



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, NOVEMBER 5, 2019 (9:00 AM – 11:00 AM)

RENAISSANCE BUILDING
435 N. MACOMB STREET, 2ND FLOOR
TALLAHASSEE, FL 32301

AGENDA

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Note: for items on the agenda, the public is allowed to speak after a motion has been made on that item and the Chairperson calls for public comment

3. **CONSENT AGENDA**
 - A. Minutes of the September 3, 2019 Meeting
 - B. FY 2018/19 – 19/20 Unified Planning Work Program Amendment
 - C. TAC 2020 Calendar
 - D. Updated FY 2021 – FY 2025 Tallahassee International Airport Priority Project List
4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. PRESENTATION/DISCUSSION/ACTION

A. Election of Year 2020 Chair and Vice Chair

Annually, the TAC elects a new Chair and Vice Chair to serve for the subsequent year. Current leaders may be reelected and the current Chair and Vice Chair are Mr. Ryan Guffey and Ms. Andrea Rosser, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2020.

B. Tallahassee- Leon County Bicycle and Pedestrian Master Plan

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan has been developed and is scheduled to be adopted at the November 19 CRTPA meeting.

RECOMMENDED ACTION: Approval

6. INFORMATION

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

November 5, 2019



Committee AGENDA ITEM 3 A

COMMITTEE MEETING MINUTES

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The minutes of the September 3, 2019 Committee Meeting has been prepared for review and approval.

RECOMMENDED ACTION

Option 1: Recommend approval of the September 3, 2019 Committee Meeting Minutes.

ATTACHMENTS

Attachment 1: Minutes of the September 3, 2019 Committee Meeting.

MINUTES



300 S. ADAMS STREET
TALLAHASSEE, FL 32301
www.crtpa.org

TECHNICAL ADVISORY COMMITTEE

9:00 AM – 11:00 AM
2nd Floor Conference Room

RENAISSANCE BUILDING
435 N Macomb Street
Tallahassee, FL 32301

September 3, 2019

Attendance

Members: Mr. Beshoy Elnmer, Ms. Alisha Wetherell, Mr. Steve Shafer, Mr. Allen Secreast, Mr. Chris Muehlemann, Mr. Charles Wu, Mr. Ryan Guffey, Ms. Meghan Doherty, Ms. Cherie Bryant, Ms. Melissa Corbett, Mr. Jeff Horton

Others: Mr. Greg Slay, Mr. Jack Kostrzewa, Mr. Greg Burke, Ms Lynn Barr, Ms. Yulonda Mitchell, Mr. Ben Chandler, Mr. Jon Sewell, Mr. Richard Barr, Ms. Kate Widness, Mr. Bryant Paulk, Mr. Wayne Bryant

1. AGENDA MODIFICATIONS: NONE

2. CONSENT

A. Minutes of the June 4, 2019 TAC Meeting

The minutes of the June 4, 2019 TAC Meeting were approved unanimously with a quorum present. The motion was made by Mr. Steve Shafer with a second provided by Mr. Charles Wu.

B. Fiscal Year 2018/2019 & 2019/2020 Unified Planning Work Program (UPWP) Amendment

The UPWP was amended to add \$108,383 in Federal Transit Administration (FTA) funds for FY 2018/19. The amendment was approved unanimously with a quorum present. The motion was made by Mr. Steve Shafer with a second provided by Ms. Melissa Corbett.

3. PRESENTATIONS/DISCUSSION/ACTION**A. Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2019 – FY 2023 TIP was amended to reflect the addition of the following project:

- Section 5303 FTA Planning Grant Funding (Project # 4217162):
Provide Section 5303 FTA Planning funding in FY 2020 (CRTPA Region).

A motion of approval was made by Mr. Steve Shafer with a second provided by Mr. Charles Wu. The motion passed unanimously with a quorum present.

B. Transportation Alternatives Subcommittee

CRTPA Staff provided an overview of the tasks and responsibilities associated with serving on the Transportation Alternatives Subcommittee and asked for three (3) volunteers to serve on the subcommittee. The following TAC members volunteered to serve on the TA Subcommittee for the TAC: Ms. Melissa Corbett; Mr. Allen Secreast; and Mr. Chris Muehlemann.

