

COORDINATION WITH CURRENT PROJECTS AND EXISTING PLANS

During the development of this CC2ST Master Plan, current project initiatives, existing plans, and reports for both Leon County and Wakulla County were reviewed and assessed. Current projects and planned facilities were considered during the development of project recommendations to promote consistency. Recommendations included in those documents are included and referenced in this plan, where appropriate.

CURRENT PROJECTS

Current Projects in Leon County

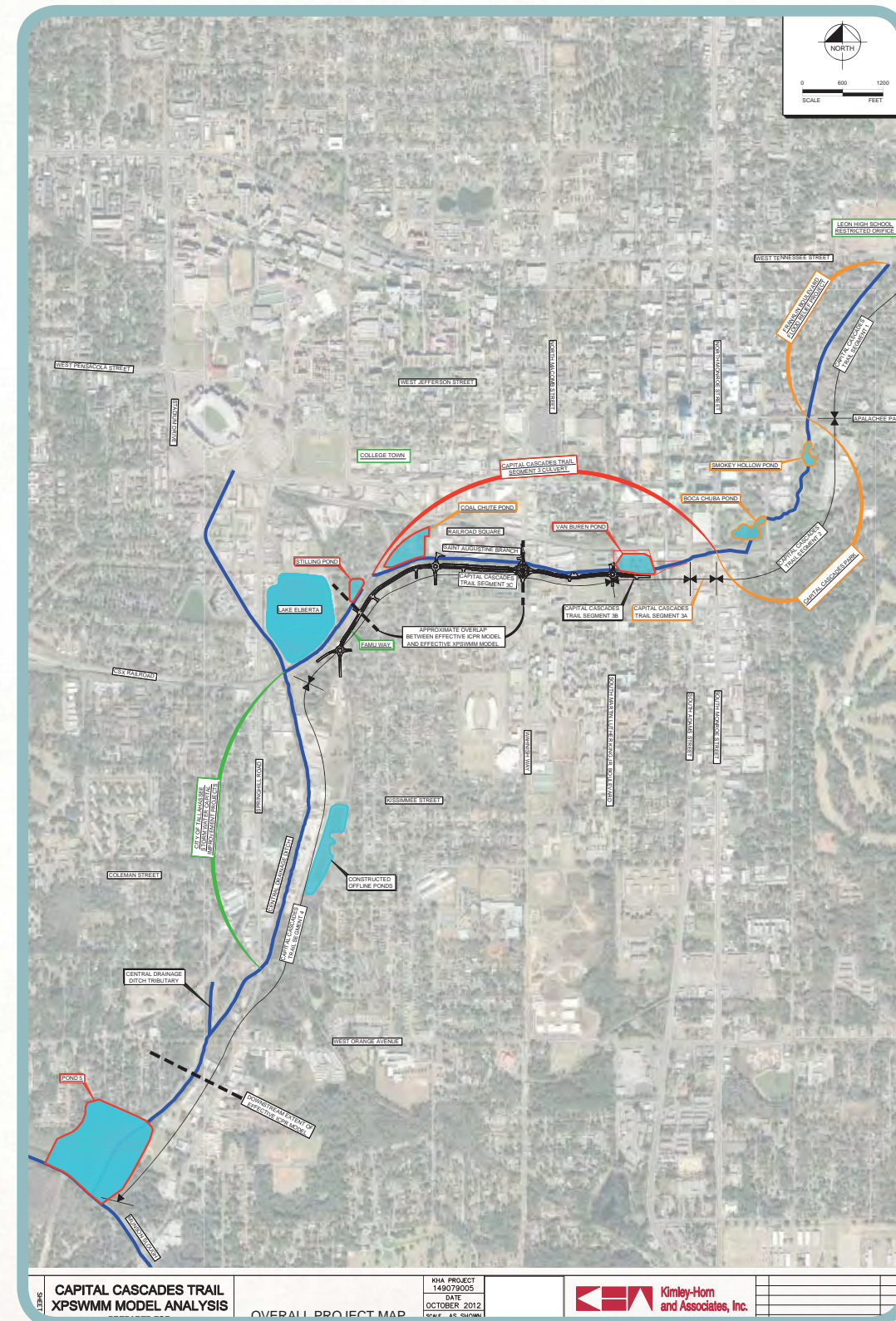
Capital Cascades Trail

Blueprint 2000 & Beyond Intergovernmental Agency (Blueprint 2000), in conjunction with others, has developed a Master Plan for the Capital Cascades Greenway, a stormwater and greenways plan for a 5.2-mile-corridor through the City of Tallahassee, Florida.

As shown in **Figure 14**, the Capital Cascades Greenway follows the course of the St. Augustine Branch creek as it flows through Cascades Park and Black Swamp to Lake Munson. The Greenway includes improvements to stormwater management systems to alleviate localized flooding in the downtown Southside areas, linear parks, and the Capital Cascades Trail (CCT).

The CCT includes greenway amenities, parks, and walking and biking trails that will connect downtown Tallahassee to the St. Marks Trail, the proposed Georgia, Florida, and Alabama (GF&A) Trail, and the proposed CC2ST. The ultimate intent of the project is to provide a multi-faceted, multi-use stormwater, transportation, and recreation facility. The CCT consists of four segments.

FIGURE 14: CAPITAL CASCADES MAP



Capital Cascades Trail - Segment 1

Project Limits

Segment 1 of the CCT project involves the reconstruction of Franklin Boulevard, which begins at the intersection of Franklin Boulevard and East Tennessee Street (U.S. Highway 90), then extends south along Franklin Boulevard to Lafayette Street, located just south of the Apalachee Parkway Bridge.

Project Purpose

This segment is well known for its periodic flooding due to the restricted size of the concrete-lined section of the St. Augustine Branch located in the center of the Franklin Boulevard. Franklin Boulevard is a Leon County roadway that is currently classified as a 'minor arterial,' which provides for only vehicular use (no sidewalks or bicycle lanes). This segment of the CCT project is unique due to the roadway and the limited right-of-way.

Project Status

Work on Segment 1 initially had been postponed due to funding constraints; however, a \$4.2-million HUD urban redevelopment grant received in the fall of 2010 enabled Blueprint 2000 to move forward with design and construction of the stormwater improvements. After receiving public input during their September 2011 meetings and after a public workshop in October 2011, Tallahassee and Leon County Commissioners voted in November 2011 to amend the original project concept for Franklin Boulevard from a four-lane road to a new two-lane green corridor with enhanced pedestrian and bike amenities. This segment is complete.

