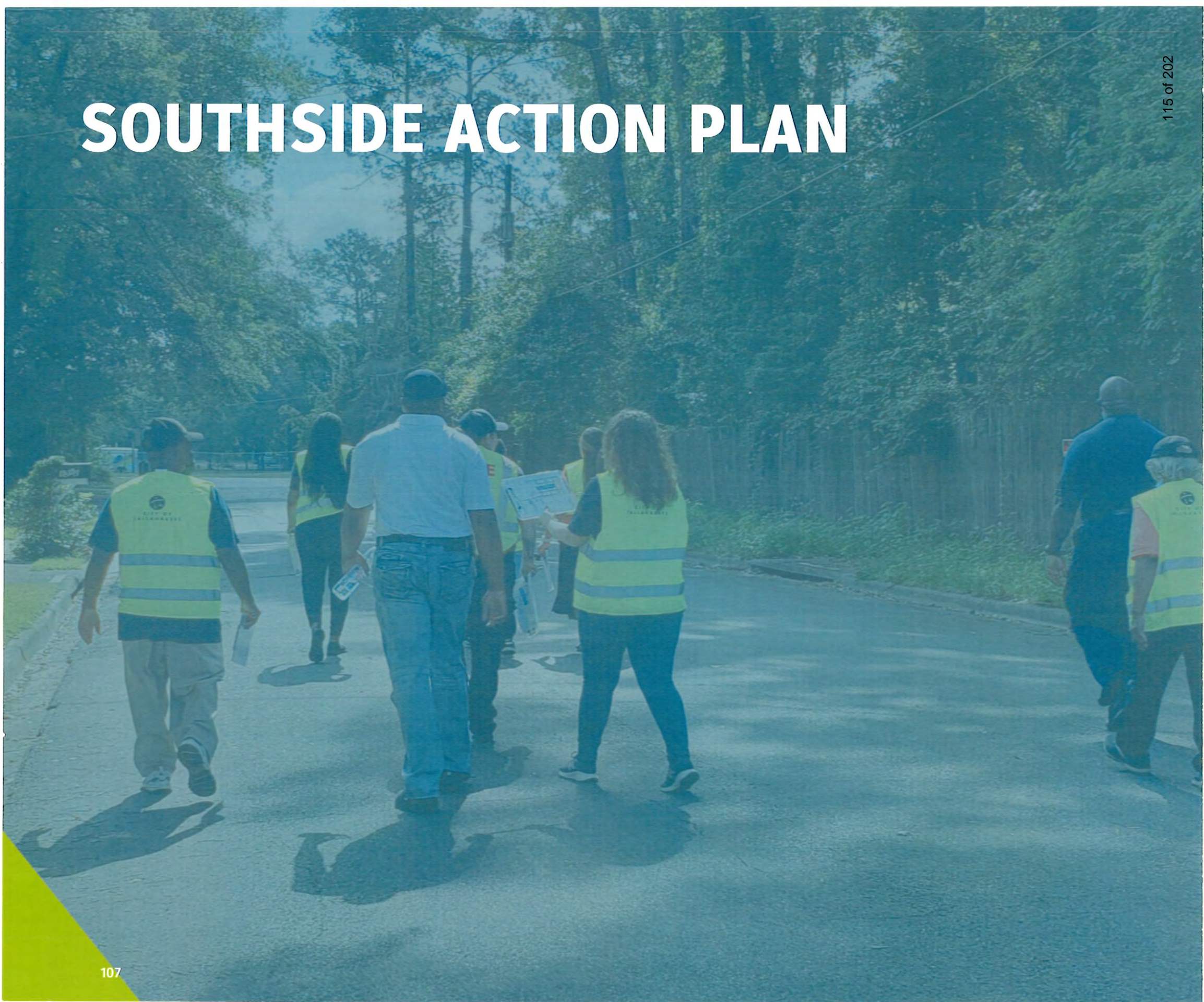
70%


100%

INITIATIVE

- 3. Improve transportation safety

SOUTHSIDE ACTION PLAN





In 2021, the City Commission initiated the Southside Action Plan (SAP), tasking staff with analyzing the Southern Strategy Area (SSA) land use policies in the Tallahassee-Leon County Comprehensive Plan, which were not yielding the desired improvements in the Southside. The Commission renamed the policy to the Southside Action Plan, focusing on visible community actions and engagement from both local governments and the private sector. Staff began by immersing themselves in the community, building relationships and conducting surveys to better understand residents' needs and concerns, which revealed that many of the same issues from previous plans remained unresolved. This prompted the team to re-examine land development patterns and the relationship between policies and tangible outcomes, leading to an updated comprehensive plan policy adopted in 2023, a web based plan with real-time project data and measurable items incorporated into the Strategic Plan.

**SOUTHSIDE
ACTION**

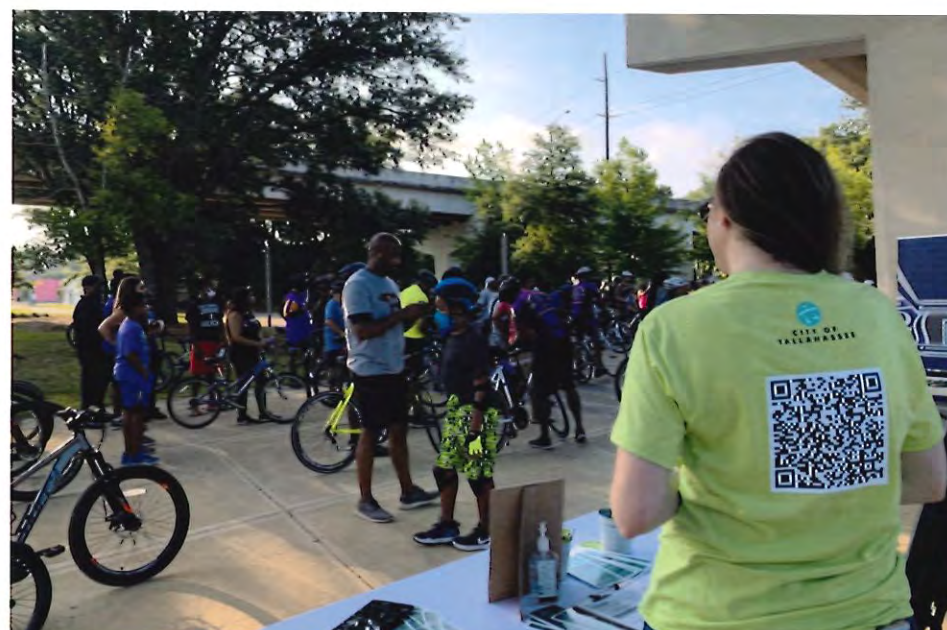
The WebPlan:
Talgov.com/Southside



SOUTHSIDE ACTION

SOUTHSIDE ACTION TARGETS

8 targets directly related to the Southside Action Plan are incorporated across multiple priority areas throughout the Strategic Plan and are highlighted here.





- 1.2.5 Increase the number of new commercial permits issued in the Southside
- 1.4.3 Increase residential units in the Southside
- 2.2.3 Number of homes and businesses in the Southside improved through City programs
- 4.1.4 Dollars invested in infrastructure upgrades in the Southside Action Plan area
- 4.1.9 Provide water and sewer service to unserved properties within the Southside Triangle project area
- 7.2.2 Number of neighborhoods with updated current contact information in the Southside
- 7.2.3 Number of Southside beautification projects completed
- 7.2.7 Facilitate citizen-led improvement projects in the Southside





QUALITY OF LIFE

OUR GOAL

To be a creative and inclusive community with beautiful public spaces that protect and promote resources and culture.

OBJECTIVE 7.1:

Maintain a Safe, Accessible, Well-Maintained Network of Parks, Recreational Facilities, Greenways and Trails

1. Percent of residents living within a 10-minute walk to a park or open space	100%
2. Number of participants in parks and recreation programs	645,000
3. Number of new trees planted	5,000

TARGET

INITIATIVE

4. Complete construction of the Second Senior Center and expand service offerings to seniors
5. Continue the implementation of Greenways Master Plan projects
6. Leverage grants and federal funding sources to repair and renovate parks and facilities

OBJECTIVE 7.2:

Enhance Livability and Preserve the Unique Characteristics of Neighborhoods

1. Number of neighborhoods with updated current contact information	285
2. Number of neighborhoods with updated current contact information in the Southside	50
3. Number of Southside beautification projects completed	10 annually
4. Linear feet of new sidewalk infrastructure completed	5,000 annually
5. Rate of voluntary compliance by property owners for code violations	90%
6. Achieve 35 consecutive years of "Tree City USA" status	Achieve 35 consecutive years of "Tree City USA" status

TARGET

INITIATIVE

7. Facilitate citizen-led improvement projects in the Southside
8. Facilitate neighborhood entry signage and placemaking projects

ECONOMIC DEVELOPMENT



IMPACT ON POVERTY



ORGANIZATIONAL EFFECTIVENESS



PUBLIC INFRASTRUCTURE



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 November 22, 2025. 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

Mailing Address: City Hall, 300 S. Adams St., Tallahassee FL 32301

Telephone: 850-891-6400

Website: <http://www.talgov.com/place/planning.aspx>

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;

2025 Sidewalk Priority List

EXCERPT

Maximum Points Available:

15	10	10	10	40	15	100
Latent Demand	Safe Route to School	Arterial & Collector New Access	Safety	Existing Demand	Connectivity	Total Score
7.5	0	0	10	25	15	57.5
10	0	10	10	12.5	10	52.5
7.5	0	0	10	17.5	15	50
2.5	0	10	10	12.5	15	50
2.5	0	10	10	15	10	47.5
10	0	0	10	17.5	10	47.5
0	0	0	10	22.5	15	47.5
10	0	0	10	12.5	15	47.5
5	0	0	0	27.5	15	47.5
10	0	0	10	25	0	45
7.5	0	0	0	27.5	10	45
2.5	0	0	10	17.5	15	45
2.5	0	10	10	7.5	15	45
2.5	0	10	10	12.5	10	45
2.5	0	10	0	17.5	15	45
5	0	0	10	17.5	10	42.5
10	0	0	0	22.5	10	42.5
10	10	0	0	12.5	10	42.5

**Americans with Disabilities Act
Public Right-of-Ways
Transition Plan**

City of Tallahassee
Underground Utilities &
Public Infrastructure Department

March 2024

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Appendices:

A	City of Tallahassee Five-Year Strategic Plan, 2024
B	City Commission Policy 600 – Street Paving, Sidewalk and Design Standardization Policy
C	Past Sidewalk ADA Repair Maps & Costs Summary
D	Inspection Criteria and Repair Records Summary
E	Sidewalk Inventory
F	ADA Pedestrian Facility Checklist
G	Annual Funding

I. Introduction

A. Legal Background of American with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA), which was signed into law on July 26, 1990 and later amended in 2008, is a landmark civil rights statute that provides persons with disabilities protections against discrimination in all areas of public life by improving access to public accommodations, employment, transportation, state and local government services, and telecommunications.

The ADA is divided into five titles, or sections, to address each of the different areas of public access. Each title has a primary focus for different aspects regarding discrimination against the disabled in civic life:

Title I – Employment,

Title II – Public Services, (28 CFR Part 35)

Title III – Public Accommodations,

Title IV – Telecommunications, and

Title V – Relationship to other laws, and health insurance.

Title II requires that all state and local governments, public entities, or agencies ensure individuals with disabilities have access to all of their programs, services, and activities. Title II regulations were published in July 1991 and included the 1991 ADA Standards for Accessible Design (1991 Standards). Title II of the ADA directs public entities, such as the City of Tallahassee, to identify and evaluate all programs, activities, and services, as well as review all policies, practices, and procedures that govern administration of the entity's programs, activities, and services. The technical requirements are to be applied during the design, construction, and alteration of buildings and facilities covered by Title II of the ADA to the extent required by regulations issued by federal agencies, including the Department of Justice and the Department of Transportation.

This ADA Public Right-of-Ways Transition Plan (Transition Plan) is created according to the Federal regulations, 28 CFR §35.150(d)(3). The *ADA Transition Plans: A Guide to Best Management Practices*¹ published by the National Academies in May 2009 is another reference used in this Transition Plan.

B. City's Mission and Values

The City of Tallahassee's (City) Mission is "To be the national leader in the delivery of public service."

The City’s Vision is “A creative capital city that supports a strong community with vibrant neighborhoods; an innovative economic and educational hub serving diverse and passionate people, protecting our natural resources and preserving our unique character.”

The City’s Values are to “honor public trust through ethical behavior, provide exceptional citizen service, lead with integrity at every level, collaborate to reach common goals, invest in employee excellence, and promote equity and celebrate diversity. The City of Tallahassee is fully committed to accessibility for all to programs, services, and communications.”

Accessibility applies to all aspects of the City’s programs, including advertisements, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

To support the City’s mission, vision, and values, the Underground Utilities & Public Infrastructure Department (UUPI) is charged with the responsibility of ensuring that the City transportation network is accessible to the public, including persons with disabilities.

This commitment is further reflected in Objective 4D of the City’s Five-Year Strategic Plan - Enhance the City’s network of roads, bike lanes, and sidewalks. The Transition Plan reflects the City’s commitment to fulfill this objective by providing fully accessible pedestrian facilities in the City’s right-of-way (ROW) that allow all citizens, including persons with disabilities, to move about freely and to ensure that accessible routes remain free of physical barriers. The Strategic Plan is included as Appendix A.

C. City Policies and Historical Sidewalk Improvement Efforts

The City of Tallahassee has taken important steps in providing sidewalks, curb ramps, pedestrian signals, and crosswalks to meet the ADA requirements. The City Commission’s *Policy No. 600 - Street Paving, Sidewalk and Design Standardization Policy*, was adopted on June 7, 1995, to “promote bicycle and pedestrian transportation by incorporating facilities into the existing and future traffic circulation system.” This policy was also adopted as part of the City of Tallahassee-Leon County Comprehensive Plan. The complete policy is provided for reference as Appendix B.

In 2014, the City Commission approved the Sidewalk Prioritization Policy to address demand for sidewalks. The City of Tallahassee follows this policy and approves budgets to construct new pedestrian facilities for all users, including citizens with disabilities. Between 2010 and 2017, the City spent approximately \$7 million dollars to repair and upgrade 8.5 miles of existing sidewalks to mitigate non-ADA-compliant facilities. The scope of improvements included, but was not limited to, reconstructing existing sidewalks, driveways, curb ramps, and curb and gutters to correct existing

ADA compliance deficiencies. A summary of the project locations and associated construction costs are provided in Appendix C.

D. ADA Coordinator, Public Notice, and Grievance Procedure

Following the guidelines of the *ADA Best Practices Tool Kit*², the City of Tallahassee has designated an ADA coordinator, posted a public notice, and established a grievance procedure.

ADA Coordinator: To effectively address ADA-related issues, the City of Tallahassee has a designated ADA Coordinator to address citizen inquiries and complaints in a timely manner. The ADA Coordinator works with other City departments and employees to resolve any reported issues and ensure that ADA requirements are properly fulfilled. The contact information for ADA Coordinator is as follows:

Kathleen Wright, ADA Coordinator
City of Tallahassee, Office of Diversity & Inclusion
300 S. Adams Street, Box A-13
Tallahassee, Florida 32301
(850) 891-8266 (office), (850) 661-3235 (cell), (850) 891-0833 (fax)
Kathleen.Wright@talgov.com

Public Notice: The City’s ADA Public Notice is posted on the City’s website ([ADA / Title VI / Non-Discrimination | Talgov.com](#)) to notify citizens of their rights under the ADA. The following language is an excerpt from the City’s website, provided for reference.

“It is the policy of the City of Tallahassee to promote the comprehensive realization of equal opportunity by providing equally effective reasonable accommodation to all applicants, employees and residents with disabilities, unless doing so imposes an undue hardship on the City organization or program, or would be a direct threat to the individual or others in the program or in the City organization.

The efforts of the City extend beyond the requirements of the Americans with Disabilities Act (ADA) based on its commitment to create a stable workforce but are not intended to provide greater benefits than those specified by law.

Specifically, the City resolves to carry out the intent of the ADA through a willingness to reasonably accommodate qualified applicants, employees, and residents with disabilities, whether hidden or manifest. To this extent, creativity and flexibility in the modification of processes related to applying for positions and performing essential functions of jobs and accessibility to programs, services, and activities will be considered to reasonably accommodate persons

with disabilities. Assistant City Managers, the leadership team, division directors, and supervisors are specifically responsible within their particular organizations for publicizing and enforcing this policy.”

Grievance Procedure: The City of Tallahassee has established a grievance procedure to meet the requirements of the ADA for anyone who wishes to file a complaint alleging discrimination based on disability in the provision of services, activities, programs, or benefits by the City of Tallahassee. The City’s Policy on Harassment and Discrimination, Administrative Policy 1201, governs employment-related complaints of disability discrimination by employees or applicants for employment. The City’s Title VI and Nondiscrimination Policy and Plan, Administrative Policy 1204, governs complaints from the public alleging violations of Title II of the ADA.

Complaints should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant, and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request. The complaint should be submitted to the ADA Coordinator by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation.

The City’s website also provides an online complaint form at the following link <https://www.talgov.com/Main/ada-form.aspx> for citizens to report any alleged violation of the ADA.

In addition, the City of Tallahassee has an online and mobile application, “DigiTally,” for citizens to report problems concerning all services provided by the City, including accessibility-related issues pertaining to public right-of-ways. The DigiTally reporting form is located on the City’s website at the following weblink: <https://www.talgov.com/Main/DigiTallyServiceRequests>

Upon receipt of an ADA-related complaint, the ADA Coordinator will review the submitted information to determine which department should be contacted to resolve issues raised in the complaint. For example, the Underground Utilities & Public Infrastructure Department (UUPI) is responsible for sidewalk reconstruction.

II. Existing Sidewalk Programs Overview

To retain eligibility for federal financial assistance, the City is required to comply with the America Disabilities Act (ADA), more specifically Title II - State and Local Government (Public Rights of Way). As previously discussed, a public entity such as the City of Tallahassee is required by the ADA to reasonably modify its policies, programs, practices, procedures, and infrastructure to avoid discrimination against individual with disabilities. The development of an ADA Transition Plan demonstrates the City’s commitment to ensuring that the organization has an official guidebook for complying with ADA requirements.