C. Southwest Area Transportation Plan - Corridor Reports

The Southwest Area Transportation Plan Corridor Reports for North Lake Bradford Road, South Lake Bradford Road and Springhill Road was presented for committee information and recommendation of approval. Following a presentation, the TAC approved the corridor report unanimously with a quorum present. The motion was made by Mr. Charles Wu with a second provided by Mr. Allen Secreast.

D. Monticello Bike Trail Extension Feasibility Study

The Monticello Bike Trail Extension Feasibility Study was presented for CRTPA Committee consideration and comment. The TAC unanimously recommended approval with a quorum present. The motion was made by Mr. Charles Wu with a second provided by Mr. Steve Shafer.

E. 2045 Regional Mobility Plan (RMP)

An update on the development of the 2045 Regional Mobility Plan was provided. No action was taken.

4. OPEN FORUM FOR PUBLIC COMMENT: NONE**5. INFORMATION: NONE****6. ITEMS FROM COMMITTEE MEMBERS OR STAFF : NONE**

The meeting adjourned at 10:20 am

November 5, 2019



COMMITTEE AGENDA ITEM 3 B

FY 2018/19 – 19/20

UNIFIED PLANNING WORK PROGRAM (UPWP)

AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the FY 2018/19-19/20 UPWP to add four planning projects. The projects include:

Task 5.0 – Mobility Planning

StarMetro Comprehensive Operations Analysis (COA)

The CRTPA is partnering with StarMetro to develop a detailed review of the transit agency's daily operations. The COA will collect a variety of data including ridership, on-time performance, stop-level usage and individual route characteristics. The data will be used to perform route efficiencies and determine modifications to routes that will improve overall performance. The CRTPA's contribution is \$250,000.

Thomasville Road Multiuse Trail Feasibility Study – E. 7th Avenue to Live Oak Plantation Road

The Thomasville Road Trail has been identified as a Tier 1 project in the Bicycle/Pedestrian Master Plan. The proposed trail is approximately 3 miles in length and traverses a number of diverse uses. The feasibility study will review right-of-way availability, potential trail alignments and potential fatal-flaw issues associated with the development of the trail. The project cost is \$150,000.

SR 267/Bloxham Cutoff Trail Feasibility Study – Wakulla Springs State Park Ent. To St. Marks Trail

The Capital City-to-the Sea Trail included a link from the St. Marks Trail to Wakulla Springs State Park via SR 267. This feasibility study will review right-of-way availability, potential trail alignments and potential fatal-flaw issues associated with the development of the trail. The project cost is \$100,000.

Task 7.0 – Special Projects

Stadium Drive/N. Lake Bradford Road/Gaines Street/Varsity Drive Intersection Study

This study will review potential improvements to the intersection including the development of potential alternate routes to divert traffic around/away from the intersection. The project cost is \$175,000.

RECOMMENDED ACTION

- Option 1: Approve the proposed amendment to the UPWP.
- Option 2: As desired by the committee.



November 5, 2019

COMMITTEE AGENDA ITEM 3 C
2020 COMMITTEE MEETING CALENDAR

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks approval of the 2020 CRTPA Committee meeting calendar, which has been developed in concert with the CRTPA 2020 calendar, scheduled to be approved by the CRTPA on November 19.

RECOMMENDED ACTION

Option 1: Approve the 2020 Committee Meeting Calendar.

2020 CRTPA Board Dates	Committee Dates	TAC Time	CMAC Time
January 21	January 7	9 AM – 11 AM	11:30 AM -1:30 PM
February 18	February 4	9 AM – 11 AM	11:30 AM -1:30 PM
March 18	March 3	9 AM – 11 AM	11:30 AM -1:30 PM
April 21	April 7	9 AM – 11 AM	11:30 AM -1:30 PM
May 19	May 5	9 AM – 11 AM	11:30 AM -1:30 PM
June 15	June 2	9 AM – 11 AM	11:30 AM -1:30 PM
September 15	September 1	9 AM – 11 AM	11:30 AM -1:30 PM
October 20 (Ret/Wkshp)	October 6	9 AM – 11 AM	11:30 AM -1:30 PM
November 16	November 3	9 AM – 11 AM	11:30 AM -1:30 PM
December 15	December 1	9 AM – 11 AM	11:30 AM -1:30 PM

November 5, 2019



COMMITTEE AGENDA ITEM 3 D

UPDATED FY 2021 – FY 2025 TALLAHASSEE INTERNATIONAL AIRPORT PRIORITY PROJECT LIST

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

Staff is seeking Board approval of the UPDATED Fiscal Year (FY) 2021 – FY 2025 Tallahassee International Airport Priority Project List, included as **Attachment 1**.