CONSISTENCY with EXISTING PLANS

Capital Cascades Trail - Segment 2 Cascades Park

Project Limits

Cascades Park is a 12-acre park extending from Lafayette Street on the north to Monroe Street on the southwest. To make the Park continuous, Gaines Street (from Meridian Street to Suwannee Street), Gadsden Street (from Bloxham Street to north of the CSX railroad), and Bloxham Street (from Gadsden Street to Meridian Street) have been removed. To address vehicular circulation issues and to provide additional “eyes on the park,” a new park road, Cascades Park Lane, is currently under construction adjacent to the railroad to connect Gadsden Street to Suwannee Street.



Capital Cascades Park

Project Purpose

Cascades Park has been recognized by Blueprint 2000 as the centerpiece of the CCT project. Forming a gentle bend in the southeast corner of Tallahassee’s Downtown, Cascades Park provides significant stormwater management facilities that abate the existing flooding problems along the St. Augustine Branch, and provide a beautiful setting for a world class park. The stormwater management facilities include a series of organically shaped ponds connected by a restored stream bed landscaped with native and “Florida Friendly” riparian vegetation that protects the stream bank from erosion and creates natural habitat. The stormwater facilities provide both flood protection and water quality treatment of urban runoff pollutants. A large underground culvert diverts the runoff generated by very large storm events to protect the integrity of the restored stream bank, and to minimize impacts to the Park. Capital Cascades Park was designed to flood during major storm events in order to provide flood relief both upstream and downstream of the Park.

Project Status

Federal, state, regional, and local regulatory agencies participated in an extensive permitting effort prior to starting construction. The permitting process was completed (47 permits total) in the spring of 2010. Due to the lengthy permitting process, construction did not begin until July 2010. This segment is due to be completed in March of 2014.

Capital Cascades Trail - Segment 3

Project Limits

This segment begins at South Monroe Street and extends west following the St. Augustine Branch to its confluence with the Central Drainage Ditch adjacent to Lake Bradford Road.

Project Purpose

Segment 3 of the CCT project is known as the FAMU Way Segment, based on the corridor’s proximity to the current and future extension of FAMU Way. The properties adjacent to Segment 3 can be characterized as both established and ‘in transition’ from one use to another. As with every segment of the overall project, the goals are multi-faceted. The overall objective is to provide a multi-use trail located within a greenway setting that will link smaller community parks, reduce flooding, and improve the water quality of the St. Augustine Branch. Emphasis has been placed on providing facilities that will support the objectives of the Florida A&M University Campus Master Plan in conjunction with the Gaines Street Revitalization Plan, while taking into consideration the railroad and

currently operating adjacent land uses. Connectivity to other pedestrian and bicycle routes and trails, especially the St. Marks Trail and CC2ST, and connectivity between the FAMU and FSU campuses has also been a prime consideration. This segment is unique based on the diversity of adjacent uses, the utilization of smaller combined park/stormwater facilities, and the opportunity for connecting to other pedestrian and bicycle facilities.

Project Status

As of November 2013, the first portion of stormwater improvements (Segment 3A, from South Monroe Street to South Adams Street) has been constructed, and the second portion (Segment 3B, from South Adams Street to Coal Chute Pond) is out to bid in conjunction with improvements to FAMU Way. Survey work for the remainder of Segment 3 has been completed, and design alternatives are being explored.

Capital Cascades Trail - Segment 4

Project Limits

Segment 4 is the Central Drainage Ditch segment, which begins near the intersection of Lake Bradford Road and Gamble Street (at the confluence of the St. Augustine Branch and the Central Drainage Ditch) and extends to its confluence with Munson Slough.

Project Purpose

This segment of the CCT project is characterized by adjacent industrial and commercial uses and limited or non-existent right-of-way on the northern portion, transitioning to a more rural character as it follows the St. Augustine Branch south. Although the goals for this segment are consistent with the others, Segment 4 provides an increased opportunity to enhance the water quality of the Central Drainage Ditch basin prior to discharge into Lake Henrietta and Lake Munson. This segment is unique due to its ability to provide the improved water quality through the creation and restoration of wetlands, along with the development of a nature park that could provide a learning center for the community.

Project Status

Segment 4 is still in the conceptual design phase. Survey work has been completed, and preliminary stormwater analysis and modeling have begun.

CONSISTENCY with EXISTING PLANS

Capital Circle Connector Trail

The Capital Circle Connector Trail began in 2007 and was completed in 2013. The project added over 6 miles of shared-use path, bicycle lanes, and sidewalks along Capital Circle Southeast. It connects to the Tallahassee – St. Marks Historical Railroad State Trail (The St. Marks Trail) at Woodville Highway, allowing people to extend their trip and access the network more easily. The final stretch of the trail extends to Crawfordville Road, allowing users to access the commercial businesses located at that intersection. This trail is in the process of being extended to Capital Circle Southwest and eventually to SR 20. This would add an additional 6.7 miles to the network. The Project Development and Environment Study is currently underway.



Aerial of Capital Cascades Park

FAMU Way Extension

Introduction

In June of 2010, the Tallahassee City Commission unanimously approved the reconstruction and extension of FAMU Way to enhance transportation and provide a major community investment in the south side of the City and the areas surrounding Florida A&M University.

Project Limits

The reconstruction of FAMU Way will extend from South Bronough Street to Wahnish Way, and beyond Wahnish Way new construction will extend the roadway to Lake Bradford Road. A long-range goal of the project is to extend the improvements from South Bronough Street east to the intersection with South Monroe Street.

Project Purpose

The reconstruction and extension of FAMU Way will include a two-lane, two-way road with bike lanes, on-street parking, sidewalks, and landscaped medians. A portion of the CCT will be located adjacent to FAMU Way between South Adams Street to the east and Gamble Street to the south, and will include a twelve-foot-wide multi-use trail, a system of linear parks, and a pair of underground box culverts to carry stormwater.

Project Status

As of November 2013, the first two phases of the FAMU Way roadway improvements were out to bid, and construction is anticipated to begin in the first quarter of 2014.

Gaines Street Revitalization

The original concept for the Gaines Street Revitalization began in the early 1990's with multiple government entities and citizens working together to create a vision for the future. In 2001, the Tallahassee City Commission adopted the Gaines Street Revitalization Plan. The plan addressed how the street would create an improved standard in the area for commercial and residential uses, while preserving the historic and cultural aesthetics of the community. The project was divided into different segments for implementation, with the final phase beginning construction in 2014. The existing St. Marks Trail currently connects to Gaines Street at the intersection with Stadium Drive. This will allow the cyclists on the CC2ST network to access the newly renovated Gaines Street, as well as allow students and faculty in the Gaines area to access the network.