The following is an overview of the City’s existing sidewalk-related programs that provide accessible facilities to pedestrians, including persons with disabilities:

A. Maintenance and Repair for Existing Sidewalk Facilities –

- (a) To proactively mitigate accessibility issues on existing sidewalks, UUPI’s Street Operations and Maintenance (Street Operations) Division has an ongoing program that inspects existing sidewalks and repairs broken surfaces, wide cracks, trip hazards (uneven surfaces), and broken or missing truncated dome mats (warning surfaces). The repairs may include lifting concrete panels, grinding uneven concrete joints, caulking wide concrete cracks, and installing truncated domes. For severe cases, the sidewalk section may be removed and reconstructed to eliminate the deficiency. The sidewalk inspection criteria and repair types are listed in Appendix D.
- (b) Between October 2017 and May 2022, the Street Operations Division replaced approximately 12.14 miles of sidewalk and fixed 67,830 trip hazards. On an annual basis, approximately 2.5 miles of sidewalk are reconstructed, and 1,500 trip hazards are eliminated. This summary is based on the information provided by the Street Operations Division. See Appendix D for the associated worksheets for reference.
- (c) Locations of sidewalk repairs and replacements are logged using GPS through the City’s Workorder Asset Management System (WAMS). This repair information is uploaded to the City’s GIS database for record keeping.
- (d) Information concerning the sidewalk repair and maintenance program will be updated and incorporated into the proposed ADA Transition Plan annually.

B. Sidewalk Requirements for New Developments –

Per City of Tallahassee-Leon County Comprehensive Plan Policy 1.4.3: [M], all private developments within the Urban Service Area are required to include bikeways, pathways, and sidewalks within the proposed developments and connecting to surrounding land uses. These new sidewalks are required to comply with the ADA regulations. For ADA compliance verification, new developments, such as residential subdivisions and commercial complexes, are required to go through the City’s Growth Management Permit and Right-of-way Permit review process. City staff in charge of the permit reviews ensure that the design of proposed developments meets all the applicable ADA requirements. City inspection staff then verify that the developments are constructed as permitted.

C. Sidewalk Capital Improvement Projects –

The City also constructs new sidewalks as part of yearly Capital Improvement Projects. These ADA compliant facilities are constructed on both existing and new roadways. To determine which existing roadways receive new sidewalks, a City Commission-approved sidewalk prioritization method is utilized and maintained as the *Sidewalk Prioritization List*. This list separates the potential sidewalk projects into two tiers:

Tier 1 - Projects requested with no existing sidewalk, and Tier 2 - Projects requested with existing sidewalk on one side of the street.

Within these tiers, projects are ranked based on a point system per specific criteria, including Safety, Safe Routes to School, Roadway Classification, Pedestrian Demand, and Connectivity. The steps and criteria involved in the ranking method are fully described on the City's webpage. The webpage also provides a form for citizens to request the addition of a street to the Sidewalk Prioritization List. See below link.

[Request a New Sidewalk Installation | City of Tallahassee Utilities \(talgov.com\)](https://talgov.com/request-a-new-sidewalk-installation)

The *Sidewalk Prioritization List* is the basis of the City's *Capital Improvement Projects Plan* for new sidewalk construction. Once a sidewalk is moved into the *Capital Improvement Projects Plan*, the project is removed from the *Sidewalk Prioritization List*. The current *Sidewalk Prioritization List* and the *Capital Improvements Projects Plan* are available for review on the above webpage.

III. Curb Ramps and Roadway Resurfacing Program

According to the *Joint Technical Assistance*³ guidance document issued by the Department of Justice and Department of Transportation and published on July 8, 2013, state and local governments must provide curb ramps whenever streets, roadways, or highways are altered, thereby assuring the accessibility and usability of the pedestrian walkway for persons with disabilities. Possible alteration to streets, roadways, or highways includes reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect.

As mentioned in the City's 2024 Strategic Plan, "providing an efficient transportation network for drivers, pedestrians, and cyclists" is a long-standing commitment of the City of Tallahassee. Therefore, UUPI's Street Operations Division has an ongoing Street Resurfacing Program to carry out that commitment. Compliance with the *Joint Technical Assistance* guidance document is included with all resurfacing projects. Resurfacing project improvements include, but are not limited to, the installation of truncated domed mats and reconstruction of curb ramps. The ADA sidewalk inspections are performed and reviewed, and any necessary corrections are included as part of the roadway resurfacing project.

According to the Street Operations Division's records (Appendix C), approximately 60.5 lane-miles of roadway was resurfaced per year between 2017 and 2021. For the same time frame, approximately 2.6 miles of sidewalk was reconstructed annually. As a clarification, some roadway resurfacing projects did not have sidewalk components, and most of the sidewalk replacement project was completed independently without overlapping the roadway resurfacing project boundaries.

IV. Design Standards to Mitigate Physical Obstacles

The Architectural and Transportation Barriers Compliance Board (Access Board) is an independent federal agency devoted to accessibility for people with disabilities. The Access Board was created in

1972 to ensure access compliance by federally funded facilities and now provides information on accessible design. The Public Rights of Way Accessibility Guidelines (PROWAG) were developed by the Access Board, and these guidelines are provided for state and local governments to follow and comply with the ADA accessibility requirements within the public right-of-way (ROW). Sidewalks, street crossings, and other elements of public rights-of-way are all covered in the PROWAG guidelines. The PROWAG guidelines, currently an advisory standard, ensure that pedestrian circulation facilities such as sidewalks, curb ramps, pedestrian street crossings, pedestrian signals, etc., constructed or altered in the public right-of-way are readily accessible to and usable by individuals with disabilities.

On March 15, 2012, the ADA 2010 Standards for Accessible Design (2010 Standards) replaced the 1991 Standards and required that any newly constructed or altered facilities must comply with all the requirements in the 2010 Standards. The 2010 Standards provide more details on accessible features, and additional requirements for recreation facilities were added.

The City of Tallahassee uses PROWAG and ADA 2010 Standards to comply with the ADA requirements for sidewalk construction, new developments, and correction of existing sidewalk deficiencies.

The City's new sidewalk projects, including capital improvements, mitigations to existing sidewalks, and new subdivision developments, will comply with the ADA requirements. The above-mentioned standards and guidelines were used to develop the ADA Pedestrian Facility Checklist.

V. Sidewalk Inventory and Self-Evaluation

According to Title II of the ADA, 28 CFR §35.150(d)(3)(i), state and local governments and public entities are required to “identify physical obstacles” in their current facilities and services that limit the accessibility their programs or activities to individuals with disabilities. Therefore, a detailed sidewalk inventory and self-evaluation are the foundation of City's ADA Transition Plan that documents all the physical barriers or deficiencies that exist for persons with disabilities.

Per the GIS database, the City of Tallahassee currently maintains approximately 500 miles of sidewalks (including multi-use trails) inside the city limits. When establishing the GIS database, a unique “Facility ID” is assigned to each section of sidewalk, curb ramp, crosswalk, etc. This facility ID system is used to track the self-evaluation results. The complete sidewalk inventory is provided for reference in Appendix E.

Most of the sidewalks within the City are made of concrete, with a small portion made of brick, asphalt, and wood boards. Sidewalk widths are from 4 to 8 feet, and multi-use trails are from 10 to 15 feet.

With the sidewalk inventory information obtained from the GIS database, the next critical task is performing the “self-evaluation”, which involves conducting an onsite survey and documenting the physical barriers/obstacles on sidewalks within the City's right-of-way. To achieve this task, the Street Operations Division has developed a comprehensive ADA Pedestrian Facility Checklist, which field crews use to inspect sidewalks for ADA compliance. The details of checklist development are

discussed in the following section. When necessary, online research, aerial photo studies, and as-built drawings reviews are conducted to correctly document any ADA deficiencies.

All ADA non-compliant conditions are documented during an initial field investigation, and all listed physical barriers are noted for correction. It is anticipated that some of the observed ADA non-compliance conditions will require additional engineering study to determine if there are any feasible solutions within any physical or environmental constraints.

VI. ADA Pedestrian Facility Checklist Review

The intent of the ADA Pedestrian Facility Checklist is to collect the ADA non-compliance information for self-evaluation and will be used in resurfacing projects and other corrections using the City's annual sidewalk repair budget.

The City's ADA Pedestrian Facility Checklist consists of the following main categories: Sidewalks, Driveways, Ramps (including detectable warnings / truncated domes), Pushbuttons, and Crosswalks. To facilitate the inspection, the checklist was tailored to include ADA compliance items with "yes" or "no" input selection fields. An additional data entry field is available for special notes associated with the checklist item. After the field inspections, the collected data is reviewed and entered into GIS (per the unique facility ID for each existing sidewalk, ramp, or crosswalk) through the City's WAMS. A copy of the checklist is provided in Appendix F for reference. The ADA Pedestrian Facility Checklist focuses on common ADA deficiencies, such as uneven surfaces, longitudinal slopes greater than 5% or slopes not following the roadway slope, cross slopes greater than 2%, and missing detectable warning surface for curb ramps. The checklist may be updated periodically as more pedestrian sidewalk facilities are inspected and unforeseen conditions are encountered.

Collected inspection results will be reviewed, and the overall non-compliance conditions of each sidewalk section will be assigned with two priorities: Priority 1 or Priority 2. Annual sidewalk repair funding will be prioritized towards eliminating identified Priority 1 physical barriers. The removal of Priority 2 physical barriers will be synchronized with the roadway resurfacing program and incorporated into the City's annual sidewalk repair budget.

Priority 1: The overall ADA non-compliance conditions are considered life threatening or having major safety concerns, such as trip hazards for uneven surface greater than 1.2" or cracks with greater than 0.5" gap.

Priority 2: All non-Priority 1 conditions will be assigned as Priority 2.

VII. Implementation Budgets and Schedules

By synchronizing the Street Resurfacing Program with Sidewalk Inspections and the removal of ADA non-compliance, an overall schedule for full compliance can be determined. UUPI's Street Operations Division presently maintains approximately 663 miles of roadways for the City of Tallahassee. On average, the Street Operations Division has the capacity to rehabilitate or resurface approximately 60.5 lane-miles annually. This roughly equates to 30 miles of roadways that could be resurfaced annually or 25 years for all roadways to be resurfaced. Accounting for sidewalks along County maintained roadways, which are maintained by the City, and roadways without existing sidewalks, a preliminary schedule estimate is around 30 years for ADA deficiencies to be mitigated or removed. In addition,

the City is committed to inspecting existing sidewalks, inventorying identified ADA deficiencies, and removing identified physical barriers by fully utilizing the annual budget to maintain and repair the existing sidewalks. It is anticipated that some sidewalk improvement projects will require extra time to obtain a complete topographic survey, and engineering design. It is estimated a timetable of 30 years for the City of Tallahassee to repair and mitigate all existing sidewalks for compliance with ADA requirements is estimated.

To monitor the City’s progress, this ADA Transition Plan will be updated annually to inventory the sidewalk inspection results and document the removal of identified ADA non-compliance items. Therefore, each year’s improvements will be recorded in the subsequent year’s update for the ADA Transition Plan.

Funding for both the Resurfacing Program and the Maintenance and Repair of Existing Sidewalks varies each year. Appendix G contains budget information for each program. This Appendix will be updated yearly.

VIII. Responsible Officials

The officials responsible for implementation of the City’s ADA Public Right-of-Ways Transition Plan are listed below:

Official in Charge:

Steve Shafer, PE, General Manager
Underground Utilities & Public Infrastructure Department (UUPI)
408 N. Adams St.
Tallahassee, FL 32301
Telephone: (850) 891-5109
Email: Steve.Shafer@talgov.com

Core Team Contacts:

Eric Gooch, PE, Manager - Public Infrastructure Engineering
Underground Utilities & Public Infrastructure Department
408 N. Adams St.
Tallahassee, FL 32301
Telephone: (850) 891-2859
Email: Eric.Gooch@talgov.com

Allen Secreast, PE, Manager - Traffic Engineering
Underground Utilities & Public Infrastructure Department
2602 Jackson Bluff Road
Tallahassee, FL 32304
Telephone: (850) 891-8273
Email: Allen.Secreast@talgov.com

Andrea Rosser, Transit Planning Manager
StarMetro
555 Appleyard Dr.
Tallahassee, FL 32304
Telephone: (850) 891-5196
Email: Andrea.Rosser@talgov.com

Kathleen Wright, ADA Coordinator
Office of Diversity & Inclusion
300 S. Adams Street, Box A-13
Tallahassee, Florida 32301
Telephone: (850) 891-8266
Email: Kathleen.Wright@talgov.com

IX. Public Involvement

This ADA Transition Plan shall be posted on the City’s webpage for citizens to review and provide comments. As a living document, the Transition Plan will be updated periodically to incorporate public input, new regulations, and records of physical barriers removal for ADA compliance.

The following website link <https://www.talgov.com/Main/hr-titlevi> is provided for citizens to review and comment on the City’s ADA Transition Plan for Public Right-of-Ways.

References:

1. Jacob Engineering Group. “ADA Transition Plans: A Guide to Best Management Practices.” *NCHRP Project Number 20-7 (232)*, National Academies of Sciences, National Cooperative Highway Research Program, Baltimore, MD, May 2009
2. “ADA Best Practices Tool Kit for State and Local Governments, Chapter 2, ADA Coordinator, Notice & Grievance Procedure: Administrative Requirements Under Title II of the ADA Act.” *ADA.gov*, U.S. Department of Justice Civil Rights Division, 5 Dec. 2006, www.ada.gov/pcatoolkit/chap2toolkit.htm
3. “Department of Justice/ Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets Roads, or Highways are altered through Resurfacing.” *ADA.gov*, U.S. Department of Justice Civil Rights Division, 8 July 2013, archive.ada.gov/doj-fhwa-ta.htm

PART 9 SUPPLEMENTAL INFORMATION – ENVIRONMENTAL CONDITIONS

EXISTING CONDITIONS PHOTOS

NATURAL FEATURES MAP

HYDROLOGY MAP

1 | Project Start: Intersection of Wallis Street at South Adams Street



-
- 2 | Oak trees stretch over the roadway, sidewalk on the south side will tie to the



3 | Access driveway to O'Reilly Auto Parts store, existing 6' sidewalk (south only)



-
- 4 | At South Monroe Street approach, existing sidewalk to remain (south only)



5 | Stop condition at corner of Wallis Street and South Monroe Street



6 | Narrow shoulder and existing ditch on north side of corridor, just east of South



7 | Narrow shoulder with sandbag ditch dropoff condition at South Clahoun Street



8 | The north side of Wallis at South Calhoun Street has limited shoulder and a





10 | Redevelopment is occurring on the north side of the roadway along the corridor.



11 | Tallahassee Lender's Consortium wil construct a sidewalk with street trees and on-

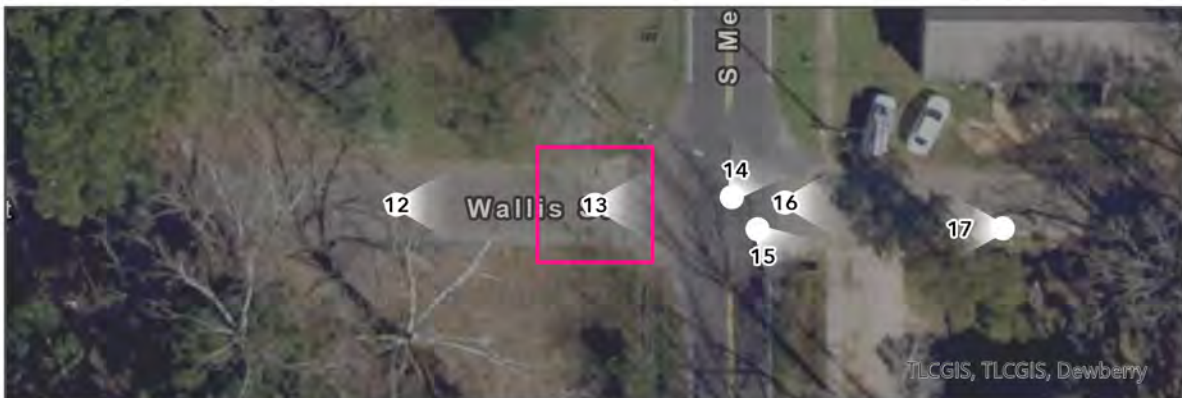


WALLIS STREET
Mobility & Streetscape

Existing Conditions

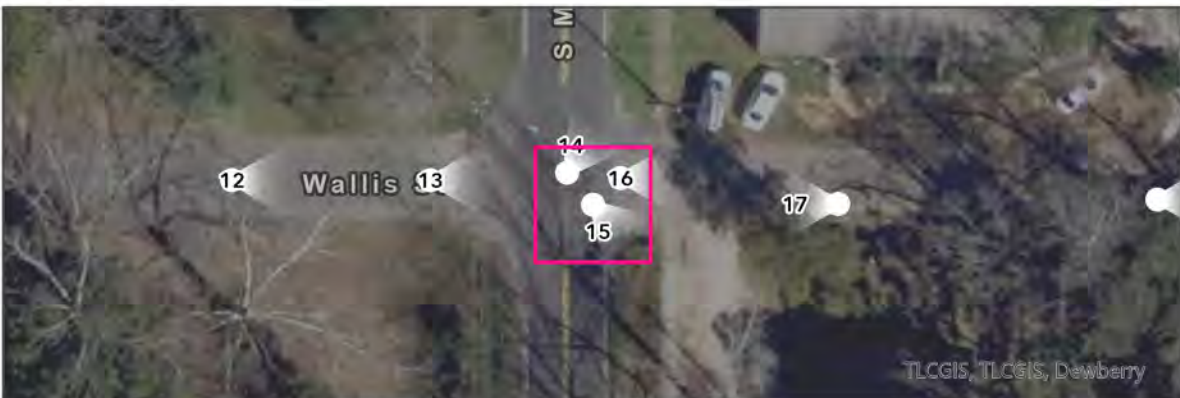
12 | Stop condition approaching South Meridian Street; sidewalk and streetscaping by







15 | Existing drainage structure along Meridian Street at Wallis Street



16 | Just east of Meridian Street, Wallis Street has little to no shoulder and ditches



17 | Abrupt ditch on the south side of the Wallis Street Corridor just east of Meridian



18 | No shoulder with open ditches on both sides of Wallis Street





20 | No shoulder with open ditches on both sides of Wallis Street



WALLIS STREET
Mobility & Streetscape

Existing Conditions



22 | Concrete ditch and inlet on the south side of the corridor at the end of the