RECOMMENDED ACTION

Option 1: Adopt the Updated FY 2021 – FY 2025 Tallahassee International Airport Priority Project List.

HISTORY AND ANALYSIS

Subsequent to the June 17 CRTPA adoption of the FY 2021 – FY 2025 Tallahassee International Airport Priority Project List, Airport staff notified the CRTPA that the agency's adopted PPL needed to be updated to reflect revisions to the TLH PPL. Specifically, subsequent to the adoption of the PPL, the following changes were made due to adjustments in FDOT funding availability:

- Added a \$2,000,000 Parking Area Improvements Project in FDOT FY2023 (50% funding provided by FDOT) to replace later multi-year project
- Deleted the \$500,000 Parking Area Improvements Project in FDOT FY2024 due to funding provided in prior year
- Deleted the \$200,000 Landside Signage Improvements Project in FDOT FY2024 due to combining that need into other projects
- Reprogrammed the \$350,000 FDOT funding from Parking Area Improvements and Landside Signage Improvements Project in FDOT FY2024 to the Security Fence and Gate Rehabilitation, Updates and Improvements Project. This results in a total project amount of \$900,000 (50% funding provided by FDOT) in FY2024 for Security Fence and Gate Rehabilitation, Updates and Improvements.

- Deleted the \$500,000 Parking Area Improvements Project in FDOT FY2024 due to funding provided in prior year
- Reprogrammed the \$250,000 FDOT funding from Parking Area Improvements to Air Carrier Apron Improvements in FY2025 to the Air Carrier Apron Improvements Project and also added an additional \$250,000 FDOT funding offered from FDOT. This results in a total project amount of \$1,800,000 (50% funding provided by FDOT) in FY2025 for Air Carrier Apron Improvements.

As a background, the TIA PPL is one of the priority project lists annually adopted by the CRTPA that provides the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funding with those eligible transportation projects ranked highest by the CRTPA.

Unlike other lists adopted by the CRTPA, the Tallahassee International Airport (TIA) develops this list. Projects contained on this list are consistent with TIA's Master Plan. The TIA Master Plan serves as the City of Tallahassee's strategy for the development of the Tallahassee International Airport.

OPTIONS

- Option 1: Adopt the Updated FY 2021 – FY 2025 Tallahassee International Airport Priority Project List.
(Recommended)
- Option 2: Provide other direction.

ATTACHMENT

- Attachment 1: Updated FY 2021 – FY 2025 Tallahassee International Airport Priority Project List

**Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025**

2021

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	444974-1	International Passenger Processing Facility	1,897,922		17,081,300	18,979,222
2	226792-8	Air Cargo Facility Expansion	1,112,500	1,112,500		2,225,000
3	422301-9	Hangar(s) Development and Modernization	1,759,899	1,759,899		3,519,798
4	422301-8	Terminal Modernization	1,121,009	1,121,009		2,242,018
5	226781-6	Terminal Modernization	200,000	100,000		300,000
6	422301-5	Airfield Preservation	300,000	300,000		600,000
7	422301-6	Terminal PLB Acquisition and Installation	800,000			800,000
		FY21 Total	7,191,330	4,393,408	17,081,300	28,666,038

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2022

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	N/A	Taxiway Alpha Rehabilitation	1,275,000		11,475,000	12,750,000
2	226792-4	Airport Emergency Power Improvements	37,500	37,500	675,000	750,000
3	442109-5	Multimodal Transportation Center	1,159,052	1,159,052		2,318,104
4	226792-7	Airport Operations Center Renovations and Upgrades	200,000	200,000		400,000
5	226792-6	Facilities Building (Maintenance Complex)	225,000	225,000		450,000
6	226792-5	Airport Information Technology Analysis	75,000	75,000		150,000
		FY22 Total	2,971,552	1,696,552	12,150,000	16,818,104

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2023

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Design	500,000	500,000	1,710,000	2,710,000
2	442109-7	Parking Area Improvements	1,000,000	1,000,000		2,000,000
3	442109-5	Multimodal Transportation Center	340,948	340,948		681,896
4	442109-1	Terminal PLB Acquisition and Installation	600,000	546,754		1,146,754
		FY23 Total	2,440,948	2,387,702	1,710,000	6,538,650