Gaines Street Revitalization

SOUTHERN TRAILRIDERS ASSOCIATION CONNECTOR TRAIL

In Leon and Wakulla counties, the United States Forest Service (USFS) staff is working with volunteers from the Southern Trailriders Association to map a trail connection from the Talquin State Forest Trails and future equestrian campgrounds at Highway 20, through the national forest, to the Rivers Road Trailhead by Lake Munson and Wakulla State Forest, to the St. Marks Trail by Munson Hills mountain bike trails. This will provide a critical link between two state forests and a county park with the national forest, and it will provide longer distance equestrian trails to accommodate endurance equestrian riders. These trail links are included in the Capital City to the Sea Trails Master Plan.

CONSISTENCY with EXISTING PLANS

CURRENT PROJECTS IN WAKULLA COUNTY

WAKULLA ENVIRONMENTAL INSTITUTE

In April of 2013, Tallahassee Community College (TCC) purchased 158 acres in Wakulla County for its future objective to build the TCC Wakulla Environmental Institute (WEI). The WEI will be the first facility of its kind, focusing solely on green-based curriculum such as conservation, recreation, and sustainability. On April 15, 2013, the facility broke ground, signifying the progress of the Institute. The facility will be open to students in the Fall of 2014. The WEI will be an official trailhead for the CC2ST, and will enable visitors and students at the Institute to explore the region on the network.

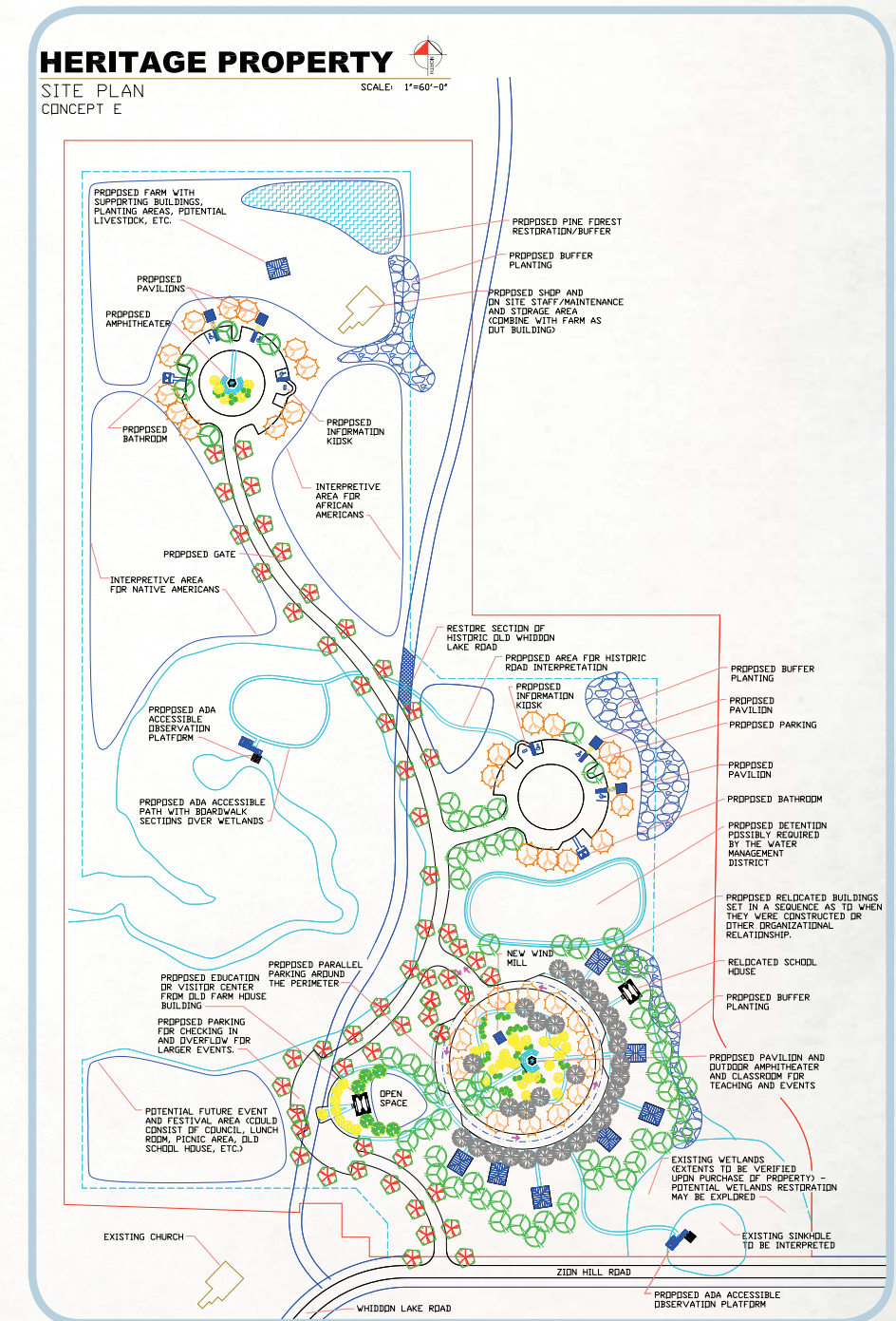


WAKULLA HERITAGE VILLAGE

In July 2012, the Wakulla County Board of County Commissioners voted to approve the Heritage Village project proposed by the Wakulla County Historical Society, and in August of 2012, close to 40 acres of land were given by the Ben Boyton family for the Heritage Village Park (Figure 15). On the land for the Heritage Village project are historic homes and community schools. The central idea of the Heritage Village is to move significant remaining historical homes and other structures in Wakulla County to this central area in order to preserve them. The Village hopes to be a tourist destination for Wakulla County, and will include trails, sightseeing, and an educational center. The CC2ST is expected to have an official trailhead location at the Heritage Village to allow tourists to access the region along a shared-use path.



FIGURE 15: HERITAGE VILLAGE CONCEPT PLAN



Capital City to the Sea Trails

CONNECTING PEOPLE AND PLACES



EXISTING PLANS AND REPORTS

Plans and Reports for Projects in Leon County

City of Tallahassee Parks and Recreation Master Plan (2007) – The City of Tallahassee Parks and Recreation Master Plan is a comprehensive inventory of existing and proposed parks and related facilities and programs for the City of Tallahassee. The plan documents an existing need for wide, paved trails for walking, biking, and in-line skating; safe walking and riding trails; a comprehensive trail network; sidewalks, bikeways and nature trails; completion of the city-wide bikeways plan, sidewalk master plan, and on-road bike lanes; coordinated planning for trails; a maintenance classification system for parks; and the use of volunteers to help with maintenance. These master plan recommendations are consistent with the CC2ST Master Plan for the City of Tallahassee and Leon County.