23 | Dead-end turn around with gated access to (city) drainage ditch



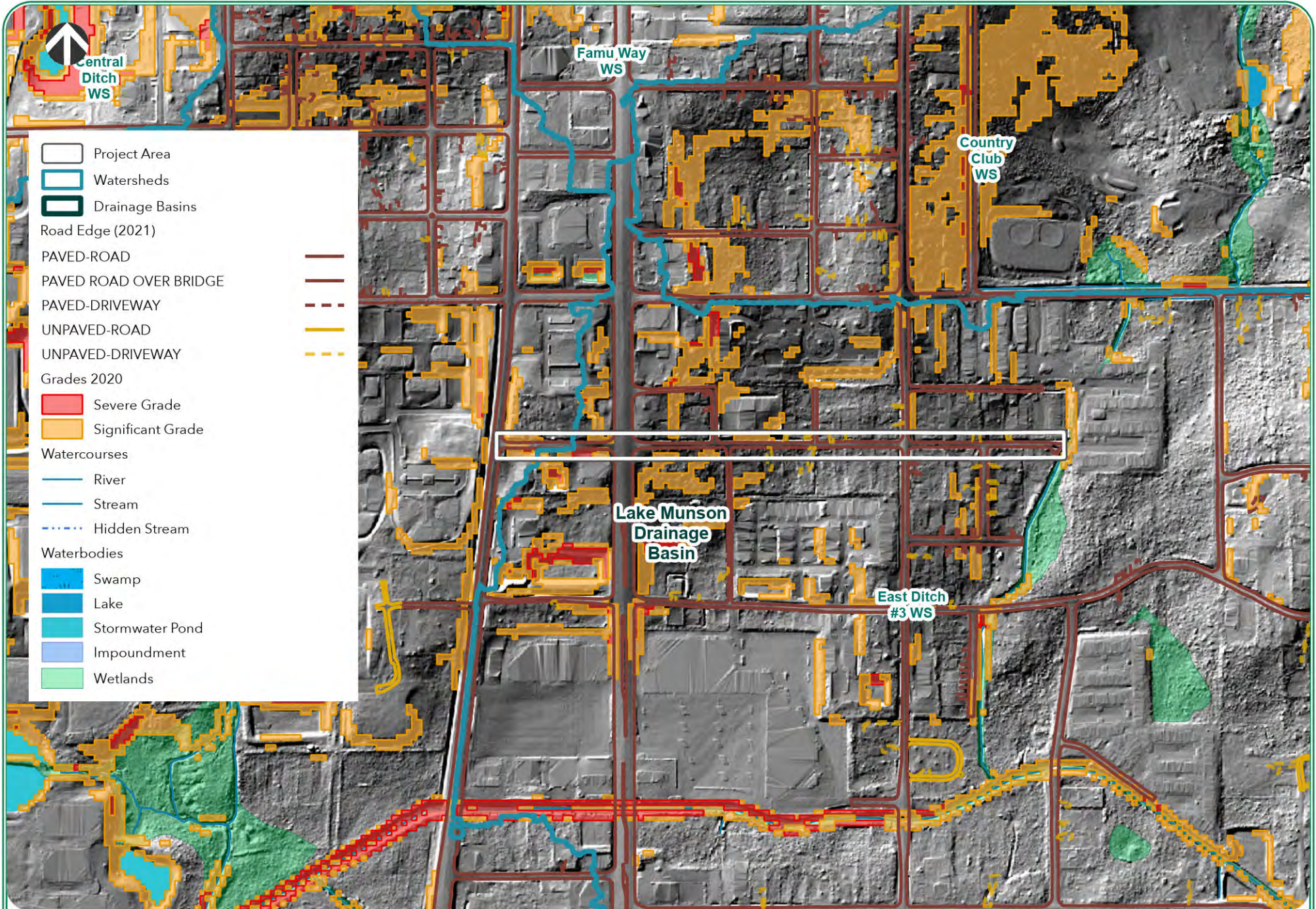
24 | Fenced drainage ditch at the eastern end of Wallis Street





26 | Inlet on north side of Wallis Street corridor at the end of the roadway





0 0.25 0.5 Miles



PART 10 SUPPLEMENTAL INFORMATION – TYPICAL SECTIONS

TYPICAL SECTION

ALTERNATIVE TYPICAL SECTION

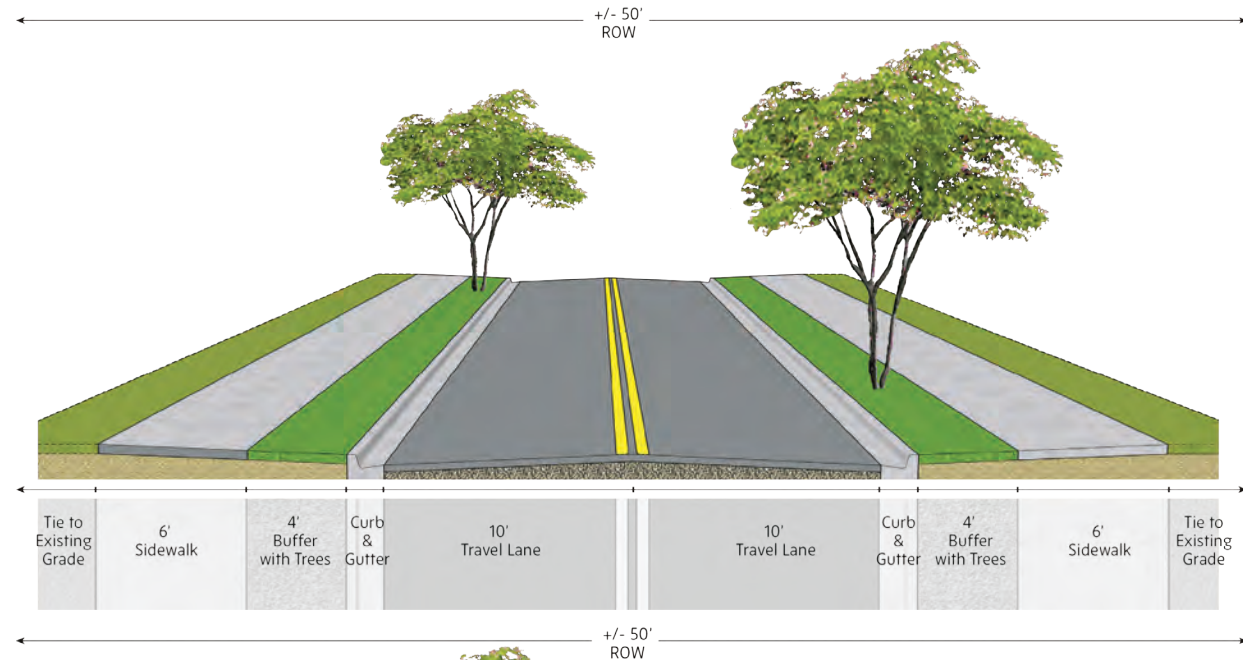
CONCEPT PLANS

WALLIS STREET

Mobility & Streetscape

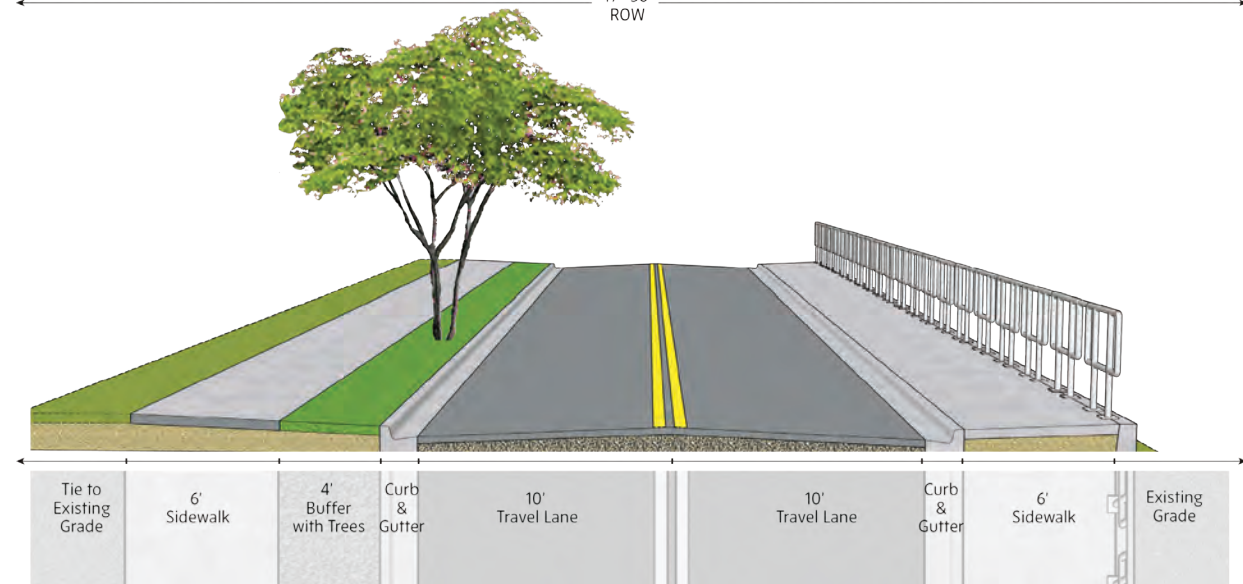
TYPICAL SECTION

The Wallis Street Mobility & Streetscape project will feature 10' travel lanes, curb and gutter, a 4' buffer with street trees and a 6' sidewalk.

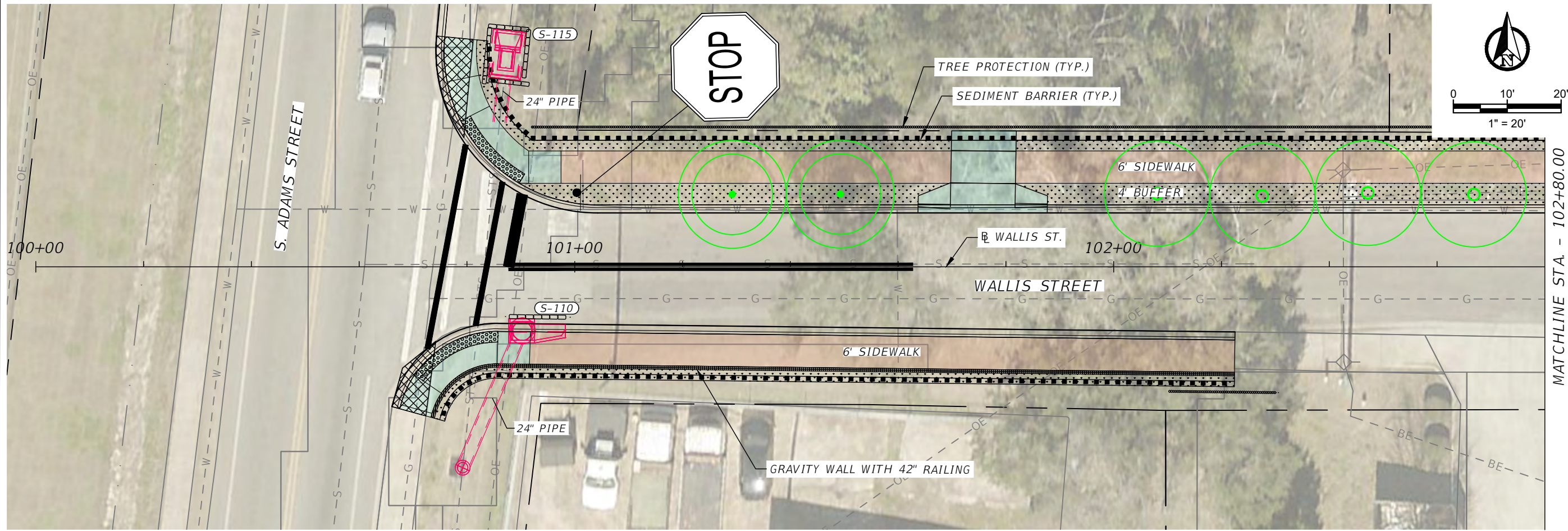
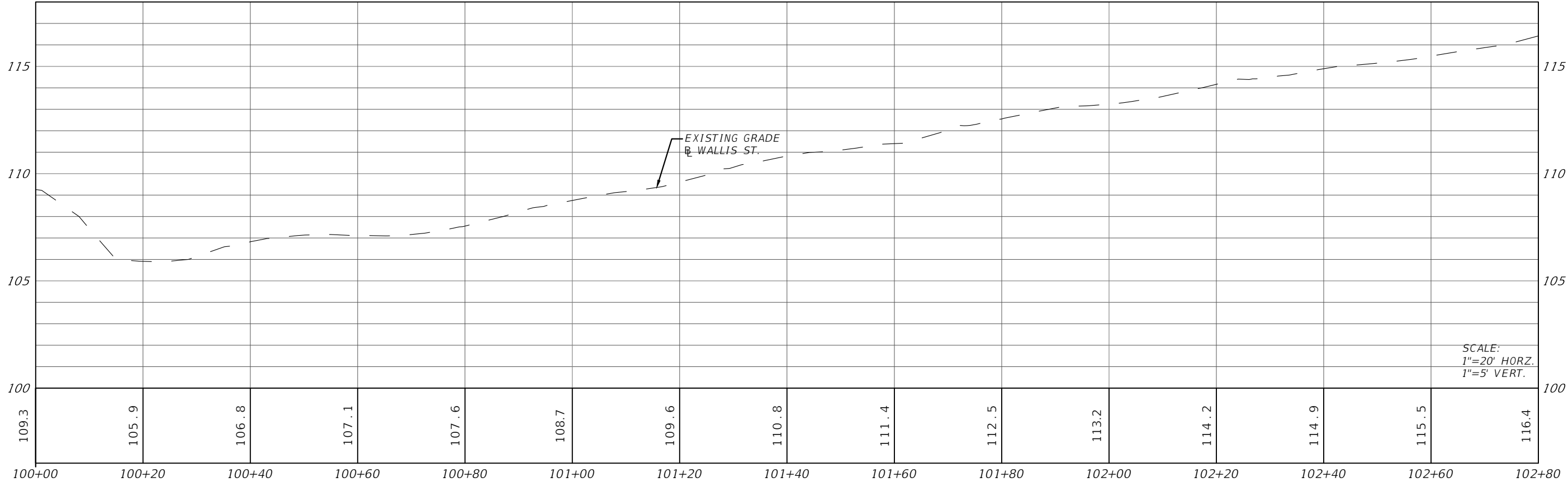


ALTERNATIVE TYPICAL SECTION

An alternative section will be used for approximately 150' at the start of the project, on the corner of South Adams Street, where steep grades will require construction of a gravity wall.

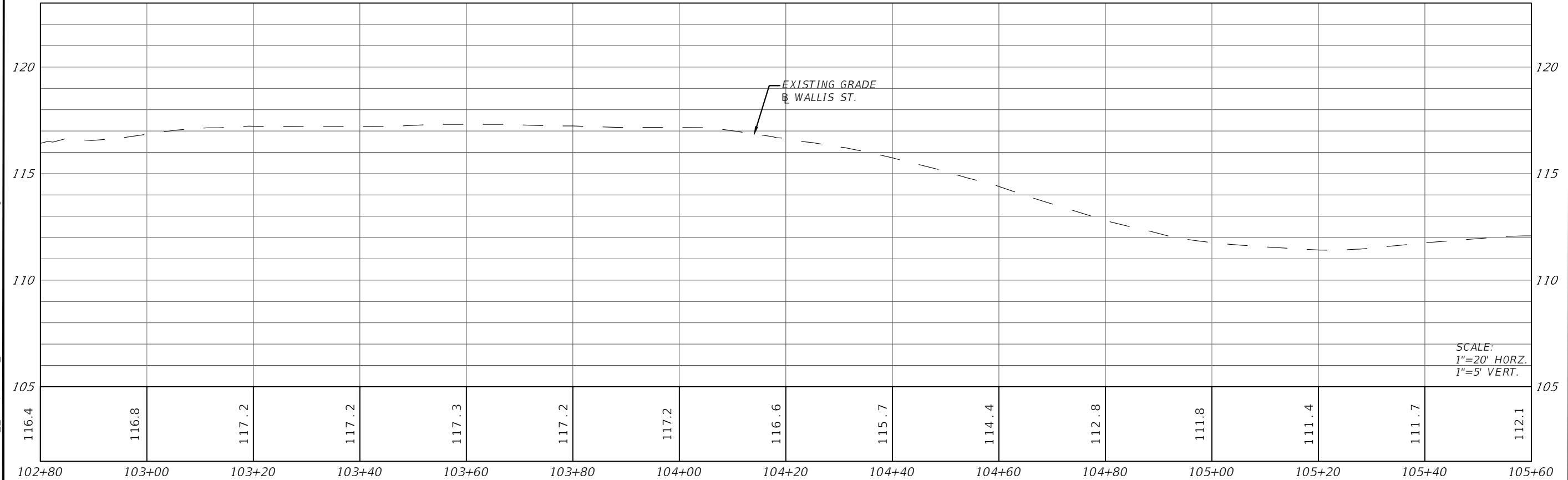
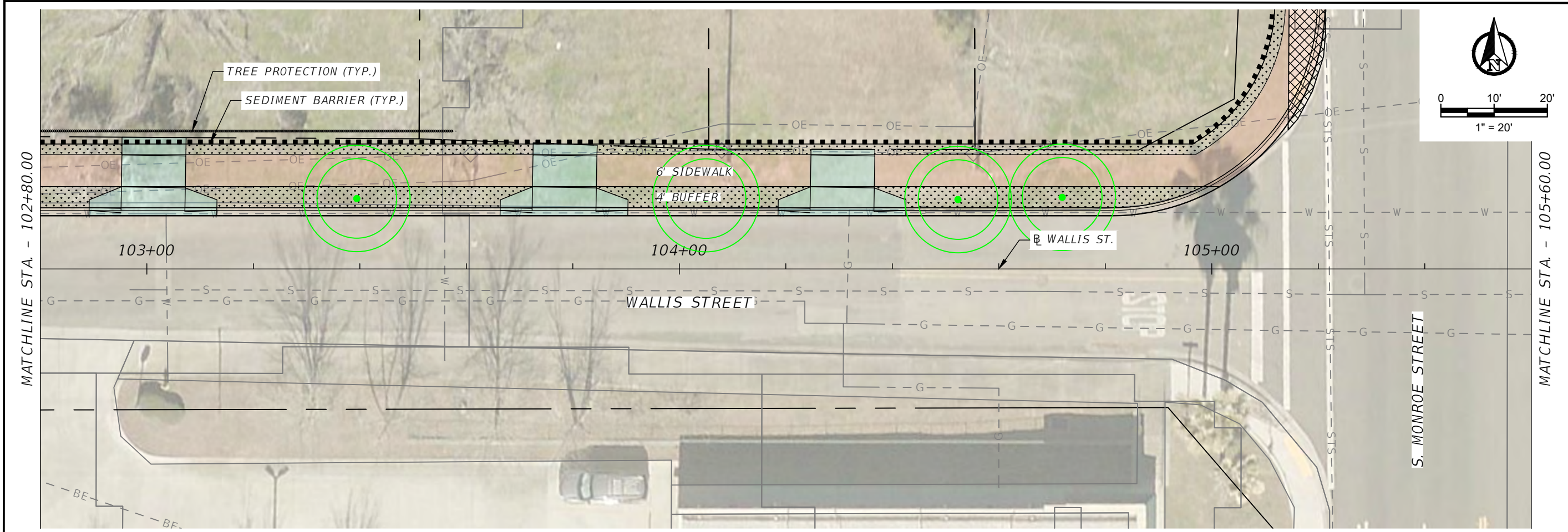