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2024

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	550,000	450,000	9,000,000	10,000,000
2	442109-6	Security Fence and Gate Rehabilitation, Updates and Improvements	450,000	450,000		900,000
3	N/A	Air Carrier Apron Improvements	150,000			150,000
4	N/A	Airfield Maintenance Sweeper Truck	250,000			250,000
		FY24 Total	1,400,000	900,000	9,000,000	11,300,000

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2025

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	900,000		8,100,000	9,000,000
2	446641-1	Air Carrier Apron Improvements	900,000	900,000		1,800,000
3	446640-1	Terminal Modernization	750,000	750,000		1,500,000
		FY25 Total	2,550,000	1,650,000	8,100,000	12,300,000

November 5, 2019



COMMITTEE AGENDA ITEM 5 B

TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

This agenda item (provided as **Attachment 1**) provides those materials and presents details regarding the projects within the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). The CRTPA Board was presented the foundational materials for developing the at the October 14, 2019 Board Retreat. Staff is seeking acceptance of the BPMP projects.

NOTE: Links to the attachments referenced within Attachment 1 are included within that item in *blue*.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA accept the 2019 Tallahassee-Leon County Bicycle and Pedestrian Master Plan Projects

ATTACHMENT

Attachment 1: November 19 CRTPA Agenda Item (within links to attachments)

November 19, 2019

**AGENDA ITEM 7C****TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN PROJECTS****STATEMENT OF ISSUE**

The CRTPA Board was presented the foundational materials for developing the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) at the October 14, 2019 Board Retreat. This agenda item provides those materials and presents details regarding the projects within the BPMP. Staff is seeking acceptance of the BPMP projects.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) met on November 5, 2019

RECOMMENDED ACTION

Option 1: Accept the 2019 Tallahassee-Leon County Bicycle and Pedestrian Master Plan Projects

HISTORY AND ANALYSIS**Background**

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) kicked off at the March 20, 2018 CRTPA Board meeting to:

- Update the 2004 BPMP
- Address growth changes in Tallahassee and Leon County, and
- Prepare projects for incorporation into the Year 2045 Regional Mobility Plan (RMP).

The Study Area is comprised of Leon County, the City of Tallahassee, and within the City, the Multimodal Transportation District (MMTD). The key objectives of this effort included:

- Develop an existing conditions database
- Develop a bicycle network
- Identify a series of priority projects based on tiers of implementation (like the RMP)

The plan provides a near-term set of priorities which will assist in directing allocated funding from City, County, Blueprint, the Florida Department of Transportation, and the CRTPA.

Project Approach

The original CRTPA BPMP, completed in 2004, served as the foundation for developing a coordinated bicycle and pedestrian system in Tallahassee and Leon County. While this document served as a guiding force for many years, the document was too broad by attempting to produce the implementation of facilities on every road, everywhere in the community. The focus of the 2019 BPMP was a concurrent process of identifying the different types of riders (**Rider Types** and **Bicycle Comfort Level**) and defining a network that builds toward a hierarchical system like the roadway system of local roads, collector roads and arterial roads (**Neighborhood Network**). These three components are further detailed on the following pages.

Rider Types

The four different rider types are:

Strong and Fearless (Bicycle Comfort Level 1) - Cyclists who will ride along a corridor regardless of the conditions. These users have no problem sharing the lane with a vehicle traveling at speeds greater than 40 mph.

Enthusied and Confident (Bicycle Comfort Level 2) - Cyclists who feel comfortable riding along a corridor next to vehicles at lower speeds and with facilities such as a bike lane or signage. An example of this type of road is West Call Street which has bike lanes or Virginia Street (West) which is wide and includes Sharrows.

Interested but Concerned (Bicycle Comfort Level 3) - Cyclists who would like to ride their bike but have fears which are usually caused by vehicles. This type of cyclist needs low speeds, low volumes, and a separated facility such as a buffered bike lane. Examples include the buffered bike lane on Pensacola Street.

Children and Elderly (Bicycle Comfort Level 4) – Require a facility completely separated from the road such as a shared-use path. An example of this is the St. Marks Trail or the Capital Circle Trail.