City of Tallahassee Trail Connections Study (2011) – The purpose of this study was to further detail proposed trail alignments and to prioritize trails and connectors as voted by area trail users, advocates, and trail managers. The trail segments were selected from the Tallahassee-Leon County Greenways map, with the top five priority trails totaling over 20 miles. The priority trails included the completion of the St. Marks Trail and the Billings Greenway Connector located between Lake Henrietta and the Four Points Trailhead on the St. Marks Trail. These top priorities and others in this study are being considered in the CC2ST Master Plan. A trail maintenance classification system and potential funding sources for trail development and maintenance were discussed in the study and are relevant to the Master Plan.

FAMU Master Plan (2012) – This document proposes a series of tree-lined pedestrian corridors in the interior of the campus with goals of building a “pedestrian level campus” by linking quads to activity hubs and the perimeter of campus. The north edge of campus fronts on FAMU Way and the proposed Capital Cascades Greenway, which merges with the St. Marks Trail to the west. The south edge of campus fronts on Orange Avenue, with plans for improved bicycle and pedestrian facilities. This corridor crosses the St. Marks Trail just east of Lake Bradford Road. The FAMU campus will have ideal access to the northern portion of the CC2ST.

FSU Master Plan: Main Campus (2010) – The FSU Master Plan proposes safety designs for accommodating pedestrians and bicycles on a network of corridors. Two of the east-west corridors head westward to Stadium Drive and the St. Marks Trail. The main north-south corridor (Woodward Avenue) crosses Gaines Street to the proposed FAMU Way extension and the Capital Cascades Greenway extension. The southern extension of Woodward Avenue will be a major gateway to the University, and hopefully,

a major bicycle/pedestrian corridor to the Capital Cascades Greenway and St. Marks Trails, just north of the Lake Elberta Trailhead.

Southwood Community Plan Sportspark and Trails Plan (2005) – This plan was completed by Arvida in cooperation with the City of Tallahassee Parks and Recreation Department. It highlights the development of a 62-acre park and the 14-mile trails system for Southwood. This study outlines and maps trails inside the community, as well as connecting trails to the local and regional trail system. In Southwood, the trail system currently connects northward to the Old St. Augustine canopy road as part of the eastern leg of the network. To the south and west, it connects to the Capital Circle SE multi-use trail and the St. Marks Trail Trailhead at Woodville Highway. Eventually, the Capital Circle trail will continue west, crossing the CC2ST trail at the Munson Slough. Feeding trail users onto the CC2ST, the Southwood trail system is an important link to the Capital City to the Sea Trails system.

Tallahassee-Leon County Bicycle and Pedestrian Master Plan (2004) – This master plan provides specific recommendations and plans to add approximately 70 miles of sidewalks, bike facilities, and shared-use paths. Over 70 projects are proposed to be completed by 2025, with projects including safe access to schools, designating new bike routes, and new bike lanes on many roads. Completion of the St. Marks Trail from Gamble Street to FSU is one particular project with the right-of-way now under city ownership. This segment is a part of the CC2ST Master Plan. In addition, most bike lanes, paths, and sidewalks will serve as feeder trails to the CC2ST.

Tallahassee-Leon County Comprehensive Plan (2013) - The existing Tallahassee-Leon County Comprehensive Plan addresses bicycle and pedestrian facilities in the following policies:

Conservation Element 6.1: Greenways Policies: Objectives 6.1-6.1.4:

“Local government shall implement a county-wide greenways network. It shall be the intent of the greenways network to provide for the integrated natural resources management and protection, resource-based recreation, educational and historical interpretive opportunities, and increased opportunities for alternative modes of transportation with an emphasis on connectivity among the resources.”

6.1.1: (C) ...“Where appropriate, utility corridors shall be included in the greenways network.”

6.1.2: (C) “The Tallahassee-Leon County Greenways Master Plan is the overall guiding document for the planning, acquisition, development, and management of the local greenways network.”

6.1.3: (C) “Local government shall prepare management plans for lands acquired, preserved, or otherwise included in the greenways network.”

6.1.4: (C) “Properties acquired to implement the county-wide Greenways network shall be managed to protect the resources...while supportive of other objectives such as passive recreation, education, and interpretation... Such management shall include, but not be limited to, reforestation and replanting of appropriate terrestrial and aquatic or wetland vegetation, removal of noxious exotic terrestrial and aquatic vegetation, and ... enhancement of streambeds, ditches, and shorelines.”



Tallahassee-Leon County Greenways Master Plan (2013) – The 2013 Tallahassee-Leon County Greenways Master Plan is an update to the 2004 plan, which documents the original Greenways and Trails Program that began in 1993. The first efforts involved mapping the environmentally sensitive areas, including the canopy roads system, and starting an acquisition program for the highest priorities using Florida Communities Trust grants and local funds and donations. The program has been very successful with over 7,400 acres acquired and trails constructed. The current master plan prioritizes 29 proposed greenway projects with an estimated length of 139 miles and an estimated construction cost of \$11.5 million. Many of the proposed recommendations in this CC2ST Master Plan address the corridors and connections in the Tallahassee-Leon County Greenways Master Plan as it relates to the St. Marks Trail and proposed GF&A trails. The Tallahassee-Leon County greenways system will serve as major links, feeders, and connectors to the Capital City to the Sea Trail in Leon County.

Tallahassee-Leon County Multimodal Program (2013) – This program

CONSISTENCY with EXISTING PLANS

details project information for bicycle and pedestrian projects in Leon County that are currently under design or construction, or that have been completed within the calendar year. The project lists are updated quarterly. There are five agencies funding these transportation improvements: City of Tallahassee, Leon County, Capital Region Transportation Planning Agency, Blueprint 2000, and Florida Department of Transportation. Various types of projects scheduled for 2013 include: studies and master plans, sidewalks, sharrows, a pedestrian plaza, bicycle boulevards, trail improvements, accessibility retrofits, trail connections, turn lanes, roundabouts, intersections, medians, a pedestrian bridge, stormwater projects, and highway widening. Many of the projects link to the St. Marks Trail or other trails that will serve as feeders to the multi-use trail system, making valuable additions to the overall CC2ST master plan.

Tallahassee-Leon County Proposed Sales Tax Extension Projects (planned for 2014 referendum) – The existing sales tax program will expire in 2019; however, a new sales tax extension is currently being proposed which will be offered for voter approval in 2014, becoming effective in 2020. Early estimates of sidewalks, bikeways, and greenways projects are estimated at \$68 million. Many of the trails considered for funding will correspond with the implementation of CC2ST and connect various residential areas and other trails to the CC2ST in Leon County.