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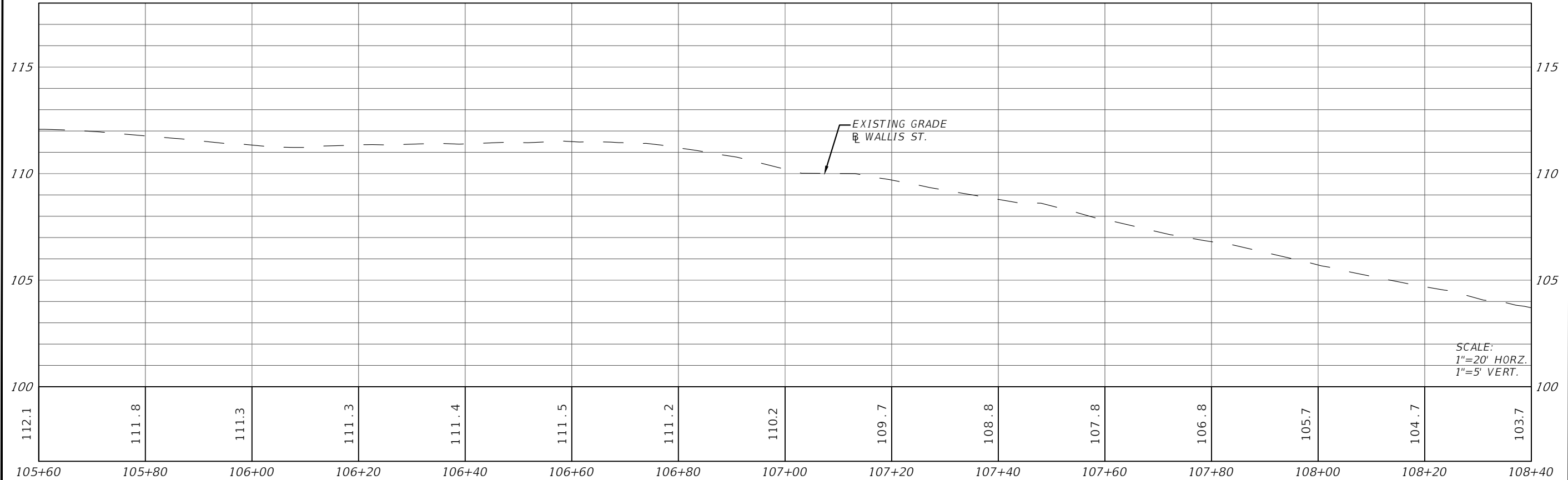
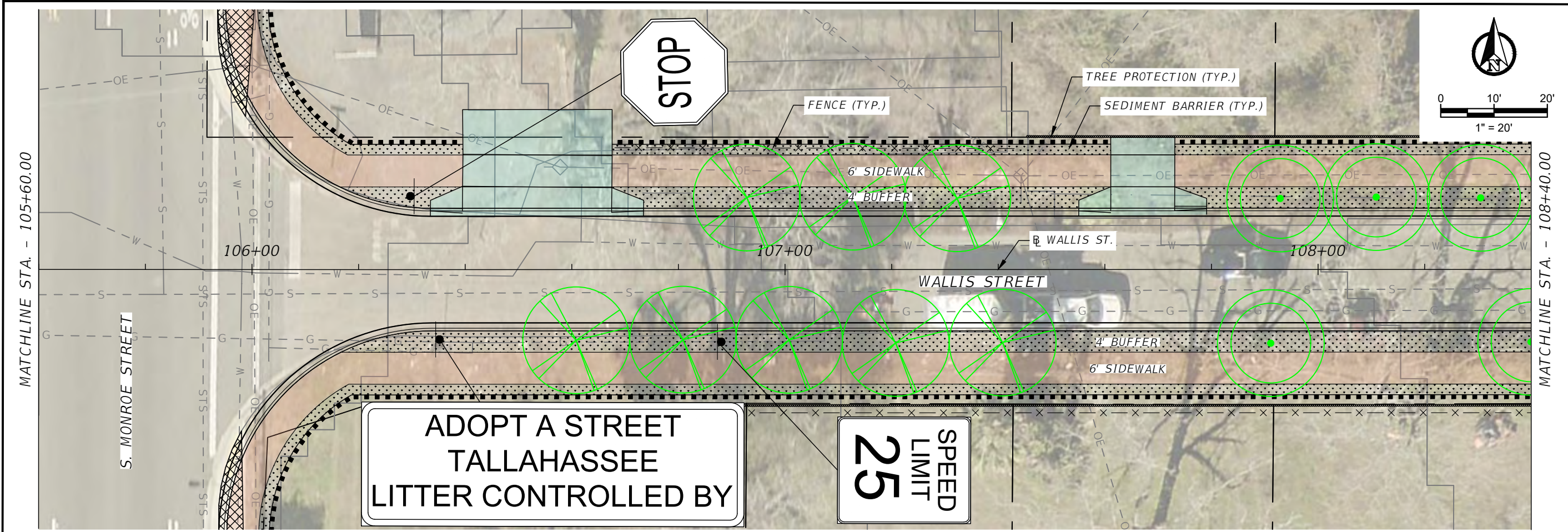