Bicycle Comfort Level

The Bicycle Comfort Level (BCL) is a method to measure a street in terms of the ability level of a bicycle rider. The parameters used to measure the street are based on traffic volume, number of lanes, speed, and existing bike facilities. The results of this analysis can then be assigned to a “Rider Type”. The different assignments of BCL are reflected on maps, for example, shown as **Figures 1, 2, 3, and 4** ([click on the blue colored Figure number for a larger map](#)) are as follows:

Figure 1 - Bicycle Comfort Level 1

Figure 2 - Bicycle Comfort Level 2

Figure 3 - Bicycle Comfort Level 3

Figure 4 - Bicycle Comfort Level 4

Figure 1 – Bicycle Comfort Level 1

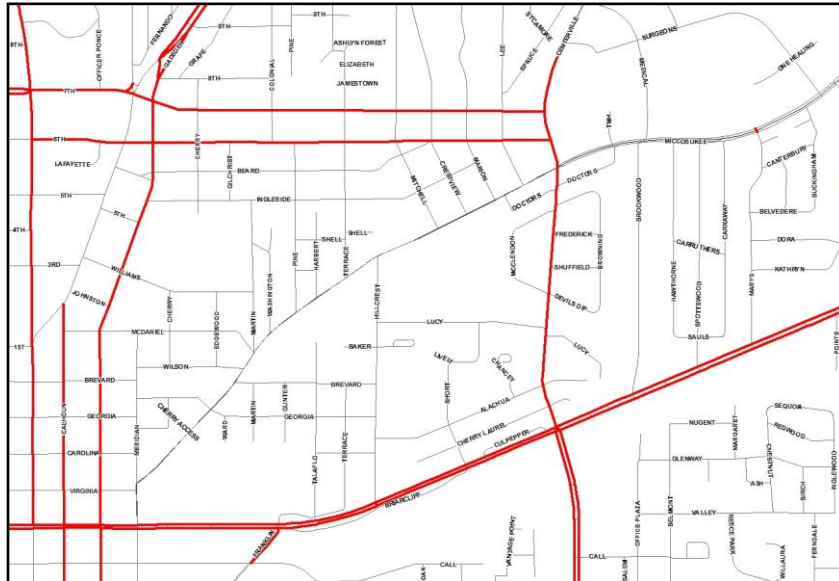


Figure 2 – Bicycle Comfort Level 2



Figure 3 – Bicycle Comfort Level 3

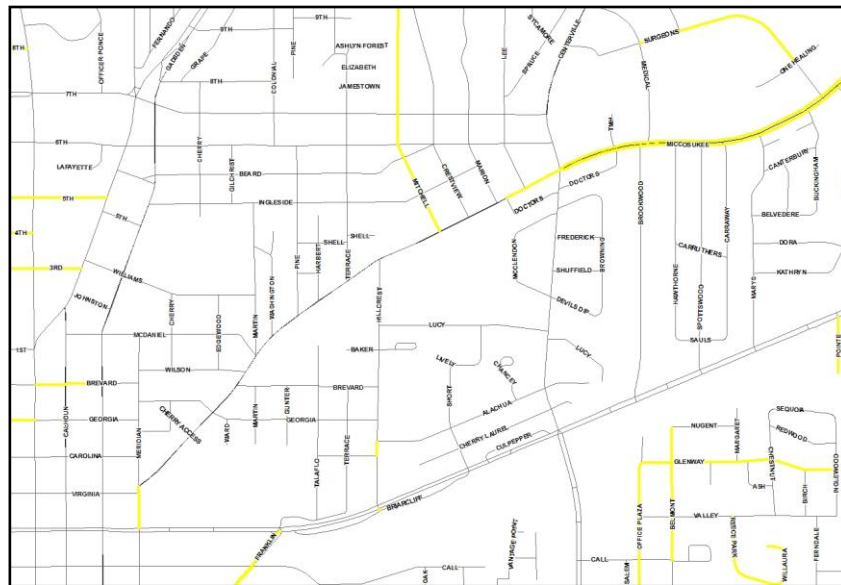
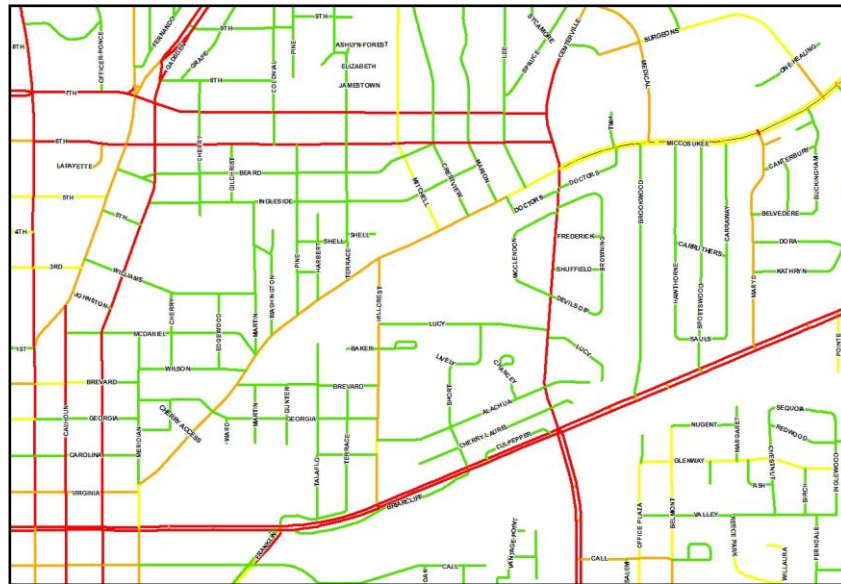