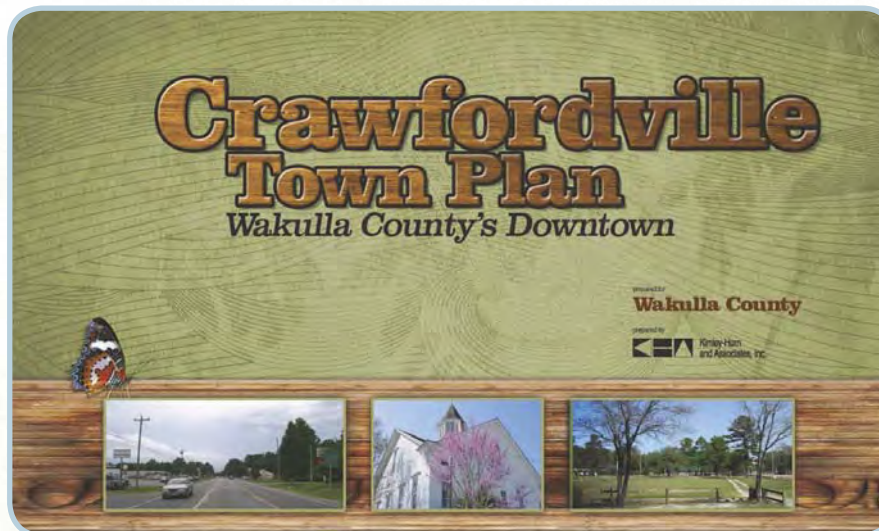
PLANS AND REPORTS FOR PROJECTS IN WAKULLA COUNTY

Big Bend Maritime Center (2007 Strategic Plan) – Still in the planning process, the Big Bend Maritime Center will promote North Florida waterways and serve as an informational resource with a blueway launch site. The portion of the Florida Circumnavigational Saltwater Paddling Trail in Wakulla from Mashas Sands along the coast to the National Wildlife Refuge will be developed and marketed as the Apalachee Bay Maritime Heritage Paddling Trail. The first portion to be developed will be from Panacea to St. Marks, uniting two Waterfront Florida Communities and linking to the Big Bend Scenic Byway. Over time, the Big Bend Maritime Center will be a focal point of activity, with one of the houses on the property devoted to Apalachee Bay. This house will be equipped with charts, nature and heritage information, and parking for launching kayaks. The Maritime Center will be located adjacent to Woolley Park, which will serve as a great stopping point along a trail or even a potential future trailhead.

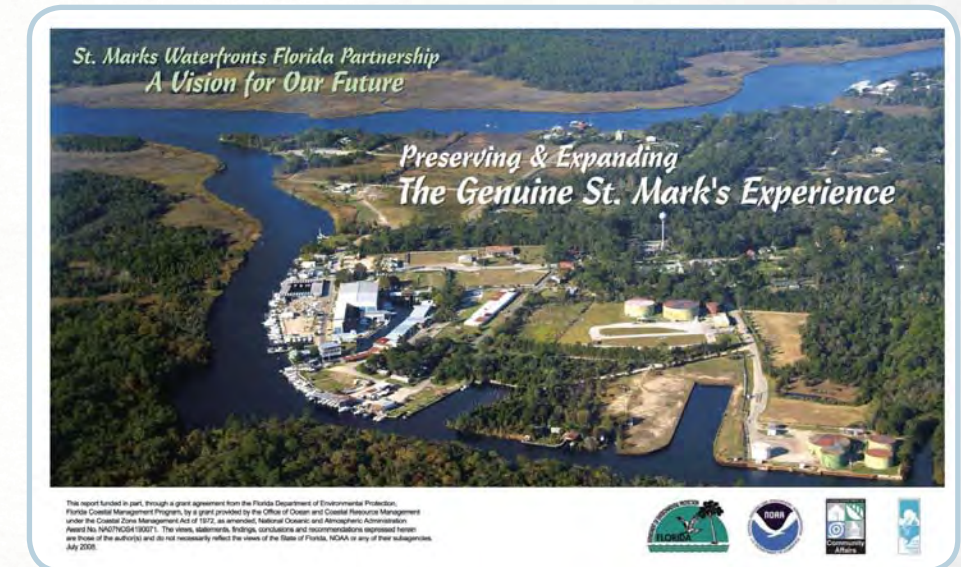
Crawfordville Sector Plan (2011) – As part of the CRTPA's Regional Mobility Plan, a sector plan was developed for the Crawfordville area. In addition to an analysis of the U.S. 319 corridor, the Sector Plan's general recommendations were for "new residential areas to be connected to nearby commercial and retail establishments with shared-use paths or sidewalks." The general recommendations of the Sector Plan were considered during the development of the CC2ST Master Plan.

for development and business development, to provide capital improvements, and other policy and facility improvements to support Crawfordville as Wakulla County's downtown. The bicycle and pedestrian recommendations included in the Crawfordville Town Plan were considered during the development of this CC2ST Master Plan.

Panacea Waterfronts Florida Community: A Work Plan for a Walkable Community (2003) – Improving the walkability of the Panacea community was one of the priority projects identified by the Panacea Water Fronts Florida Community. A Work Plan for a Walkable Community acknowledged major areas of interest, physical impediments to cyclists and pedestrians, and assets for cyclists and pedestrians. This plan also recommends developing a work plan for improving walkability in Panacea. The recommendations in this CC2ST Master Plan support the goal of A Work Plan for a Walkable Community.

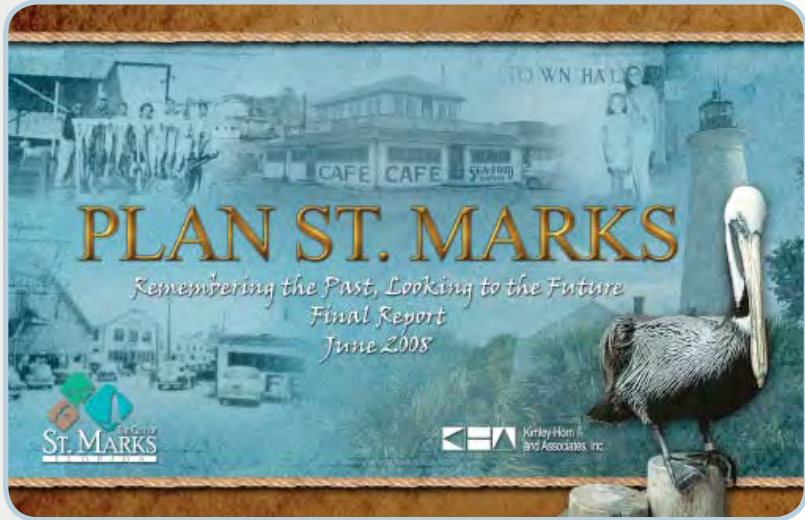


Crawfordville Town Plan (2011) – The Crawfordville Town Plan was developed as a mechanism to consolidate past visioning efforts and to provide implementation strategies that support the vision for the Crawfordville Area. The Crawfordville Town Plan includes recommendations to update the County's land development code regulations and comprehensive plan, to establish design guidelines, to provide incentives