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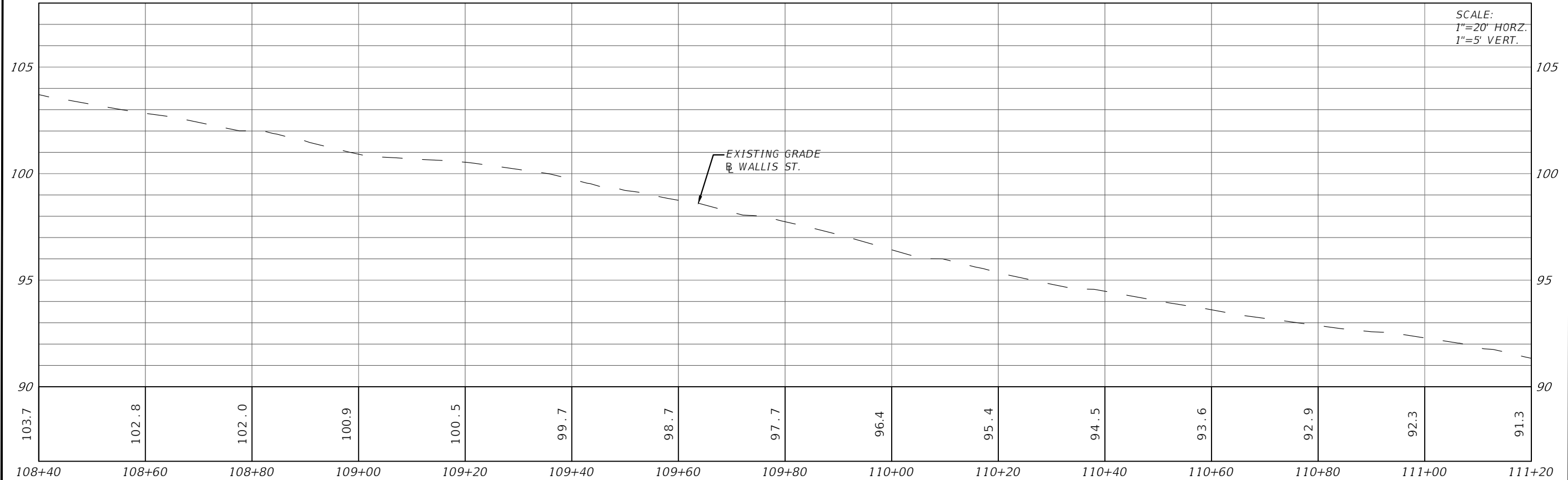
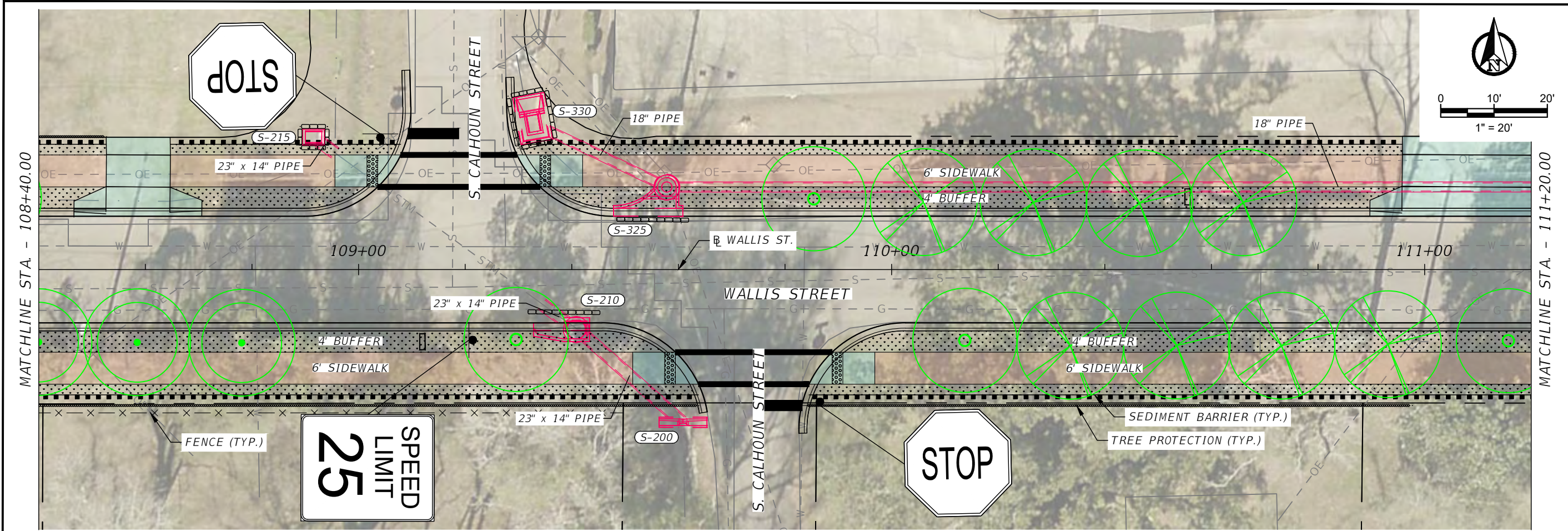
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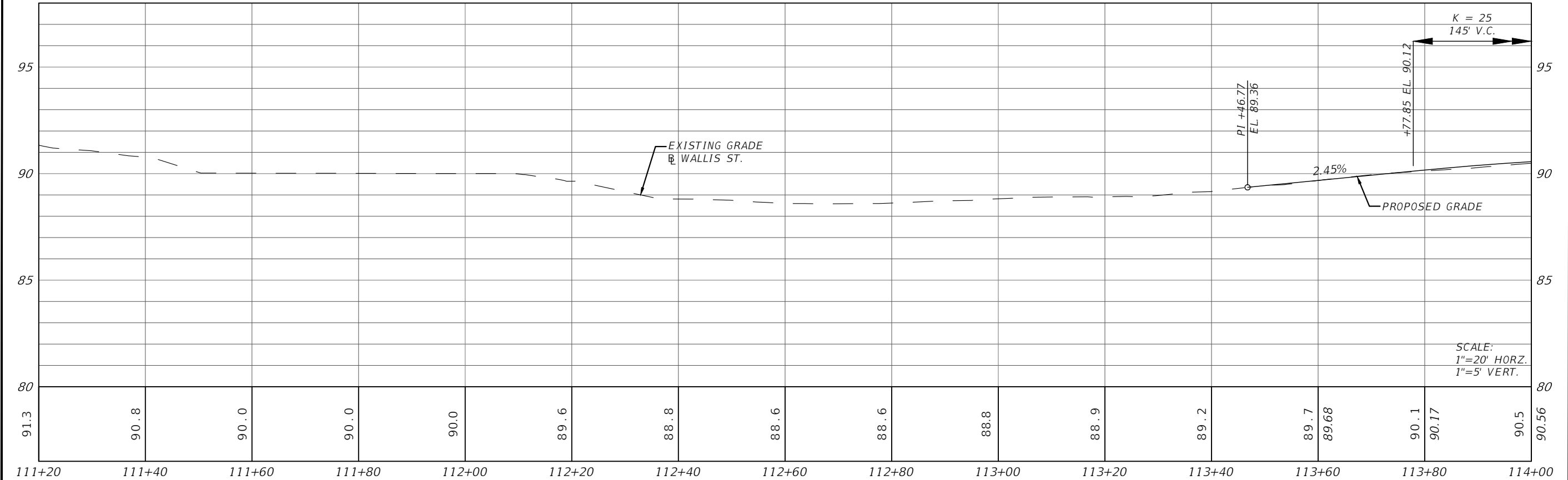
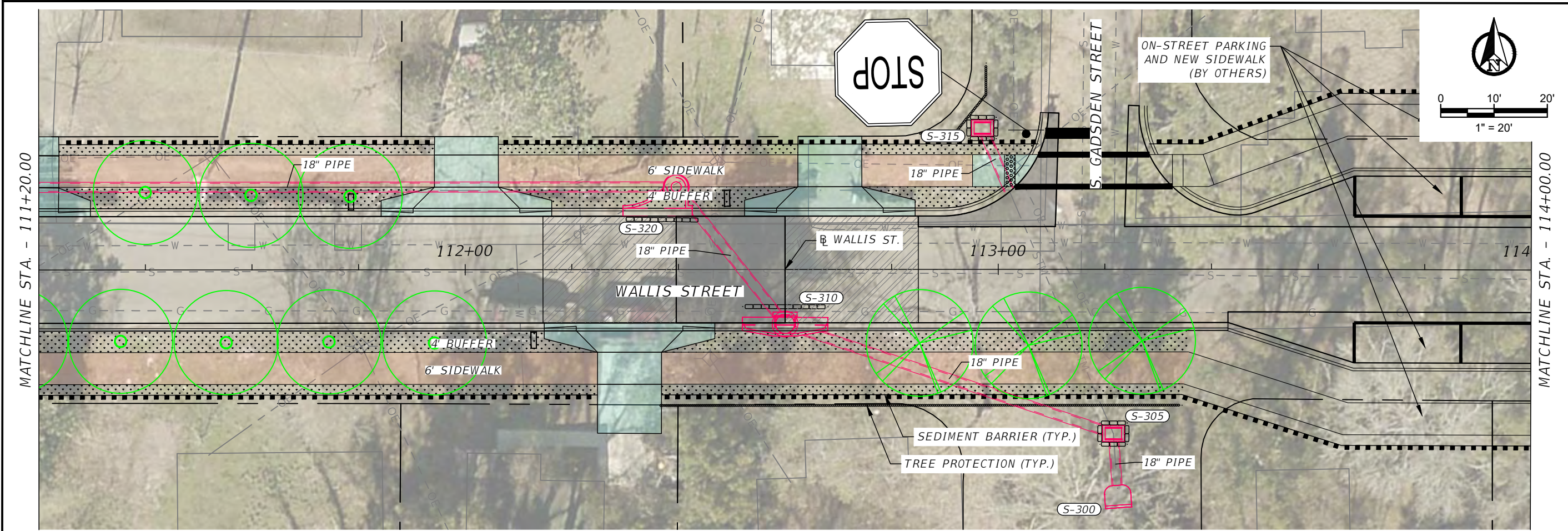
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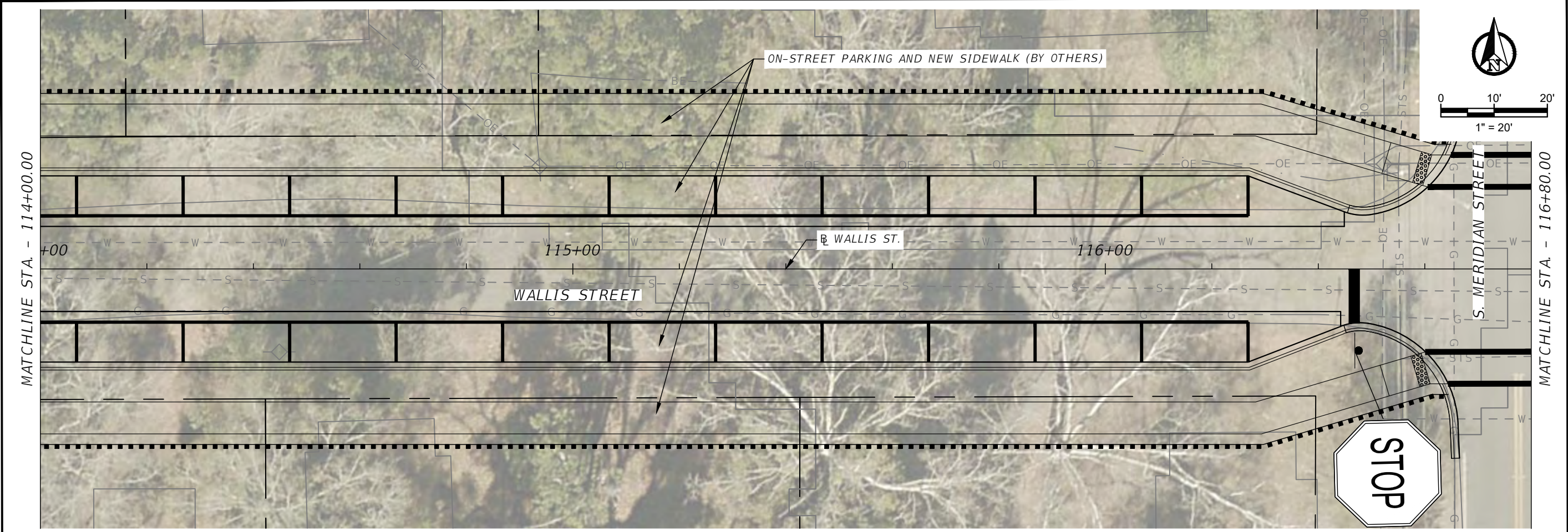
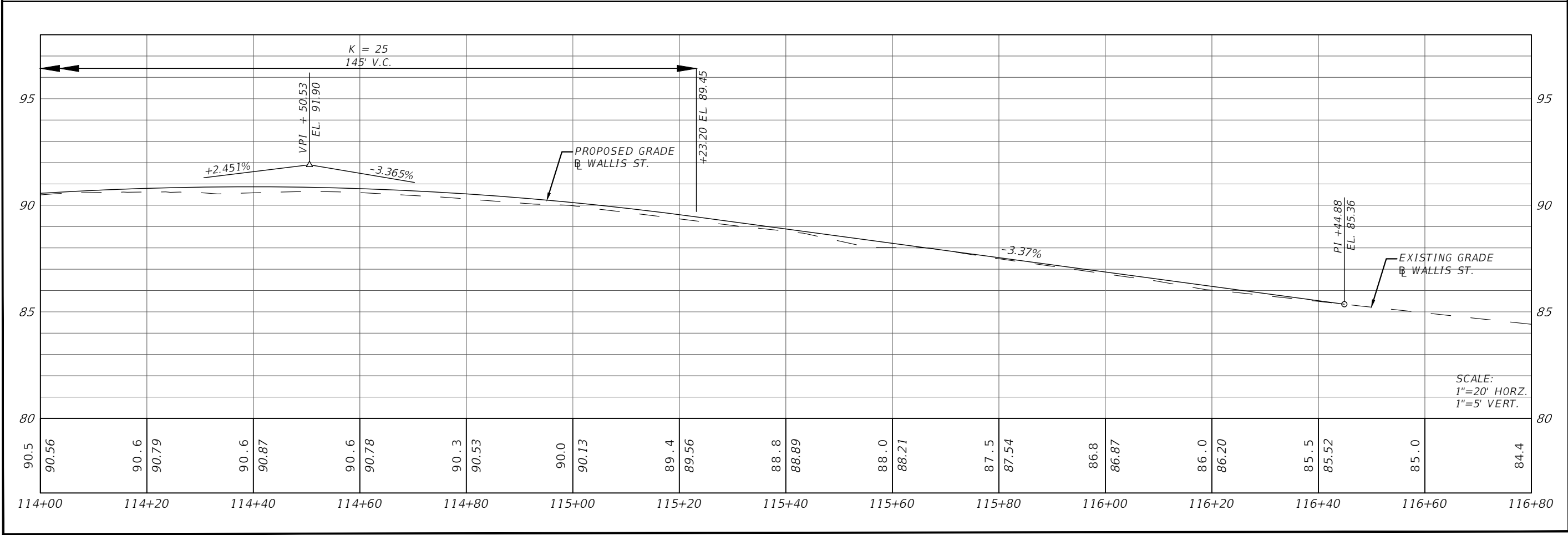
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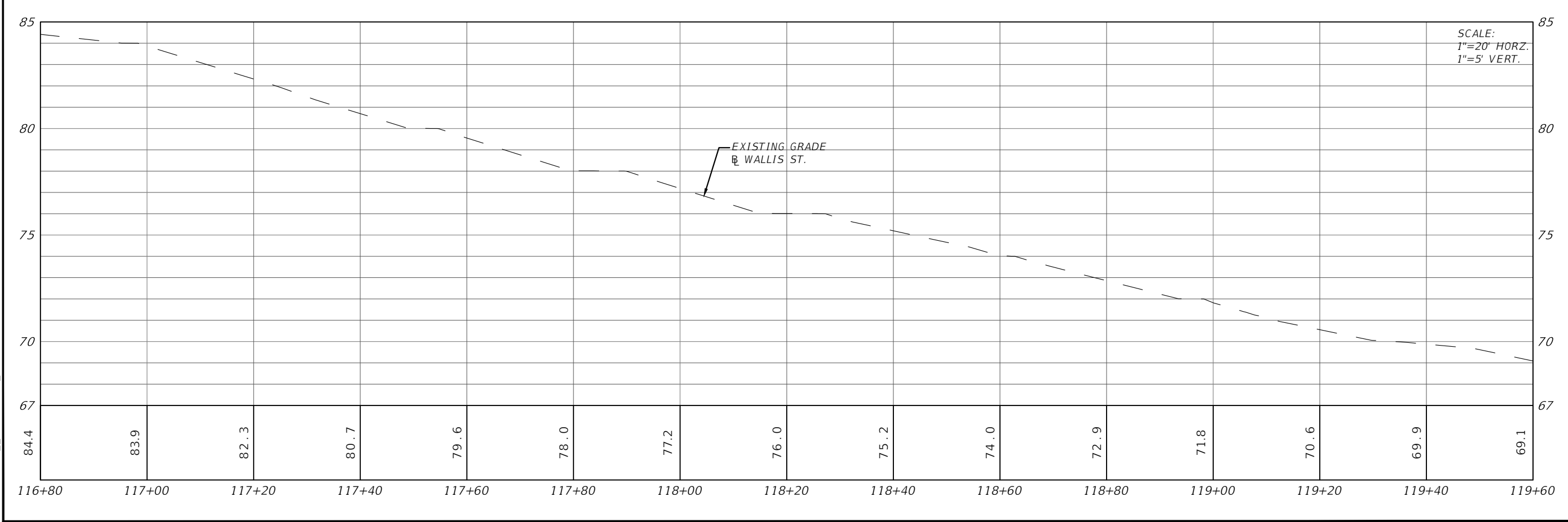
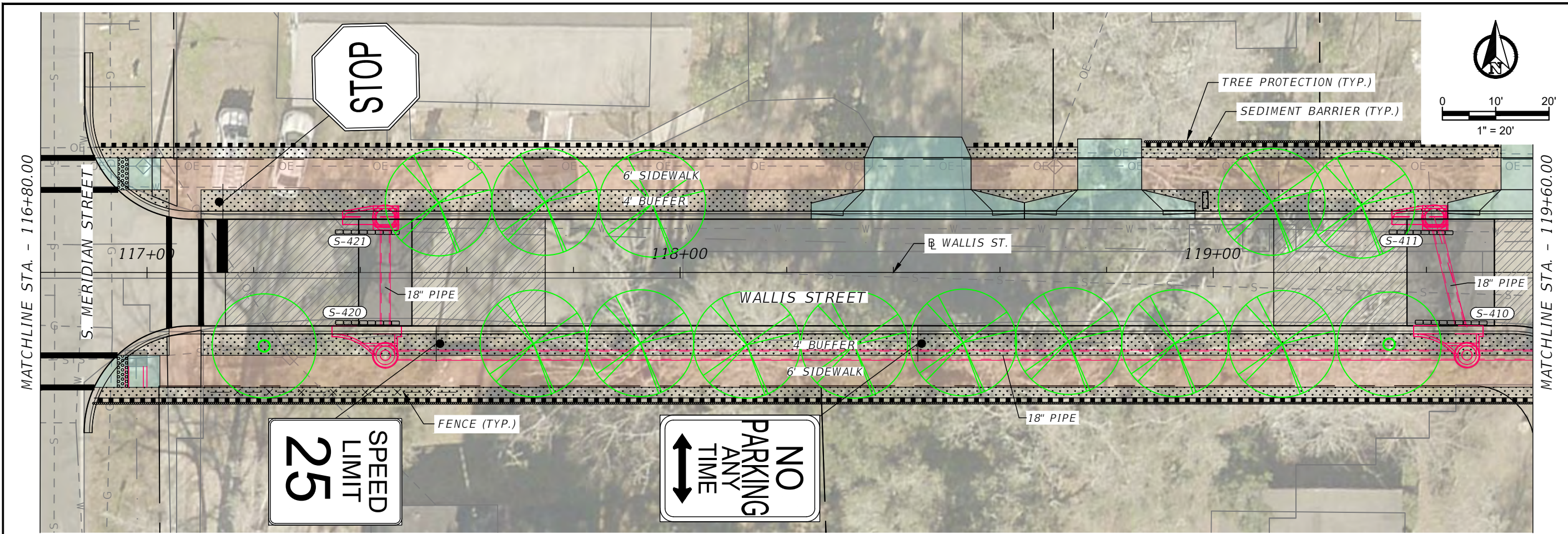
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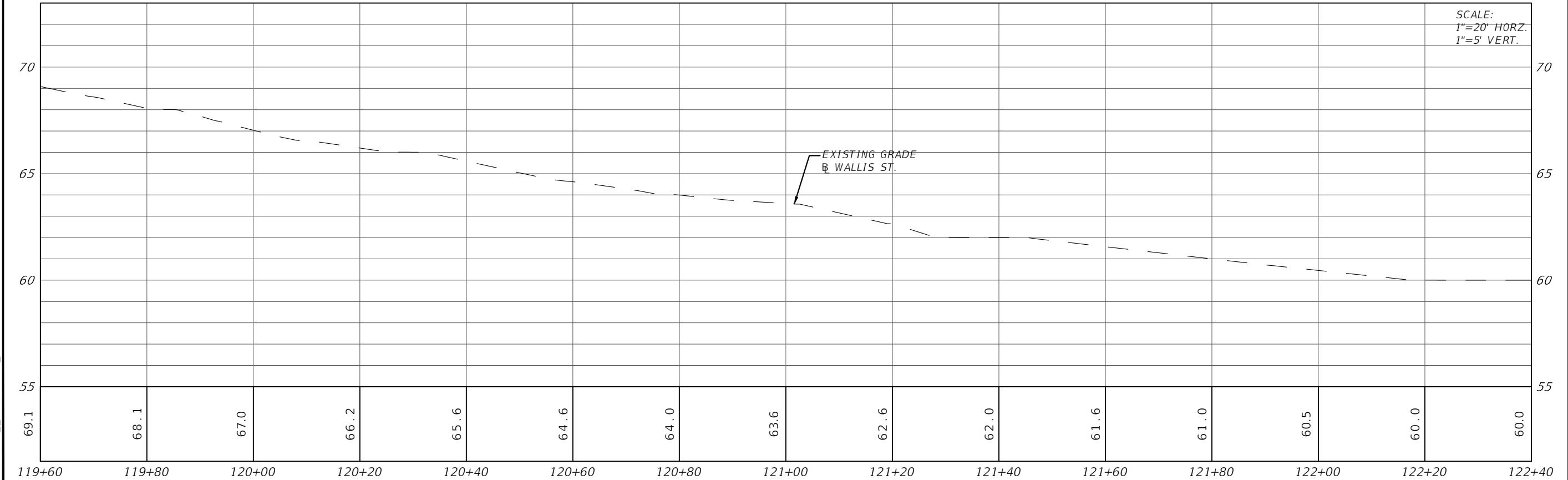
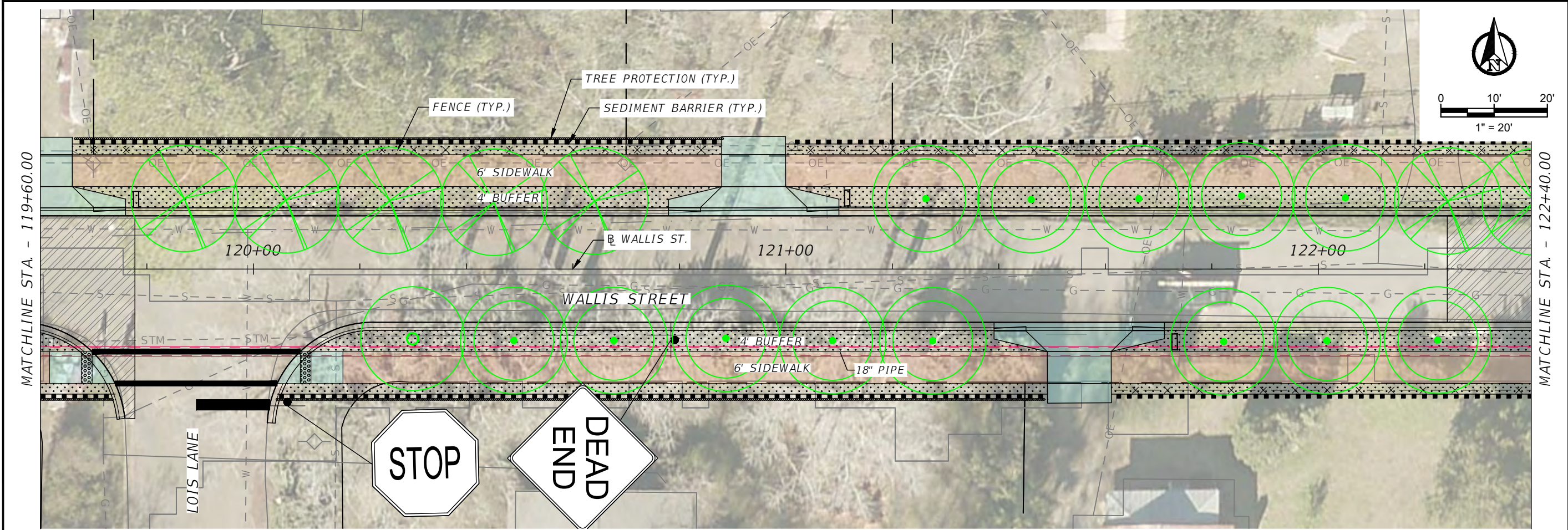
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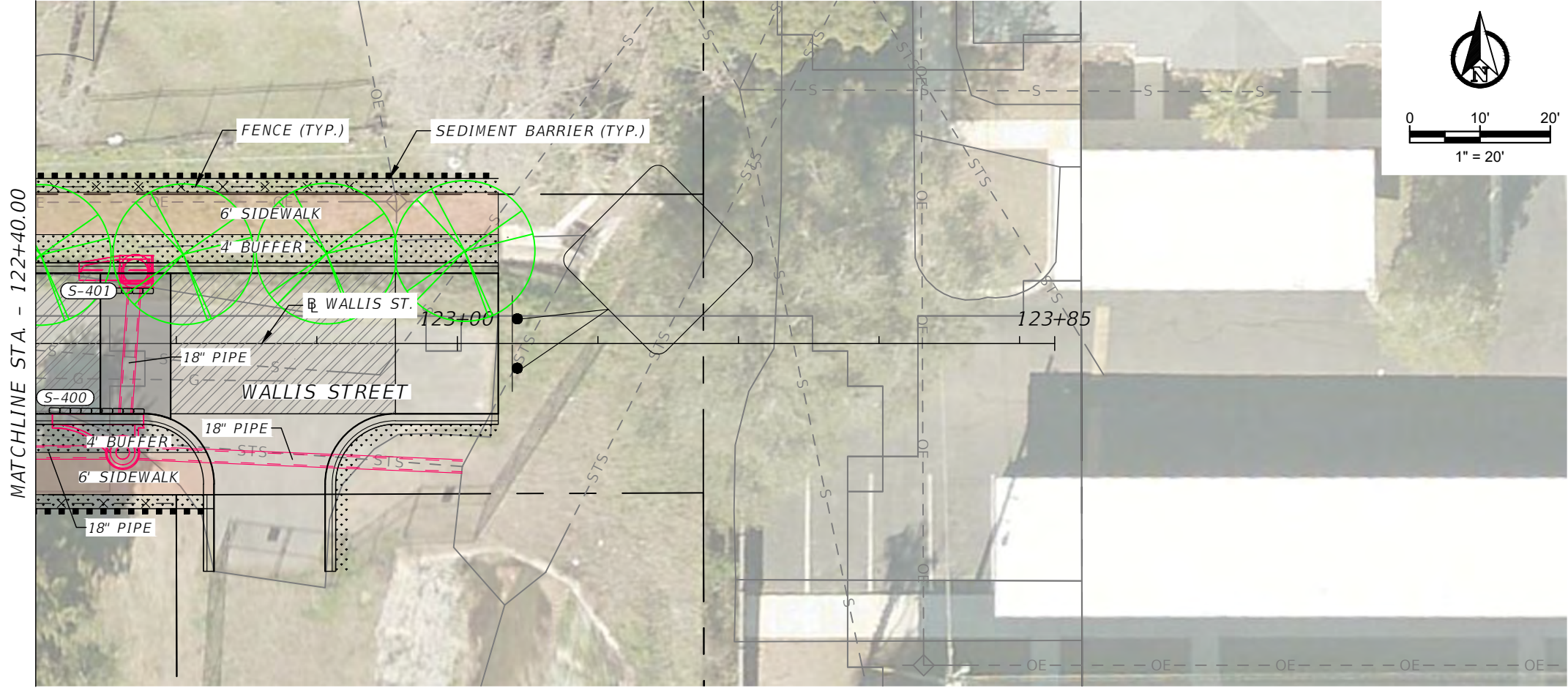
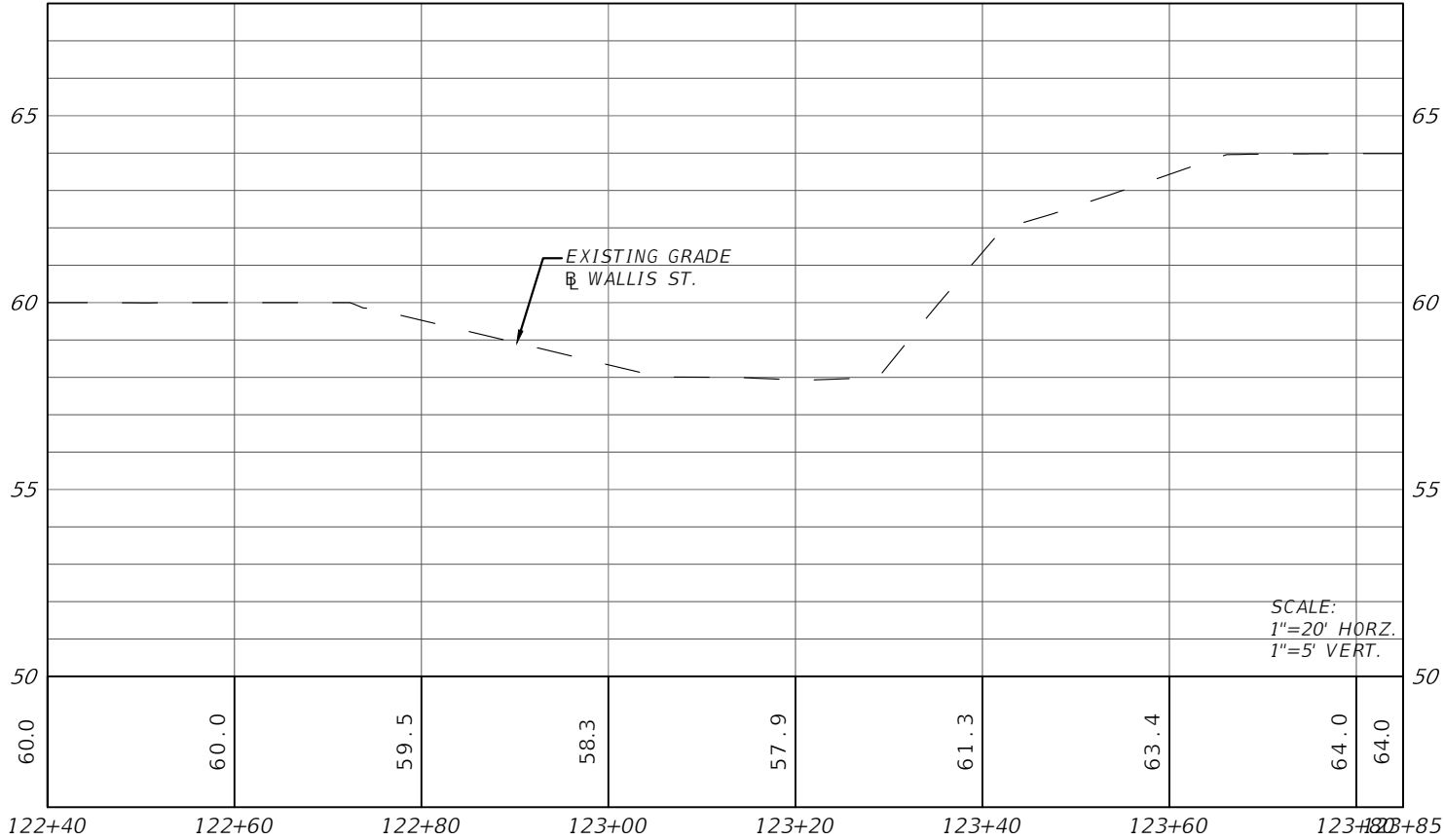
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ENGINEER OF RECORD KYLE R. ANDREE PE NO. 77271	REVISIONS	DESCRIPTION	DATE	BY	SIGNATURE	DATE			
PROJECT WALLIS STREET SIDEWALK IMPROVEMENTS	SHEET	CITY OF TALLAHASSEE UNDERGROUND UTILITIES & PUBLIC INFRASTRUCTURE 300 S. ADAMS STREET, TALLAHASSEE, FL 32301	PREPARED BY	DATE 01-16-2026	DRAWN KRA	DESIGNED KRA	CHECKED MML	JOB No. ---	SHEET 8