Figure 4 – Bicycle Comfort Level 4



When all four BCL layers are combined the BCL map looks like **Figure 5**.

Figure 5 – Combined Bicycle Comfort Levels



Overall, when applied to the 2,500 miles of road in Tallahassee and Leon County the miles by **BCL** and **Rider Type** is as follows:

BCL 1/Strong and Fearless – 385 miles or 13%
BCL 2/ Enthusiased and Confident – 460 miles or 17%
BCL 3/Interested but Concerned – 724 miles or 28%
BCL 4/Elderly and Children – 964 miles or 42%

Public Engagement

Concurrent to data collection and plan development, the project had a public engagement process that included Stakeholder Meetings, Focus Area Meetings, and an Open House.

Stakeholder Meetings

These meetings included continued coordination with Blueprint, The Tallahassee-Leon County Planning Department, StarMetro, FDEP Office of Greenways and Trails, the City and County Bicycle Work Group and local cyclists. Additionally, meetings were held with FSU and FAMU to discuss future bike and pedestrian components in the University Master Plans for the respective universities.

Focus Area Public Meetings

During the BPMP there was a series of Focus Area meetings throughout the community. These meetings provided the public an opportunity to discuss their insights as well as to provide comments on the plan as it was being developed. These five “Focus Areas” included:

Market Square and Northeast Neighborhoods

FAMU and Southwest Neighborhoods
TCC, FSU, Downtown and surrounding Neighborhoods
Midtown and Central Area Neighborhoods
Apalachee Parkway Neighborhoods

Open House

The last public event, outside of CRTPA meetings, was an Open House held at the Cascades Park Amphitheater.

Recommendations

The public engagement provided significant information regarding the routes that current riders utilize, existing condition issues that should be addressed, and new routes that would make significant connections and contributions to the system. This information was folded into the BCL analysis to produce several different types of improvements, including Sidewalks, the Neighborhood Network, Minor Projects, and Major Projects. These efforts are described on the following pages.

Sidewalks

The City and County have a very robust network of sidewalks along with an extensive list of identified improvements that extends several years into the future. With an extensive list of projects and a process to prioritize sidewalks, the BPMP focused on providing shared-use paths which would be found in the Major Project component.

Neighborhood Network

The Neighborhood Network utilized the BCL to identify routes that are typically within neighborhoods that can connect to parks, activity centers, schools, businesses, or even within a neighborhood to walk or ride a bike. These roads are low volume and low speed that can give priority to bikes and pedestrians.

While the BCL provides a categorization for all streets, further refinement was necessary to identify the routes that provided the best Neighborhood Network linkages. This was accomplished using the slope of the facility to identify the ideal connections. An example of the refined network (**Bicycle Comfort Level 4**, only) for is shown as **Figure 6**.

This network also makes ideal connections to more defined on-street facilities and shared-use paths and at some point, the Neighborhood Network will potentially require the crossing of roadways or intersections. These types of improvements were classified as Minor Projects. Due to the complexity and sheer number of projects, the Neighborhood Network and Minor Projects, shown as [Attachment 1](#), have been grouped and assigned route numbers. Additionally, the type of Minor Project is outlined in the Project Cost section of **Attachment 7**.