Preserving and Expanding the Genuine St. Marks Experience (2008) – The St. Marks Waterfront Florida Partnership Program plan outlines priority issue areas and includes recommendations related to wayfinding/wayshowing signage, improving bicycle and pedestrian connectivity, and linking the Tallahassee-St. Marks Historic Railroad State Trail to the City's blueways. These priority areas and recommendations have been included in this CC2ST Master Plan as appropriate.

CONSISTENCY with EXISTING PLANS

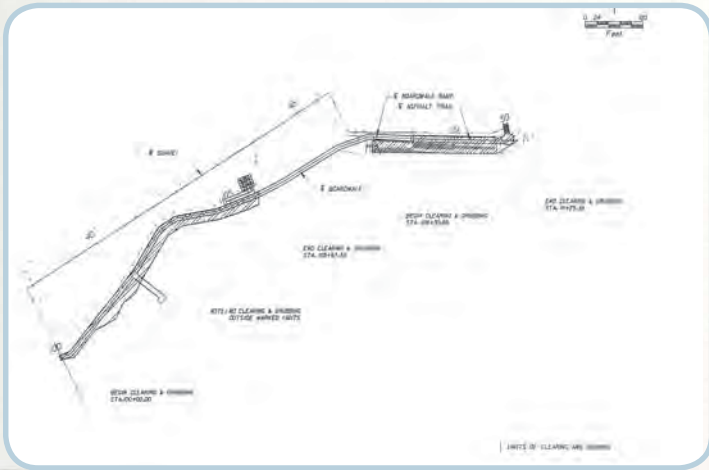


Plan St. Marks (2008) – Plan St. Marks was developed to address the redevelopment of the City of St. Marks and to provide a vision for the City’s growth and development. To aid in the City’s redevelopment, Plan St. Marks identified specific bicycle and pedestrian facilities that would enhance mobility and connectivity. These facility recommendations have been incorporated into this CC2ST Master Plan.

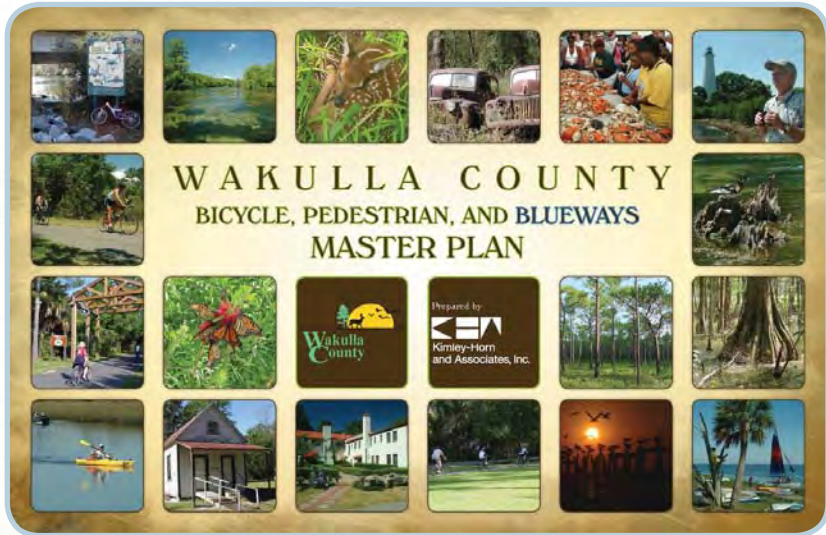
Tallahassee to St. Marks Trail Extension (2011) – The City of St. Marks currently has plans and designs developed for a boardwalk extension to better suit the needs of trail users. With these designs the boardwalk should extend to the terminus of the St. Marks Trail and St. Marks State Park.

Figure 16 shows the design of the trail extension which is part of the CC2ST Master Plan.

FIGURE 16: ST. MARKS TRAIL EXTENSION



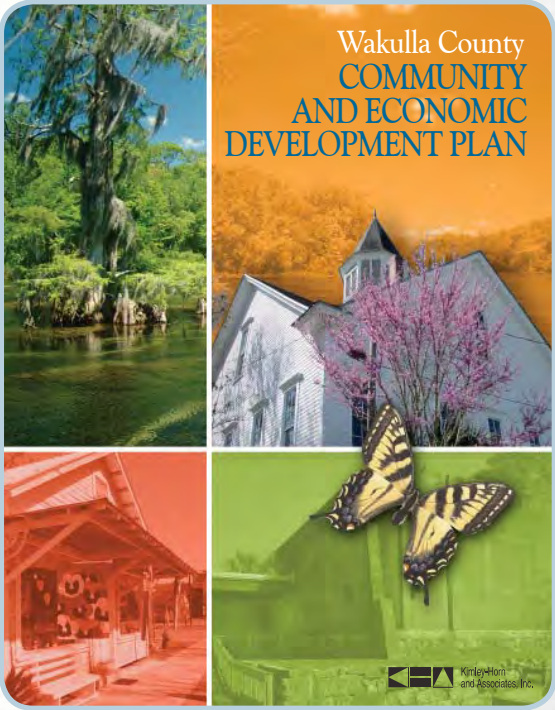
Wakulla County Adopted Infrastructure Plan (2012) – The Wakulla County Adopted Infrastructure Plan was created to ensure that a framework was developed for maintaining and highlighting the County resources, and expanding the local economy. The plan is divided into different projects that the County is either undertaking or is a part thereof. The plan discusses Ochlockonee Bay Trail, a part of the CC2ST network, as well as the original concept for CC2ST.



Wakulla County Bicycle, Pedestrian, and Blueways Master Plan (2012) - The Wakulla County Bicycle, Pedestrian, and Blueways Master Plan was developed to provide Wakulla County with a planning tool that pinpoints specific projects and policy recommendations for improving the quality of multimodal services in the County. The Master Plan identifies ways to connect trails, parks, water features, and community resources to promote

transportation and support ecotourism, which will boost economic development opportunities in the County. This was considered during the development of the CC2ST Master Plan.