Q:\Projects__Proj-Gen\Wallis And Osceola\2. Design\CAD\Sheets - DWGs\WALLIS PP.dwg



PREPARED BY

CITY OF TALLAHASSEE
UNDERGROUND UTILITIES & PUBLIC INFRASTRUCTURE
300 S. ADAMS STREET, TALLAHASSEE, FL 32301

DATE 01-16-2026

DRAWN KRA

DESIGNED KRA

CHECKED MML

JOB No. ---

SHEET 9

PROJECT WALLIS STREET SIDEWALK IMPROVEMENTS

SHEET

PLAN AND PROFILE

REVISIONS	DESCRIPTION	DATE	BY
1	---	---	---
2	---	---	---
3	---	---	---
4	---	---	---
5	---	---	---

ENGINEER OF RECORD
KYLE R. ANDREE
P.E. NO. 77271

SIGNATURE

DATE

PART 11 SUPPLEMENTAL INFORMATION – OWNERSHIP / ROW STATUS

GOLF DRIVE MANOR PLAT, UNIT 1 (1926)

GOLF DRIVE MANOR PLAT, UNIT 2 (1940)

MERIDIAN MANOR PLAT (1958)

LAWS OF FLORIDA, CHAPTER 57-1879 THROUGH 57-1885

Prior to 1974 and passage of the Florida “Home Rule Powers Act,” all municipal annexations had to be enacted via a special act of the Florida Legislature. Chapter 57-1883 of the Laws of Florida supports the original plat for Golf Drive Manor, verifying the dedicated rights of way belong to the City of Tallahassee.

County of Leon
We Sinclair Wells and Josie D. Wells his wife and Ernest Amos and Elinor Amos his wife the owners of the land shown upon this Plat, described as follows, to wit:

Commencing at the N.E. corner of Section 12 Twp. 1 S. Rg. 1 W, run South 372.9 feet to the point of beginning, thence South 421.74 feet thence West 1610.17 feet to the East side of the Belle Air Public Road, thence along the East side of said road N. 7° 33' E, 424.68 feet thence East 1554.3 feet to the point of beginning being in Leon County, Florida, do hereby dedicate to the use of the public forever all of the streets and avenues shown upon this Plat of said land.

Witness our hands and seals this 27 day of August AD 1926

Signed, sealed and delivered in the presence of

R. A. Gray
W. M. McIntosh, Jr.

Sinclair Wells Seal

Josie D. Wells Seal

Ernest Amos Seal

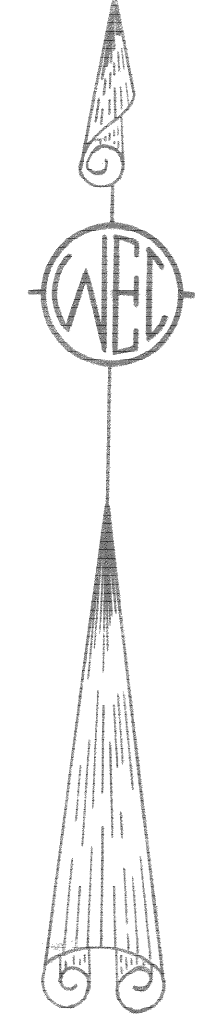
Elinor Amos Seal

State of Florida
County of Leon
I hereby certify that Sinclair Wells and Josie D. Wells his wife and Ernest Amos and Elinor Amos his wife, whose names are signed to the foregoing Plat and who are personally known to me, came before me this day and acknowledged that they executed the same for the purpose therein expressed, and as their free act and deed, and the said Josie D. Wells the wife of said Sinclair Wells upon an examination made separate and apart from her said husband, acknowledged before me that she executed the same for the purpose of relinquishing her dower and right of dower in and to the lands therein described, and that she did the same freely and voluntarily and without any constraint, compulsion, apprehension or fear of or from her said husband, and the said Elinor Amos the wife of said Ernest Amos, upon an examination made separate and apart from her said husband acknowledged before me that she executed the same for the purpose of relinquishing her dower and right of dower in and to the lands therein described and that she did the same freely and voluntarily and without any constraint, compulsion, apprehension or fear of or from her said husband.

Witness my hand and seal this 27 day of August AD 1926

W. M. McIntosh, Jr.
Notary Public
My commission expires April 28, 1928

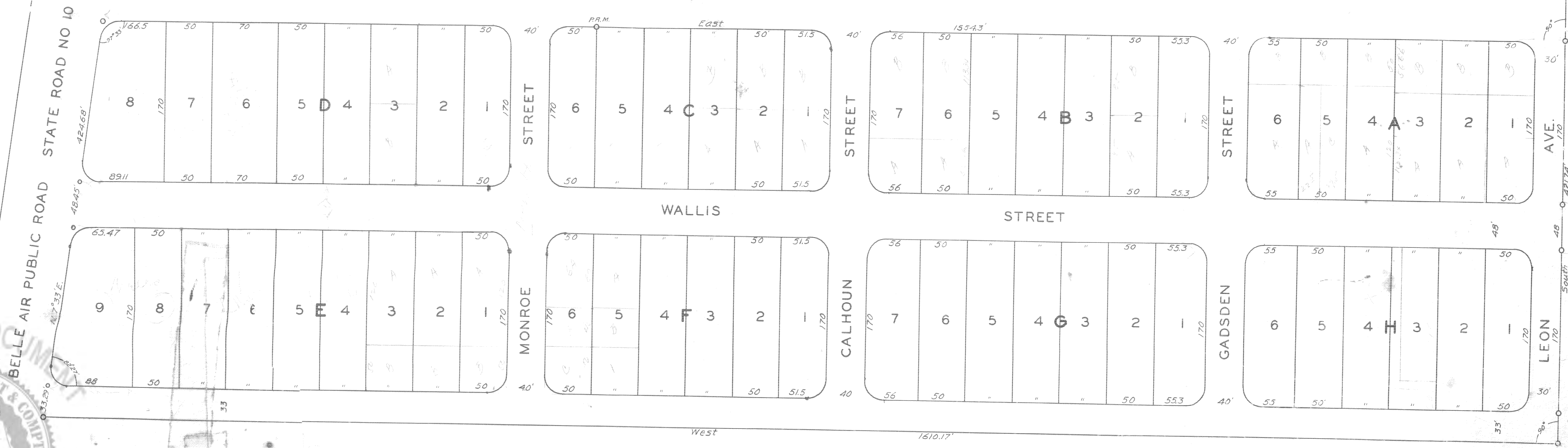
GOLF DRIVE
MANOR
LOCATED IN
N.E. 1/4 OF SEC. 12
TWP. 1 S. RG. 1 W
LEON COUNTY FLORIDA
OWNED BY S. WELLS
AND
ASSOCIATES
SCALE 1 IN. = 60 FT.



State of Florida
County of Leon
I, the Engineer who made this Plat, do hereby certify that this Plat is a correct representation of the land platted and that permanent reference monuments have been placed as called for by the laws of the State of Florida regulating the making of surveys and filing for records of maps and Plats
Witness my hand at Tallahassee Florida, this 27 day of August 1926
W. J. McCall
Engineer
Registered Engineer No 721

State of Florida
County of Leon
It is hereby certified that the County Commissioners of Leon County Florida have officially approved this Plat.
This the 27 day of August 1926
Geo. J. Sullivan
Chairman
Attest: Paul V. Lang
Clerk

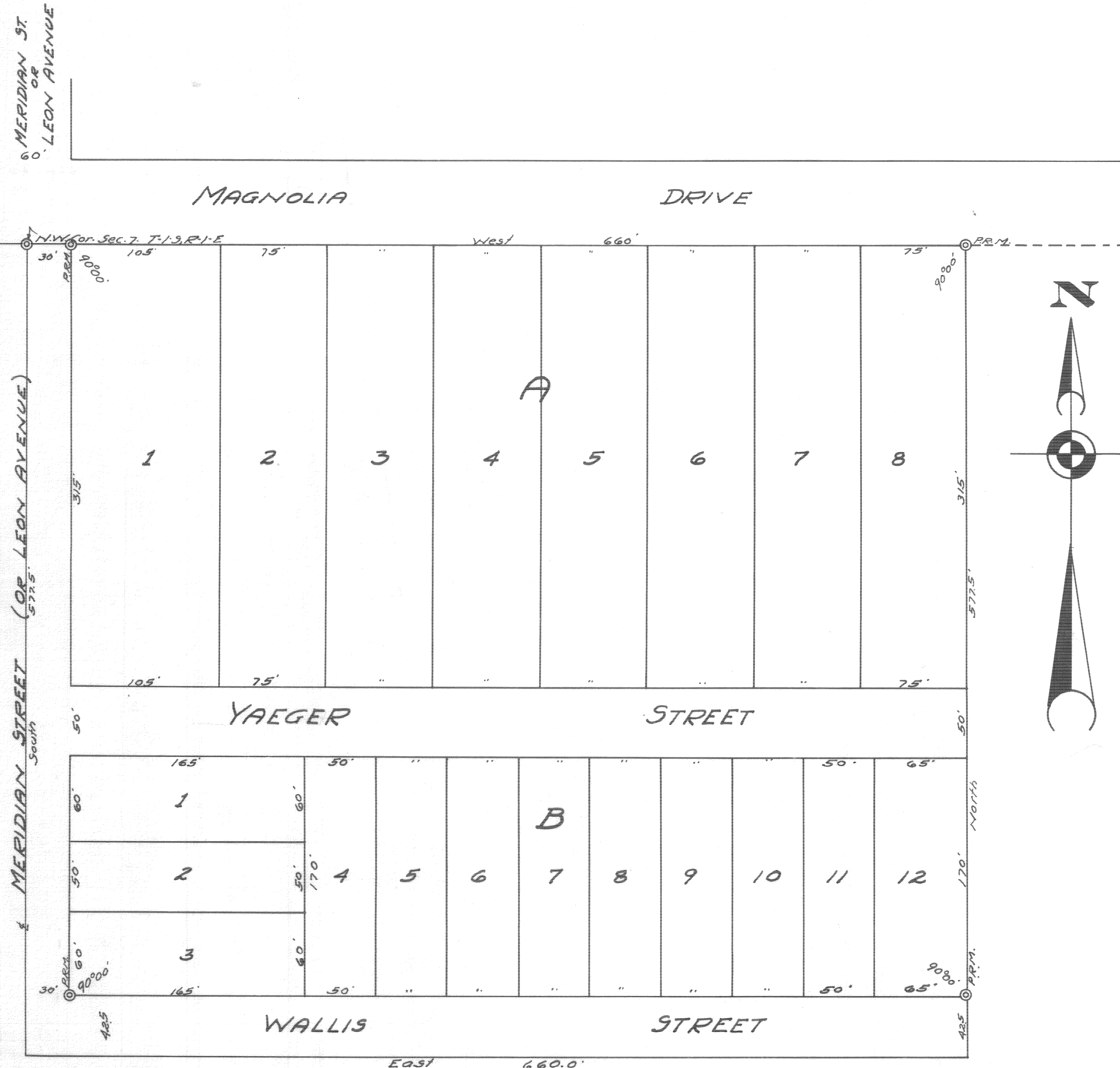
State of Florida
County of Leon
I, Paul V. Lang Clerk of Circuit Court of Leon County Florida do hereby certify that I have examined this Plat and that it complies in form with all requirements of the laws of the State of Florida regulating the making of surveys and filing for record of maps and plats, and I have this day filed same for record in Plat Book 2 Page 36
Witness my hand and official seal at Tallahassee Florida,
this 27 day of August 1926
Paul V. Lang
Clerk of Circuit Court



Note: All intersection radii 20 feet



**GOLF DRIVE MANOR
UNIT NO. 2**
THE N.W. 1/4 OF THE N.W. 1/4 SEC. 7 T-13 R-1 E.
LEON COUNTY, FLORIDA
DECEMBER 1939 SCALE: 1"=50'
E. G. CHESLEY, SURVEYOR
FLA. REG. CERT. NO. 118



STATE OF FLORIDA) ss.
COUNTY OF LEON)

KNOW ALL MEN BY THESE PRESENTS, that T.M. Atkinson and Birdie H. Atkinson, his wife, the owners in fee simple of the tract of land shown hereon and more particularly described as follows, to-wit: Begin at the Northwest corner of Section 7, Township 1 South, Range 1 East and run thence South 577.5 feet, thence East 660 feet, thence North 577.5 feet, thence West 660 feet to the point of beginning, and have caused said lands to be surveyed and platted as shown hereon and do hereby dedicate to the perpetual use of the public as public highways, the streets as shown hereon reserving unto themselves, their heirs, successors, assigns or legal representatives the reversion or reversions of the same whenever abandoned by the public or discontinued by Law.

IN WITNESS WHEREOF T.M. Atkinson and Birdie H. Atkinson, his wife, have signed these presents this 13th day of January A.D. 1940.

WITNESS:

Joe Campbell
Notary Public

T.M. Atkinson
Birdie H. Atkinson

STATE OF FLORIDA) ss.
COUNTY OF LEON)

BEFORE ME, this day, personally appeared T.M. Atkinson and Birdie H. Atkinson, his wife, and acknowledged before me that they executed the dedication hereon for the uses and purposes therein stated.

WITNESS, my hand and official seal this 13th day of January A.D. 1940.

Joe Campbell
Notary Public
My Commission expires *Jan. 10 1942*

STATE OF FLORIDA) ss.
COUNTY OF LEON)

I HEREBY CERTIFY, that the attached plat is a correct representation of a survey made under my direction and that the bearings and distances shown hereon are true and accurate to the best of my knowledge and belief.

E. G. Chesley
Land Surveyor
Fla. Reg. Cert. No. 118.

Approved by the City Commission, Tallahassee Florida, this 16th day of *Jan* A.D. 1940.

Attest: *H. J. ...*
City Auditor & Clerk.

...
Mayor Commissioner.

Approved by the Board of County Commissioners, Leon County, Florida, this 23rd day of *Jan* A.D. 1940.

V. L. Phelps
Chairman

Accepted for files and recorded this 23rd day of *Jan* A.D. 1940 in Plat Book *2* Page *90*.

By *Samuel ...*
Clerk of Circuit Court.

shall not affect the constitutionality of any other section or provision.

Section 8. This act shall take effect immediately upon its becoming a law, subject to the provisions for the referendum herein provided.

Became a law without the Governor's approval.

Filed in Office Secretary of State April 29, 1957.

CHAPTER 57-1879

SENATE BILL NO. 794

AN ACT authorizing the City Commission of the City of Tallahassee, Florida, to establish and create by ordinance a pension, annuity and retirement system for the members of the Police Department of said City who are not members of any other pension system of said City, to provide for disability benefits; to provide for contributions to the costs thereof by members of said department and system; to provide for contributions into said system by the City of Tallahassee from the funds which shall be payable to said City under and pursuant to the provisions of Sections 185.07, 185.08, 185.09, 185.10, 185.11 and 185.14, Florida Statutes; to provide for the investment of funds of said system and to provide for the administration of said system.