Major Projects

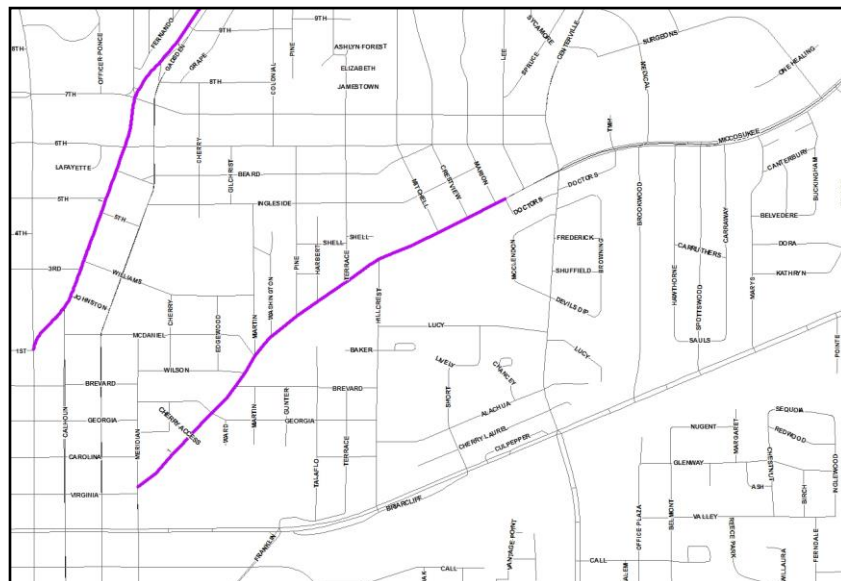
The Major Projects list, [Attachment 2](#), consists of large infrastructure projects such as shared-use paths along the high speed, high volume roadway network. **Figure 7** is an example of the Major Projects in the BPMP.

Both the Neighborhood Network and Major Project process took into consideration key north/south and east/west connections within the network and were developed in concert with the existing Leon County Bike Network, and the Greenways Master Plan.

Figure 6 – Neighborhood Network Example



Figure 7 – Major Projects Example



Existing Facilities

There are a lot of existing facilities in Tallahassee and Leon County to build from and connect to. This network includes:

- Buffered Bike Lanes
- Shared-Use Paths
- Wide Shoulders
- Bike Lanes
- Service Roads

Sharrows are not considered to be a component of the existing system because these facilities are outside of the BCL 3 and 4 target group.

An example of the existing facilities is shown below as **Figure 8**.

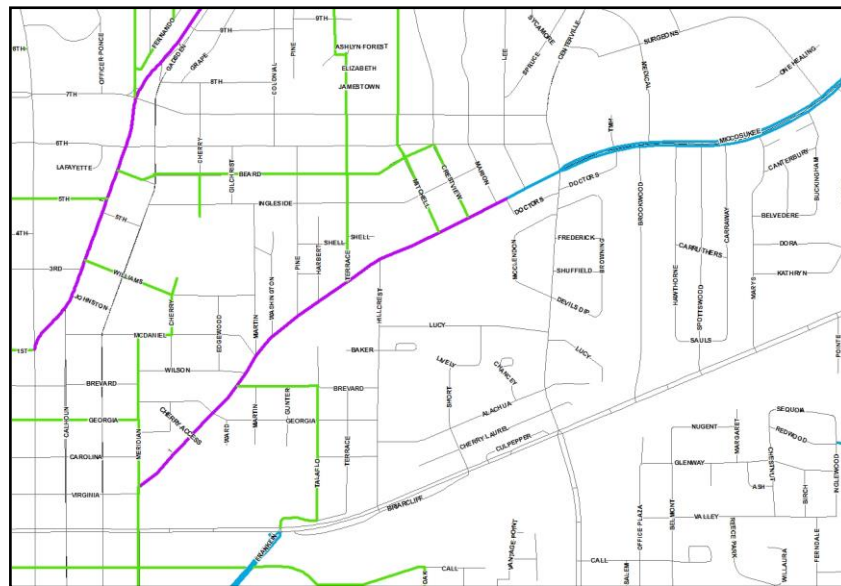
Figure 8 – Existing Facilities Example



Combined Neighborhood Network, Major Projects and Existing Facilities

Ultimately, the BPMP network combines the Neighborhood Network, Major Projects, and the Existing Facilities to create the bike and pedestrian system that is proposed by C RTPA staff. These networks when combined will look like **Figure 9**, for example.