Wakulla County Community and Economic Development Plan (2007) – The Wakulla County Community and Economic Development Plan includes a profile of the County and identifies opportunities to grow the County’s economy through enhanced tourism efforts. The Crawfordville Visioning component of this report specifically notes the County should be “focused on developing a multimodal transportation system with bicycle and pedestrian facilities and transit options that, in particular, provides access to natural and community resources and planning for future county wide infrastructure needs now.” Many of the recommendations in this CC2ST Master Plan will further the goals identified during development of the Wakulla County Community and Economic Development Plan.



Wakulla County Comprehensive Plan (2013) – The existing Wakulla County Comprehensive Plan addresses bicycle and pedestrian facilities in the following policies:

Recreation and Open Space Element (ROSE)

Policy 1.4: Complete bicycle, pedestrian, and open space master plans for unincorporated areas of Wakulla County by 2015.

Objective 3: All public recreation facilities will provide pedestrian and bicycle facilities access.

Policy 3.1: The County shall require bicycle lanes, paved shoulders, or paved private roads in subdivisions to access parks and open space.

Economic Development Element (EDE)

Policy 3.1: The County shall pursue funding opportunities for the

CONSISTENCY with EXISTING PLANS

development of a bicycle, pedestrian, and recreation facilities master plan.

Transportation Element (TE)

Policy 1.4: The County shall seek grant funding to supplement existing sources of revenue for the purpose of improving local streets, bicycle facilities, and sidewalks.

Policy 1.5 #7: Required consideration of dedicated easements and improved pathways for use by bicyclists and pedestrians in all development plans in the Sustainable Community land use category.

Policy 4.3: The County shall coordinate with the FDOT to widen state roads for the accommodation of bicycle traffic needs.

Policy 4.4: The County shall develop a county-wide bicycle and pedestrian facilities master plan by 2012.

Policy 7.2: The County shall improve bicycle and pedestrian transportation through the development of a bicycle and pedestrian facilities master plan and through modifications to the Land Development Code.

Coastal Management Element (CME)

Policy 5.2: The County shall seek funding for the creation of a blueways master plan to encourage ecotourism and enhance the recreational opportunities for residents and visitors in Wakulla County.

Future Land Use Element (FLUE)

1.2.9 Sustainable Community:

- 1) Distinguishable features of a Sustainable Community may include pedestrian and unpaved bicycle trails.
- 5(m) The Transit/TDM measures shall include, but not be limited to, provision of on-site park and ride facilities, implementation of measures identified in the Transit/TDM plan when developed, and incorporation of pedestrian and transit-friendly design consideration.
- (n) Each development shall be designed to incorporate an overall pedestrian/bikeway network.

Policy 1.2.11.1 Conservation Residential:

- 4) Specific Restrictions:
 - (a) Impacts to wetlands are permitted for roadway, pedestrian, and utility crossings.
 - (e) Internal circulation system shall be designed to promote pedestrian and bicycle opportunities for residents.

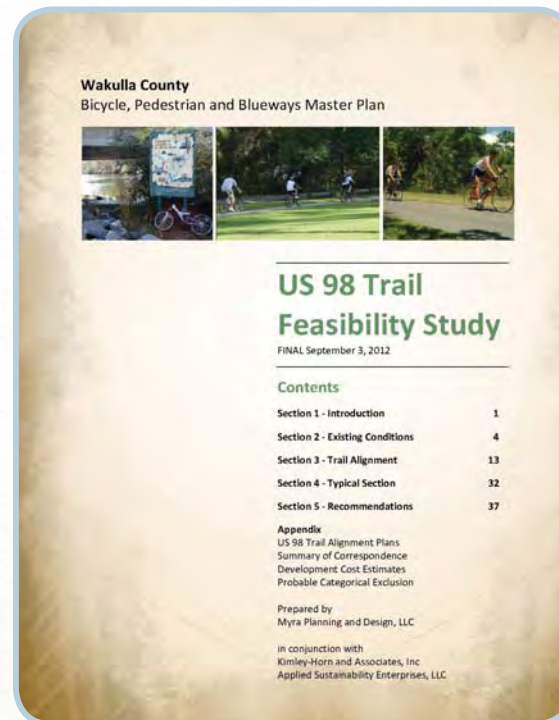
Public School Facilities Element (PSFE)

Objective 1: Assure existing and planned schools provide safe access to schools including sidewalks, bicycle paths.

Policy 1.8: School sites will assure safe access to schools through sidewalks and school crossing zones.

Wakulla County Evaluation and Appraisal Report (EAR) (2010) – According to the Wakulla County EAR, there are not enough connected sidewalks or bicycle lanes due to the existing rural and suburban development patterns predominant throughout the County. However, there is a desire for an improved network of countywide multi-use bicycle and pedestrian trails. The Wakulla County EAR also notes that the needs of bicyclists and pedestrians are not being met through the existing Comprehensive Plan policies or the Land Development Codes.

U.S. 98 Trail Feasibility Study (2012) – Completed in conjunction with the Wakulla County Bicycle, Pedestrian, and Blueways Master Plan, the U.S. 98 Trail Feasibility Study evaluates the feasibility of a shared-use path within the U.S. 98 corridor. This preliminary engineering study indicates that the concepts portrayed in the study are feasible, though further engineering and investigations will be required to provide a final recommendation.



REGIONAL PLANS AND REPORTS



Big Bend Scenic Byway Corridor Management Plan (2011 update) – The Big Bend Scenic Byway is a 220-mile National Scenic Byway that capitalizes on much of Leon and Wakulla County's natural beauty. Marketing the Byway in conjunction with the CC2ST Master Plan will allow for added exposure of both the Byway and the planned CC2ST network, which will attract more users. Many of the intrinsic resources listed in the Big Bend Scenic Byway Corridor Management Plan are along current and proposed facility recommendations in the CC2ST Master Plan. Because of this, these two plans should complement each other to maximize exposure.

Socioeconomic Analysis and Location Study for the Gopher, Frog, and Alligator Rail Trail (1994) – In 1994, the Florida State University Department of Urban and Regional Planning, Spring Planning Studio researched the socioeconomic impacts for the re-opening of the GF&A Rail Corridor as a multi-use recreational trail. Trail locations and design options were recommended based on the results of the social and economic impacts of the development of the recreational trail. This document will be referenced to support the positive social and economic benefits of creating a multi-use trail in the region.