Be It Enacted by the Legislature of the State of Florida:

Section 1. The City Commission of the City of Tallahassee shall have authority to establish by ordinance a pension, annuity and retirement system for the members of the Police Department of said City who are not members of any other pension system of said City, and any system so established may provide for disability benefits. Any such pension and retirement system shall be established on a joint contributory basis with the said members of the Police Department paying part of the costs and the City contributing to said system all funds payable to and received by the City under and pursuant to the provisions of Sections 185.07, 185.08, 185.09, 185.10, 185.11 and 185.14, Florida Statutes. The costs of the system shall be determined actuarially on the basis of such mortality and service tables as the Commission shall approve and shall be calculated and contributed on a uniform or decreasing percentage of the payroll of members. No system requiring an

increasing percentage of the payroll to be paid as the contribution of either the member or the City shall be established.

Section 2. The administration of the Policeman's Pension Fund shall be in charge of the City Commission of the City, and the members thereof shall be known and designated as Trustees of the Policemen's Pension Fund. The Trustees shall make all reasonable rules and regulations for the administration of their duties as such trustees in the administration of the Policemen's Pension Fund created by this Act. All funds and securities paid into or held by the said Policemen's Pension Fund shall be deposited with the City Treasurer who shall be the Treasurer for the Board of Trustees of the Policemen's Pension Fund, and the said Treasurer shall keep the same in a separate fund and he shall be liable for the safe keeping of the same under the bond given by him to the City, and he shall be liable in the same manner and to the same extent as he is liable for the safe keeping of the funds as are now provided by law. All moneys paid into or held in the Policemen's Pension Fund shall be invested by the Sinking Fund Commission of the City of Tallahassee as is now provided by the Charter Act of said City for the investment of sinking funds of said City. The said Sinking Fund Commission shall so invest the said funds as to provide for sufficient cash moneys to be on hand promptly to meet all payments required to be made under the terms of this Act.

Section 3. There shall be an Advisory Committee of three employees of the Police Department who shall be elected by a majority of all of the employees of said Department on the second Monday in March of every year, who shall hold office for three years beginning on the third day after their election; provided, that at the first election held under this Act the employee having the largest vote shall serve three years, the one having the next highest number of votes for two years, and the one having the third highest number of votes for one year, and that at each annual election thereafter one member of the said Advisory Committee shall be elected. The Advisory Committee is hereby authorized and directed to select and appoint not less than thirty days before such election from the employees of the Police Department a committee of three to conduct said election. Any vacancy on said Advisory Committee shall be filled by a majority vote of all employees of the Police Department. No pension or relief shall be given to any person out of said fund unless the same shall first be recommended by said Advisory Committee.

Section 4. No other pension law or laws, or system or systems, that may be enacted or created by the Legislature of the State of Florida shall affect or be applicable to the pension or retirement fund authorized by this Act.

Section 5. The City of Tallahassee shall be eligible to receive funds payable under and pursuant to the provisions of Sections 185.07, 185.08, 185.09, 185.10, 185.11 and 185.14, Florida Statutes, for the administration of the Policemen's Pension Fund authorized to be established by this Act, the City having deposited with the Comptroller and Treasurer of the State of Florida a certified copy of an ordinance of said City assessing and imposing the tax as authorized in Section 185.08, Florida Statutes, and the Comptroller shall pay to the City the amount collected for said City in the manner provided under the provisions of Section 185.10, Florida Statutes.

Section 6. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, impair or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 7. All laws or parts of laws in conflict herewith be, and the same are hereby repealed.

Section 9. This Act shall take effect on its passage and approval by the Governor or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1880

SENATE BILL NO. 795

AN ACT amending Section 33 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled "An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as

the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises and privileges," relating to the powers and duties of the Municipal Judge of said City, by authorizing the Municipal Judge, or any Associate Municipal Judge, of the Municipal Court of said City to issue search warrants.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 33 of Chapter 8374, Laws of Florida, Acts of 1919, be, and the same is hereby amended to read as follows:

"Sec. 33. Powers and Duties Generally.—The Municipal Judge, or any associate municipal judge, shall have power by his warrants to have brought before him any person or persons charged with the violation of the city ordinances, and shall have exclusive original jurisdiction over all proceedings of a criminal nature for the violation of any ordinance of the city. In the proper exercise of the functions of the Municipal Court within its jurisdiction as herein defined, the Municipal Judge, or any associate municipal judge, shall have power and is authorized to issue and cause to be served any and all writs and processes, including search warrants such as are issued and used by justices of the peace and county judges in the State of Florida, such search warrants to be issued upon the same basis and in the same manner and shall be governed by the same procedure as set forth in Chapter 933, Florida Statutes, and the police of the City of Tallahassee are authorized and it is made their duty to execute and serve any and all such writs and processes issued out of the said Municipal Court by the Municipal Judge, or any associate municipal judge, and to make proper returns upon the same to such court in the same manner as is required of constables and sheriffs in the execution of similar papers. The Municipal Judge, or any associate municipal judge, shall have power and authority to take bail for the appearance of an accused person, if such person fail to appear to declare such bond or security estreated, to require the attendance of witnesses for the city and for the accused person, to administer oaths, take affidavits, and to inquire into the truth or falsity of all charges preferred, to decide on the guilt or innocence of the accused, and to fix and to impose such penalties by sentence as are prescribed and provided for under the ordinances of the city, and to have all powers incidental and usual to the due enforcement of such city ordinances."

Section 2. That if any clause, sentence, paragraph or part of

this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereon directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict, hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1881

SENATE BILL NO. 797

AN ACT amending Section 30 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled "An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises and privileges," as amended by Chapter 31,294, Laws of Florida, Acts of 1955, relating to the appointment and duties of the City Attorney and City Solicitor, by authorizing the City Attorney and City Solicitor to take the oaths of persons making affidavits as a predicate for the issuance of warrants by the municipal judge, or an Associate Municipal Judge, of the Municipal Court of said City.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 30 of Chapter 8374, Laws of Florida, Acts of 1919, as amended by Chapter 31,294, Laws of Florida, Acts of 1955, be, and the same is hereby amended to read as follows:

"Sec. 30. To perform services required by commission, state law and charter.

In addition to the duties specifically imposed under the preceding section the city attorney and city solicitor shall perform such other professional duties as may be required of them by direction of the city commission, or as are prescribed, for city attorneys under the general law of the state which are not inconsistent with this charter and with any ordinance or resolution which may be passed by the city commission. The city attorney, or the city solicitor, shall have the power and authority to take the oaths of persons making affidavits as a predicate for the prosecution of persons in the Municipal Court and for the issuance of warrants by the municipal judge, or an associate municipal judge, of the Municipal Court of said city for the apprehension of persons charged with violating any of the ordinances of the city."

Section 2. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict, hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1882

SENATE BILL NO. 798

AN ACT amending Section 137 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled "An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises

and privileges," as amended by Chapter 13,439, Laws of Florida, Acts of 1927, relating to the sale of the public utility plants of said City, contracts for the purchase of utility services and the granting of franchises by said City, by authorizing the City Commission of said City to enter into contracts for the purchase of electric energy to supplement the supply of electric energy generated by the City.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 137 of Chapter 8374, Laws of Florida, Acts of 1919, as amended by Chapter 13,439, Laws of Florida, Acts of 1927, be, and the same is hereby amended to read as follows:

"Sec. 137. Sale of public utility plants; procedure to amend existing contracts; procedure to make contracts binding; grant franchises.

That the city commission may sell the public utility plants now owned by the City of Tallahassee, or any of them, and enter into contracts with the purchasers or owners of said plants, or any of them, for service to said city and its inhabitants, after the city commission has passed an ordinance in which is stated the terms of purchase and the proposed contract for service, and after such ordinance has been submitted to the qualified electors of said city and has been ratified by a majority of the qualified electors of said city; provided, however, that the city commission is authorized and shall have power to enter into contracts on behalf of the city for the purchase by the city of the electric energy to supplement the supply of electric energy generated by the city in its municipal electric generating plant without submitting such contracts for a supplemental supply of electric energy to a referendum election of the qualified electors of said city. The execution of such contracts by the city for a supply of supplemental electric energy shall be authorized by resolution of the city commission.

"That no franchise or contract granting a franchise shall be granted to any person or persons, natural or corporate, over the streets, highways, alleys and thoroughfares or parks of the city for the supply of electric energy, gas (manufactured or natural) or water, until the city commission has passed an ordinance granting such franchise or franchise contract, in which is clearly stated the terms of the grant and the proposed contract for service, and after said ordinance has been submitted by a referendum election,

to the qualified electors of said city and ratified by a majority of the qualified electors of said city.

“The elections provided for and required in this section shall be by the qualified electors of said city, who own at the time of said election, and shall have owned for not less than three months prior thereto, real estate in said city, and who shall have paid their city taxes for the year prior to that in which said election is held, and voting upon the question, at a regular or special election to be called and held for such purpose after at least thirty (30) days’ notice thereof, published at least once a week for five consecutive weeks in a newspaper in said city.”

Section 2. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor’s approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1883

SENATE BILL NO. 800

AN ACT amending Section 6 of Chapter 8374, Laws of Florida, Acts of 1919, the same being an Act entitled “An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises and privileges,” as amended by Chapter 14,415, Laws of Florida,

3777

Acts of 1929, Chapter 15,516, Laws of Florida, Acts of 1931, Chapter 21,583, Laws of Florida, Acts of 1941, Chapter 24,908, Laws of Florida, Acts of 1947, and Chapter 27,923, Laws of Florida, Acts of 1951, relating to the boundaries and corporate limits of said City, by including additional territory within the boundaries and corporate limits of the City of Tallahassee; providing that all property located within said boundaries or corporate limits shall be liable for all indebtedness of said City whether said additional territory so included was included within the said boundaries and corporate limits at the time said indebtedness was incurred; providing that all persons who are qualified voters under State Law and who have resided within the area included within the boundaries and corporate limits of said City and who have registered as a voter of said City in such manner as may be prescribed by the ordinances of said City shall be entitled to vote at any election of said City; and providing for the effective date of said Act.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 6 of Chapter 8374, Laws of Florida, Acts of 1919, as amended by Chapter 14,415, Laws of Florida, Acts of 1929, Chapter 15,516, Laws of Florida, Acts of 1931, Chapter 21,583, Laws of Florida, Acts of 1941, Chapter 24,908, Laws of Florida, Acts of 1947, and Chapter 27,923, Laws of Florida, Acts of 1951, be, and the same is hereby amended to read as follows:

“Sec. 6. BOUNDARIES.—That the corporate limits of the City of Tallahassee, in Leon County, Florida, be, and the same are hereby fixed, defined and established so as to include the following lands and territory in said County of Leon in the State of Florida, to-wit:

Begin at the northwest corner of the Northeast Quarter of the Southwest Quarter of Section Twenty-four (24), Township One (1) North, Range One (1) West, in the County of Leon, State of Florida, and run east along the north boundary of the South Half of the said Section Twenty-four (24) to a point which point is two hundred fifty (250) feet west of the east boundary of the said Section Twenty-four (24); thence run north, two hundred fifty (250) feet from and parallel to the said east boundary of Section Twenty-four (24), a distance of sixteen hundred eighty-four and seven tenths (1684.7) feet; thence run

north 89 degrees 53 minutes 20 seconds east to the northwest corner of Lot 7 of Durward Subdivision, a subdivision, as per map or plat of said Durward Subdivision appearing of record in Plat Book 3, at page 42, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run north 89 degrees 53 minutes 20 seconds east along the north boundary line of the said Durward Subdivision and continuing north 89 degrees 53 minutes 20 seconds east to the east boundary of the West Half of the Northwest Quarter of Section Twenty (20), Township One (1) North, Range One (1) East; thence run southeasterly to the northeast corner of the Southeast Quarter of the Southeast Quarter of the Northwest Quarter of the said Section Twenty (20); thence run south along the east boundary line of the West Half of the said Section Twenty (20) to a point which point bears two hundred (200) feet from and at right angles to the center line of the Centerville Road; thence run southwesterly, two hundred (200) feet from and parallel to the center line of the said Centerville Road, to the east boundary line of Section Thirty (30), Township One (1) North, Range One (1) East; thence run south along the said east boundary line of Section Thirty (30) to a point two hundred (200) feet north of the center line of the Miccosukee Road; thence run northeasterly, two hundred (200) feet from and parallel to the center line of the said Miccosukee Road, to the east boundary of the West Half of Section Twenty-nine (29), Township One (1) North, Range One (1) East; thence run south along the east boundary of the West Half of the said Section Twenty-nine (29) and the east boundary of the Northwest Quarter of Section Thirty-two (32), Township One (1) North, Range One (1) East, to a point two hundred (200) feet south of the center line of Valley Road thence run westerly, two hundred (200) feet from and parallel to the center line of the said Valley Road, to a point two hundred (200) feet east of the east boundary of Bellmont Road; thence run south 00 degrees 07 minutes 30 seconds east to the north boundary line of new U. S. Highway No. 27; thence run southeasterly along the said north boundary line of new U. S. Highway No. 27 to the east boundary of the West Half of Section Five (5),

Township One (1) South, Range One (1) East; thence run south along the said east boundary of the West Half of Section Five (5) and the east boundary of the Northwest Quarter of Section Eight (8), Township One (1) South, Range One (1) East, to the southeast corner of the North Half of the Northwest Quarter of the said Section Eight (8); thence run west along the south boundary of the North Half of the said Northwest Quarter of the said Section Eight (8) and along the south boundary of the Northeast Quarter of the Northeast Quarter of Section Seven (7), Township One (1) South, Range One (1) East, to a point one hundred sixty-four (164) feet east of the east boundary of the Jim Lee Road; thence run south and parallel to the east boundary of the Jim Lee Road to the south boundary of the North Half of the South Half of Section Seven (7), Township One (1) South, Range One (1) East; thence run west along the south boundary of the North Half of the South Half of the said Section Seven (7) to the east boundary line of Block A of Fairview Subdivision, a subdivision, as per map or plat of said Fairview Subdivision appearing of record in Plat Book 3, at page 69, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run south along the east boundary line of Blocks A, D, and E of the said Fairview Subdivision and continuing south to the south boundary of the right-of-way of the Paul Russell Road; thence west along the south boundary of the right-of-way of the Paul Russell Road to the west boundary line of Section Eighteen (18), Township One (1) South, Range One (1) East; thence run north along the west boundary line of the said Section Eighteen (18) and the west boundary line of Section Seven (7), Township One (1) South, Range One (1) East, to the south boundary line of the right-of-way of Orange Avenue; thence run west along the south boundary of the right-of-way of Orange Avenue to a point one hundred fifty (150) feet west of the west boundary line of the right-of-way of State Road No. 363 (South Adams Street); thence run northerly, one hundred fifty (150) feet from and parallel to the west boundary line of the right-of-way of the said State Road No. 363 (South Adams Street), to a point which point is two hundred (200) feet south of the north bound-

ary line of Section Twelve (12), Township One (1) South, Range One (1) West; thence run west, two hundred (200) feet from and parallel to the said north boundary line of Section Twelve (12), to the west boundary line of the said Section Twelve (12); thence run north thirty-five (35) feet; thence run west, one hundred sixty-five (165) feet from and parallel to the north line of Section Eleven (11), Township One (1) South, Range One (1) West, to the east boundary of the right-of-way of the U. S. Government Railroad, formerly the Tallahassee-Carrabelle Branch of the Seaboard Air Line Railroad; thence run in a southerly direction along the said east boundary of the right-of-way of the U. S. Government Railroad a distance of five hundred (500) feet; thence run west to a point six hundred sixty-four and sixty-three hundredths (664.63) feet south of the northwest corner of Section Eleven (11), Township One (1) South, Range One (1) West; thence run north along the west boundary of the said Section Eleven (11) and along the west boundary of Section Two (2), Township One (1) South, Range One (1) West, to the north right-of-way line of the Seaboard Air Line Railroad; thence run westerly along the north right-of-way line of the Seaboard Air Line Railroad to the west boundary line of the right-of-way of Lapona Road; thence run northerly along the west boundary line of the right-of-way of the said Lapona Road to a point two hundred (200) feet south of the center line of the right-of-way of the Jackson Bluff Road; thence run west, two hundred (200) feet from and parallel to the center line of the right-of-way of the Jackson Bluff Road, to the east boundary line of Section Four (4), Township One (1) South, Range One (1) West; thence run south along the east boundary line of the said Section Four (4) to the southeast corner of the Northeast Quarter of the said Section Four (4); thence run west three hundred thirty-one and five tenths (331.5) feet; thence run south 00 degrees 10 minutes east a distance of eighteen hundred eighty-six and three tenths (1886.3) feet; thence run south 89 degrees 31 minutes west a distance of twenty-three hundred twenty (2320) feet to a point on the west boundary line of the Southeast Quarter of the said Section Four (4); thence run north 00 degrees 05 minutes west a distance

of five hundred sixty-six and three tenths (566.3) feet, more or less, to the northwest corner of the Southwest Quarter of the Southeast Quarter of the said Section Four (4); thence run west to the southwest corner of the Northeast Quarter of the Southwest Quarter of the said Section Four (4); thence run north along the west boundary of the East Half of the West Half of said Section Four (4), to a point on the north boundary of the right-of-way of the Seaboard Air Line Railroad; thence run northwesterly along the said north boundary of the right-of-way of the Seaboard Air Line Railroad to the west property line of Dale Mabry Field; thence run northerly and easterly following the curving west and north boundaries of Dale Mabry Field to the point where the Dale Mabry Field fence turns south, which point is twenty-four hundred seventy (2470) feet east and eleven hundred (1100) feet north of the southwest corner of Section Twenty-eight (28), Township One (1) North, Range One (1) West; thence run south twenty-two hundred seventy (2270) feet; thence run east three hundred twenty (320) feet; thence run south seven hundred ten (710) feet; thence run south 33 degrees 30 minutes east, eight hundred ninety-three and thirty-seven hundredths (893.37) feet to the north boundary of the Southeast Quarter of Section Thirty-three (33), Township One (1) North, Range One (1) West; thence run east one hundred seventy (170) feet; thence run south to the south boundary line of the right-of-way of old State Road No. 500; thence run easterly along the south boundary of the right-of-way of old State Road No. 500 a distance of eighteen hundred fifty-five (1855) feet, more or less, to the east boundary line of the said Section Thirty-three (33); thence run south on the said east boundary line of Section Thirty-three (33) to a point which point is the southwest corner of Airport Terrace Subdivision, a subdivision, as per map or plat of said Airport Terrace Subdivision appearing of record in Plat Book 3, at page 14, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run easterly along the south boundary of the said Airport Terrace Subdivision twenty-one hundred eleven and thirty-nine hundredths (2111.39) feet to an intersection with the south boundary line of the right-of-way of old