Figure 9 – Proposed Bike and Pedestrian System Example



Criteria Analysis

After developing the project lists, [Attachment 1](#) and [Attachment 2](#), the Evaluation Criteria, shown as [Attachment 3](#) was applied to the Neighborhood Network and Major Projects to produce a score for each project. The projects were then placed into three (3) tiers. The results of the application of the criteria to the Neighborhood Network with Minor Projects is shown as [Attachment 4](#), and the Major Projects [Attachment 5](#).

Neighborhood Network

The Neighborhood Network projects were scored and then placed in tiers to build north/south and east/west networks. Therefore, some Neighborhood Network projects that a higher score were placed in lower tiers to build up the north/south and east/west corridors. The flexibility of the tiers provides opportunities to move forward with projects based on the funding available to complete the projects. Additionally, the cost of the Neighborhood Network is substantially less than the Major Project list and therefore, inexpensive to initiate.

Major Projects

The Major Projects list is straight forward in terms of the highest scoring project being in the first Tier, followed by the next highest scored project, etc.... until all the Major Projects were in Tiers 1, 2 or 3. These projects are less likely to move around tiers due to the capital investment to complete them.

Project Costs

After developing the project lists and the criteria the projects needed to have a cost associated with the improvements. The costs, shown as [Attachment 6](#), were developed in conjunction with City

Underground Utilities and Tallahassee Leon County Planning Department for the Neighborhood Network, Minor Projects and Wayfinding. Major Project costs were developed from Florida Department of Transportation (FDOT) transportation costs.

Neighborhood Network Costs

The Minor Project tiered list, with costs, is shown as [Attachment 7](#). This document includes a project description, the cost of the Neighborhood Network (sharrows, signage, and traffic calming), details of any associated Minor Project, and the total cost of the project, with and without 20% contingency costs.

The total cost of this network ranges from \$3M to \$5.4M and includes almost 74 miles of signed, marked Neighborhood Network routes. Not all Neighborhood Network projects had associated Minor Projects and those that did are detailed in the Minor Project Information section of ***Attachment 7***.

Major Project Network Costs

The Major Project tiered list, with costs, is shown as [Attachment 8](#). This attachment includes the project name, project limits, the type of improvement, length and cost that is provide in low, medium and high estimates, with and without 20% contingency costs.

The cost for these improvements ranges from \$26M to \$86M and would create 80 miles of new bike and pedestrian facilities. The costs related to Major Projects varies due to the unknown cost for right of way. However, these costs will be refined based on initial Feasibility Studies to determine *if* the facility can and should be moved forward. Lastly, the addition of right of way purchases will increases the cost of these facilities.

2019 BPMP Maps

At the CRTPA Retreat the BPMP system map was still being completed and members wanted to have the ability to move around the map to view the overall BPMP network. This map can be viewed using the link below.

[2019 BPMP](#)

Helpful hint, when you click on the link and the website and map will pull up, click on “Content” and turn off “Leon County Roads” and “Leon County”. What you will be left with is three layers including the Bicycle-Pedestrian Master Plan, Committed Projects, and Existing Bicycle Facilities. Zoom into the area you are interested in and then turn on “Leon County Roads” and the roads and names will appear.

Other Considerations

One of the most significant considerations to be pursued is the establishment of a Tallahassee-Leon County Bicycle and Pedestrian Technical Committee. During the development the BPMP it was noted that there are a significant number of departments and agencies that have bike and pedestrian plans

that are off-road and hard surface initiatives. Getting these groups together would be beneficial from several different perspectives including funding, coordination, data maintenance and responses to citizens inquiries, to name a few. CRTPA staff can coordinate the establishment of this group to initiate to further the bike and pedestrian program in Tallahassee and Leon County.

NEXT STEPS

- Any comments the Board has will be incorporated into the Draft Final Report.
- Finalize the documentation and produce the Draft Final BPMP Report.
- CRTPA will coordinate with TLCGIS to incorporate the projects from the BPMP into “one-stop shop” web mapping platform.

OPTIONS

Option 1: Accept the 2019 Tallahassee-Leon County Bicycle and Pedestrian Master Plan Projects. (Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENTS

- Attachment 1: BPMP Neighborhood Network Projects
- Attachment 2: BPMP Major Projects
- Attachment 3: Project Evaluation Criteria
- Attachment 4: Minor Project Scoring
- Attachment 5: Major Project Scoring
- Attachment 6: Standard Project Costs
- Attachment 7: Minor Project Costs
- Attachment 8: Major Project Costs