The Regional Mobility Plan (2010) – The Regional Mobility Plan, the Long-Range Transportation Plan for the Capital Region, was adopted by the CRTPA Board on November 15, 2010. This plan focuses on providing for a multimodal transportation network. A component of The Regional Mobility Plan, the Trails Plan, addresses the need for a connected hard surface trail

CONSISTENCY with EXISTING PLANS

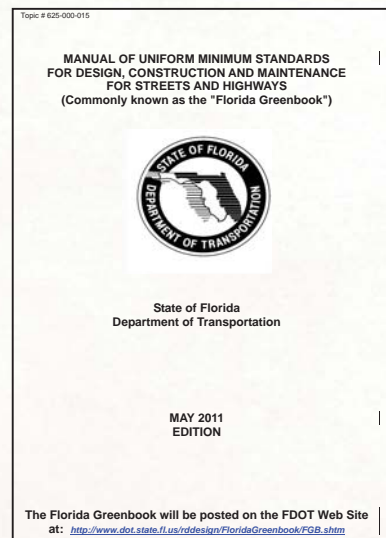
system in the region to provide improved mobility for individuals who seek non-motorized transportation options. The recommendations of The Regional Mobility Plan, and the corresponding Trails Plan, have been considered throughout the development of the CC2ST Master Plan.



The Woodville Highway Corridor Study (2011) – The Woodville Highway Corridor Study was completed in two sections: The Woodville Highway South Corridor Study from Capital Circle SE to U.S. 98, and the Woodville Highway North Corridor Study from Capital Circle SE to Paul Russell Road. The recommendations, particularly the recommendations related to the St. Marks Trail, were considered during the development of the CC2ST Master Plan.

STATE OF FLORIDA PLANS AND REPORTS

Florida Greenbook (2011) – The Florida Greenbook states that shared-use paths shall accommodate both pedestrians and bicyclists, and meet ADA standards. The Florida Greenbook also states that when a shared-use path is being constructed adjacent to a roadway, conflict points should be minimized to as few as possible, sight distances should be adequate for both motorists and path users, and any feasible measures should

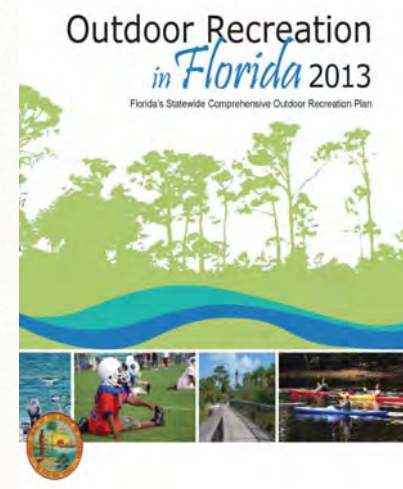


be taken to reduce conflict possibility. It also suggests the width to be 12-feet-wide even though the minimum is 10-feet-wide. The design of the CC2ST will meet the Florida Greenbook design standards.

Florida Greenways and Trails System Plan (2012) - The 2013-2017 Florida Greenways and Trails System Plan is a state policy with the vision of expanding the greenway and trail statewide system. Various key goals of the plan include: identifying and prioritizing greenways and trails, directing resources and programs to establish and connect greenways, promoting trails, informing the public about trails, linking programs, and planning and partnerships for the trail system. Several existing and proposed local greenways and trails are part of this system, including the Phipps-Overstreet-Maclay trails, Lafayette Heritage-J.R. Alford-L. Kirk Edwards Wildlife trails, St. Marks Trail, Miccosukee Canopy Road Greenway, the GF&A Railway, and several others. The CC2ST Master Plan incorporates the goals of this state plan.

Florida State Forests: Recreation Directory - Three state forests are in the study area for the CC2ST Master Plan: Lake Talquin State Forest (north of Highway 20), Wakulla State Forest, and by the southernmost limits of the CC2ST Master Plan, Tates Hell State Forest (between Apalachicola and Carrabelle). A variety of nature, mountain biking, equestrian and ATV trails are offered at Tates Hell. An equestrian campground and additional trails are planned for Lake Talquin State Forest on the existing trail system. The CC2ST Master Plan addresses these facilities and how they network with the trails in the Apalachicola National Forest south of Highway 20 down to Sopchoppy and Tates Hell. Numerous connectors will link the trails to neighborhoods, schools, historic sites, parks, preserves, national recreation areas, commercial sites and other points of interest.

Outdoor Recreation in Florida- Florida's Statewide Comprehensive Outdoor Recreation Plan (SCORP) (2013) - The SCORP is a five-year policy plan for statewide outdoor recreation planning. Florida has provided this plan since 1963, following state and federal legislation to fulfill the requirements of the Land and Water Conservation Act and the Land and Water Conservation Fund (LWCF) grant program. The plan evaluates supply and demand for outdoor recreation resources and facilities, as well as identifying outdoor recreation trends and



initiatives. The plan is the responsibility of FDEP Division for Recreation and Parks. Many of the SCORP's goals and findings relate to the CC2ST Master Plan elements, such as: resident and tourist participation rates for bicycling, wildlife viewing, visiting historical and archeological sites, health/physical fitness, economic benefits of trails compared to medical expenses, obesity programs, quality of life benefits, connecting people to the land, universal accessibility of facilities, improving urban recreation opportunities, encouraging volunteers and advocacy, and alternative funding.

NATIONAL PLANS AND REPORTS

Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds (2007) The design book was created in cooperation with the United States Department of Agriculture (USDA) Forest Service and the USDOT Federal Highway Administration with funding from a recreation trails program grant. This technical guide is a compilation of best management practices and design ideas for various equestrian facilities and trails, written by horse owners and professionals for the design profession. The specifications for equestrian facilities were considered for use on the 50-plus miles of horse trails in the CC2ST Master Plan study area and feeder trails in the regional system.

United States Access Board – The United States Access Board provides standards for the slope, grade, surface, signage information requirements, amenities at trailheads, and much more. These standards ensure that all user types can access the shared-use paths and make collective decisions on whether or not they want to go forth with continuing along the network. The U.S. Access Board also sets requirements for communication and IT (Section 508) in order to allow all persons with a wide range of abilities to receive the same available information. The CC2ST project team complied with Section 508 standards concerning the project website and survey.

Forest Services Trail Accessibility Guidelines (2013) – This document outlines the standards the U.S. Forest Service has established in terms of making trails and other recreational facilities accessible for all user types. It discusses parking design, amenities, signage, and much more. There is a minimum for information provided on signage at newly constructed or altered trails with which the CC2ST signage will comply. The guidelines also discuss access to destinations such as beaches, and how to accommodate all persons to be able to have that experience. The Forest Service Trail Accessibility Guidelines only apply to trails within the National Forest System Boundary, and there are several proposed segments apart of the CC2ST network that will be within the Apalachicola National Forest.