State Road No. 500; thence run easterly along the said south boundary of the right-of-way of old State Road No. 500 to its intersection with the west boundary of the right-of-way of Ausley Road; thence run north and along the west boundary of Lot Six (6) of Prince Murat Hills, a subdivision, as per map or plat of said Prince Murat Hills appearing of record in Deed Book 29, at page 111½, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida, to the northwest corner of the said Lot Six (6); thence run easterly along the north boundary of the South Half of Section Thirty-four (34), Township One (1) North, Range One (1) West, to the east boundary of the said Section Thirty-four (34); thence run north on the said east boundary to the northeast corner of the said Section Thirty-four (34); thence run west sixty-six (66) feet; thence run north on the west boundary of University Heights Subdivision, a subdivision, as per map or plat of said University Heights Subdivision appearing of record in Plat Book 3, at page 32, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida, and along the west boundary of Valley View Subdivision, a subdivision, as per map or plat of said Valley View Subdivision appearing of record in Plat Book 2, at page 130½, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida, to the northwest corner of Lot Ten (10), Block A, of the said Valley View Subdivision; thence run easterly along the north boundary of Lot Ten (10), Block A, Lots Fifteen (15), Fourteen (14), Thirteen (13), Twelve (12), and Eleven (11) of Block B, Lots Fifteen (15), Fourteen (14), Thirteen (13), Twelve (12), and Eleven (11) of Block C, and Lot Ten (10) of Block D, all in the said Valley View Subdivision; thence run easterly on a direct line to the northwest corner of Lot Eleven (11), Block R, of Griffin College Heights Addition, a subdivision, as per map or plat of said Griffin College Heights Addition appearing of record in Plat Book 2, at page 134, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run easterly on the north boundary of Lots Eleven (11) and Fourteen (14), Block R, of Lots Eleven (11) and Fourteen (14) of Block

Q, of Lots Eleven (11) and Fourteen (14) of Block N, and to the northeast corner of Lot Eleven (11), Block M, all in the said Griffin College Heights Addition; thence run northerly along the center line of the said Block M to the north boundary of the Southwest Quarter of Section Twenty-six (26), Township One (1) North, Range One (1) West; thence run west one hundred sixty-five (165) feet; thence run north five hundred fifty (550) feet; thence run east thirteen and two tenths (13.2) feet; thence run north 00 degrees 08 minutes 20 seconds west, a distance of two hundred sixty-nine (269) feet, to the northwest corner of Lincoln Heights Subdivision, a subdivision, as per map or plat of said Lincoln Heights Subdivision appearing of record in Plat Book 2, at page 33, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run easterly along the north boundary of the said Lincoln Heights Subdivision to the Old Bainbridge Road and continuing due east to the east boundary of Section Twenty-six (26), Township One (1) North, Range One (1) West; thence run north along the said east boundary to the northeast corner of the said Section Twenty-six (26); thence run west thirty-eight and sixty-three hundredths (38.63) feet; thence run north one hundred ninety (190) feet and along the west boundary of Lot Eight (8), Block D, Unit No. 2 of Parkside Subdivision, a subdivision, as per map or plat of said Unit No. 2 of Parkside Subdivision appearing of record in Plat Book 3, at page 75, of the public records in the office of the Clerk of the Circuit Court of Leon County, Florida; thence run south 89 degrees 53 minutes 20 seconds east, one hundred ninety (190) feet north of and parallel to the south line of Section Twenty-four (24), Township One (1) North, Range One (1) West, a distance of thirteen hundred fifty-seven and five tenths (1357.5) feet, more or less, to the west boundary line of the East Half of the Southwest Quarter of the said Section Twenty-four (24), thence run north along the west boundary of the East Half of the Southwest Quarter of the said Section Twenty-four (24), a distance of twenty-four hundred twenty (2420) feet, more or less, to the point of beginning."

Section 2. That from and after the effective date of this Act

all property located within the boundaries or corporate limits of the City of Tallahassee as extended by this Act shall be liable for all indebtedness of said City and subject to taxation therefor whether said additional territory so included by the terms of this Act was included within the said boundaries and corporate limits at the time that said indebtedness was incurred.

Section 3. All persons who are qualified voters under state law and who have resided within the area included within the boundaries and corporate limits of said city as described in Section 1 of this Act and who have registered as voters of said city in such manner as prescribed by the ordinances of said city shall be entitled to vote at any election of said city.

Section 4. If any provision, sentence, clause or phrase of this Act is declared invalid, such holding shall not in any way affect any other part or provision of this Act.

Section 5. All laws or parts of laws in conflict herewith be, and the same are hereby repealed.

Section 6. This Act shall take effect at 11.59 P. M. on the 31st day of December, A. D. 1957.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1884

SENATE BILL NO. 799

AN ACT amending Section 12 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled "An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises and privileges," as amended by Chapter 27,919, Laws of Florida, Acts of 1951, relating to candidates for the office of City Commissioner of said City, by removing the limitation upon the expenditure of funds contained therein.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 12 of Chapter 8374, Laws of Florida, Acts of 1919, as amended by Chapter 27,919, Laws of Florida, Acts of 1951, be, and the same is hereby amended to read as follows:

“Sec. 12. Candidates for Commission, Certain Practices Prohibited.—No candidate for the office of City Commissioner nor any candidate seeking nomination in any primary election for such office shall promise any money, office, employment or any other thing of value to secure his nomination or election. A violation of these provisions, or any of them, shall disqualify a candidate from holding the office if elected, and the person receiving the next highest number of votes, who has observed the foregoing conditions, shall be entitled to the office.”

Section 2. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict, hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

CHAPTER 57-1885

SENATE BILL NO. 801

AN ACT amending Section 32 of Chapter 8374, Laws of Florida, Acts of 1919, the same being entitled “An Act to abolish the present municipal government of the City of Tallahassee, in the County of Leon, in the State of Florida, and to create, establish and organize a municipality to be known and designated as the City of Tallahassee, and to define its territorial boundaries and to provide for its government, jurisdiction, powers, franchises

and privileges," relating to the establishment of the Municipal Court of said City and the appointment and term of the Municipal Judge, by providing for the appointment of one or more Associate Judges to serve during the absence, disability or disqualification of the Municipal Judge.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That Section 32 of Chapter 8374, Laws of Florida, Acts of 1919, be, and the same is hereby amended to read as follows:

"Sec. 32. Establishment of Municipal Court; Appointment and Term of Municipal Judge and Associate Judges; Absence of Judge; Sessions of Court.—There shall be and there is hereby established in the City of Tallahassee a municipal court to be known as the 'Municipal Court of the City of Tallahassee, Florida,' for the trial of all offenders against the municipal ordinances. Such courts shall be presided over by a municipal judge who shall be appointed by and serve during the pleasure of the Commission. The City Commission shall have power and authority to appoint one or more associate municipal judges of the Municipal Court, which said associate judges shall have the power to serve during the absence, disability or disqualification of the Municipal Judge. Sessions of the Municipal Court shall be held daily except Sundays and holidays."

Section 2. That if any clause, sentence, paragraph or part of this Act shall for any reason be adjudged by any court of competent jurisdiction to be invalid or ineffective, such judgment shall not affect, repeal or invalidate the remainder of this Act but shall be confined in its operation to the clause, sentence, paragraph or part thereof directly involved in the controversy in which such judgment has been rendered.

Section 3. That all laws or parts of laws in conflict herewith are, to the extent of such conflict, hereby repealed.

Section 4. This Act shall take effect immediately upon its passage and approval by the Governor, or upon its becoming a law without such approval.

Became a law without the Governor's approval.

Filed in Office Secretary of State May 27, 1957.

**PART 12 SUPPLEMENTAL INFORMATION – PROJECT IMPLEMENTATION
AND COSTS**

DETAILED ENGINEER'S OPINION OF PROBABLE COST

LOCAL FUNDING COMMITMENT LETTER

Transportation Alternatives Set-Aside (TA)

ENGINEER'S COST ESTIMATE

Financial Management Number (if applicable):
Project Description: Wallis Street Mobility and Streetscape Project

Items		TA Eligible				Other Funds (must include all TA ineligible items)					TOTAL	
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
101-1	Mobilization	1	LS	\$ 250,000.00	\$ 250,000.00		LS		\$ -		1	\$ 250,000.00
102-1	Maintenance of Traffic	1	LS	\$ 175,000.00	\$ 175,000.00		LS		\$ -		1	\$ 175,000.00
104-10-3	Sediment Barrier	3030	LF	\$ 30.00	\$ 90,900.00		LF		\$ -		3030	\$ 90,900.00
104-18	Inlet Protection System	17	EA	\$ 270.00	\$ 4,590.00		EA		\$ -		17	\$ 4,590.00
107-1	Liter Removal				\$ -	1.15	AC	\$ 4,000.00	\$ 4,600.00	City	1.15	\$ 4,600.00
107-2	Mowing				\$ -	1.15	AC	\$ 4,000.00	\$ 4,600.00	City	1.15	\$ 4,600.00
110-1-1	Clearing & Grubbing	1.15	AC	\$ 80,000.00	\$ 92,000.00		AC		\$ -		1.15	\$ 92,000.00
110-21	Tree Protection Barrier	1520	LF	\$ 45.00	\$ 68,400.00		LF		\$ -		1520	\$ 68,400.00
110-4-10	Removal of Existing Concrete	51	SY	\$ 45.00	\$ 2,295.00		SY		\$ -		51	\$ 2,295.00
110-7-1	Mailbox, F&I Single	9	EA	\$ 350.00	\$ 3,150.00		EA		\$ -		9	\$ 3,150.00
120-1	Regular Excavation	130	CY	\$ 50.00	\$ 6,500.00		CY		\$ -		130	\$ 6,500.00
120-6	Embankment	1268	CY	\$ 40.00	\$ 50,720.00		CY		\$ -		1268	\$ 50,720.00
160-4	Type B Stabilization	145	SY	\$ 25.00	\$ 3,625.00		SY		\$ -		145	\$ 3,625.00
285-706	Optional Base, Base Group 06 (8" Limerock)	702	SY	\$ 26.00	\$ 18,252.00		SY		\$ -		702	\$ 18,252.00
327-70-5	Milling Existing Asphalt Pavement, 3" Avg Depth	473	SY	\$ 6.00	\$ 2,838.00		SY		\$ -		473	\$ 2,838.00
334-1-52	Superpave Asphaltic Concrete, Traffic B , PG 76-22	94	TN	\$ 180.00	\$ 16,920.00		TN		\$ -		94	\$ 16,920.00
400-0-11	Concrete Class NS, Gravity Wall	21	CY	\$ 2,000.00	\$ 42,000.00		CY		\$ -		21	\$ 42,000.00
415-1-1	Reinforcing Steel, Roadway	0.38	LB	\$ 3.00	\$ 1.14		LB		\$ -		0.38	\$ 1.14
425-1-311	Curb Inlet, Type P-1, <10' Deep	5	EA	\$ 7,000.00	\$ 35,000.00		EA		\$ -		5	\$ 35,000.00
425-1-351	Curb Inlet, Type P-5, <10' Deep	5	EA	\$ 9,000.00	\$ 45,000.00		EA		\$ -		5	\$ 45,000.00
425-1-361	Curb Inlet, Type P-6, <10' Deep	1	EA	\$ 10,000.00	\$ 10,000.00		EA		\$ -		1	\$ 10,000.00
425-1-521	Ditch Bottom Inlets, Type C, <=10'	3	EA	\$ 6,000.00	\$ 18,000.00		EA		\$ -		3	\$ 18,000.00
425-1-521-A	Inlets, Ditch Bottom, Type "C", <10', Traversable Slot	2	EA	\$ 7,200.00	\$ 14,400.00		EA		\$ -		2	\$ 14,400.00
430-175-118	Pipe Culvert, Conc (Class III), Round, 18"	1054	LF	\$ 270.00	\$ 284,580.00		LF		\$ -		1054	\$ 284,580.00
430-175-124	Pipe Culvert, Conc (Class III), Round, 24"	42	LF	\$ 360.00	\$ 15,120.00		LF		\$ -		42	\$ 15,120.00
430-175-218	Pipe Culvert, Conc (Class HE III), Ellip, 14" X 23"	40	LF	\$ 300.00	\$ 12,000.00		LF		\$ -		40	\$ 12,000.00
430-518-102	Straight Concrete Endwalls, 18", Single, 0 Degrees, Elliptical	1	EA	\$ 5,000.00	\$ 5,000.00		EA		\$ -		1	\$ 5,000.00
430-984-125	Mitered End Section, Round, 18" RCP SD	1	EA	\$ 4,000.00	\$ 4,000.00		EA		\$ -		1	\$ 4,000.00
515-2-311	Pedestrian/Bicycle Railing, Aluminum Only, 42" Type 1	153	LF	\$ 190.00	\$ 29,070.00		EA		\$ -		153	\$ 29,070.00
520-1-10-A	Concrete Curb & Gutter, Type F (Modified 18")	3445	LF	\$ 35.00	\$ 120,575.00		LF		\$ -		3445	\$ 120,575.00
522-1	Concrete Sidewalk and Driveways, 4" Thick	1903	LF	\$ 105.00	\$ 199,815.00		LF		\$ -		1903	\$ 199,815.00
522-2	Concrete Sidewalk and Driveways, 6" Thick	627	SY	\$ 115.00	\$ 72,105.00		SY		\$ -		627	\$ 72,105.00
527-2	Detectable Warnings	173	SF	\$ 50.00	\$ 8,650.00		SY		\$ -		173	\$ 8,650.00
550-10-110	Fencing, Type A, 0-5', Standard	854	LF	\$ 65.00	\$ 55,510.00		SF		\$ -		854	\$ 55,510.00
570-1-2	Performance Turf, Sod	2168	SY	\$ 12.00	\$ 26,016.00		LF		\$ -		2168	\$ 26,016.00
700-1-111	Single Column Ground Sign Assembly, F&I Ground Mount, Less than 12 SF	14	EA	\$ 500.00	\$ 7,000.00		SY		\$ -		14	\$ 7,000.00
711-11-123	Thermoplastic, Standard, White, Solid, 12" For Crosswalk and Roundabout	448	LF	\$ 10.00	\$ 4,480.00		LF		\$ -		448	\$ 4,480.00
711-11-125	Thermoplastic, Standard, White, Solid, 24" For Stop Line and Crosswalk	68	LF	\$ 17.00	\$ 1,156.00		LF		\$ -		68	\$ 1,156.00
711-11-221	Thermoplastic, Standard, Yellow, Solid, 6"	150	LF	\$ 3.00	\$ 450.00		LF		\$ -		150	\$ 450.00
COT-002	Sidewalk Drain	1	EA	\$ 1,500.00	\$ 1,500.00		EA		\$ -		1	\$ 1,500.00
LS-01-LI-A	Tree, Lagerstroemia Indica, Black Diamond Crape Myrtle, 2" Cal., Single				\$ -	42	EA	\$ 700.00	\$ 29,400.00	City	42	\$ 29,400.00
LS-01-CV	Landscape - Trees, Chionanthus Virginicus, Fringe Tree, 8' Ht-3-4' Spr, 2" Cal, 30 Gal.				\$ -	18	EA	\$ 700.00	\$ 12,600.00	City	18	\$ 12,600.00
LS-02-IV	Landscape- Large Shrub, Ilex Vomitoria, Native Yaupon, 15 Gal., 8' Oc				\$ -	26	EA	\$ 700.00	\$ 18,200.00	City	26	\$ 18,200.00
LS-04-56	Landscape, Soil, 6" Depth				\$ -	2168	SY	\$ 7.00	\$ 15,176.00	City	2168	\$ 15,176.00
LS-04-S24	Landscape, Soil, 24" Depth				\$ -	736	SY	\$ 28.00	\$ 20,608.00	City	736	\$ 20,608.00
LS-041-RB	Landscape, Root Barrier				\$ -	3440	LF	\$ 10.00	\$ 34,400.00	City	3440	\$ 34,400.00
LS-05-PB	Mulch, Pine Bark Nuggets				\$ -	120	SY	\$ 13.00	\$ 1,560.00	City	120	\$ 1,560.00
LS-07-W30	Landscape Maintenance, Warranty Period, 30 day cycle				\$ -	12	EA	\$ 3,700.00	\$ 44,400.00	City	12	\$ 44,400.00
LS-06-IRR	Irrigation System Complete				\$ -	1	LS	\$ 175,000.00	\$ 175,000.00	City	1	\$ 175,000.00
LS-06-IRR-TAP	Irrigation, Water Connection Complete				\$ -	3	EA	\$ 3,500.00	\$ 10,500.00	City	3	\$ 10,500.00
TA Eligible Costs / TA Funds Requested (not funded through other sources)					\$ 1,796,618.14	Other Funds (must include TA Ineligible Costs)				\$ 371,044.00	Subtotal	\$ 2,167,662.14
Design Cost				\$ 420,000.00							\$ 420,000.00	
CEI Cost				\$ 175,000.00							\$ 175,000.00	
CONTINGENCY (REQUIRED)	Contingency is not a FHWA Participating Item								\$ 237,337.86	City		
Total Cost Estimate					\$ 595,000.00				\$ 237,337.86		\$ 832,337.86	

TA Requested Funds	\$ 2,391,618.14
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Other Funds	\$ 608,381.86	Project Total	\$ 3,000,000.00
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A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay item numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Examples of Non-participating items:

Mowing, litter removal, optional services; video inspection; utility directional bore / utility agency owner directional bores; Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations, Contingency

Other elements may be non-participating, the ones listed above are non-participating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

Prepared by:

Kyle Andree
Name:

PE Number:

77271

01.15.2026

Date:

Reviewed by:

Molly Levesque
Name:

Signature:

1-15-2026

Date:



January 16, 2026

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

RE: City of Tallahassee, Transportation Alternatives Wallis Street Mobility & Streetscape Project

Dear Ms. Branton:

The City of Tallahassee Underground Utilities & Public Infrastructure is pleased to submit this Transportation Alternatives (TA) grant proposal for our Wallis Street Mobility & Streetscape 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 \$2,391,618.14. The total project is estimated at \$3,000,000.

Should you need anything further or have questions, please reach out to Desiree Mosley, Senior Grants Officer at (850) 891-5509 or desiree.mosley@talgov.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob McGarrah".

Rob McGarrah, General Manager
Underground Utilities & Public Infrastructure
City of Tallahassee