

MOBILITY GOALS, OBJECTIVES AND POLICIES

Overall Goal (EFF. 12/15/11)

Establish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.

Goal 1: [M] (EFF. 12/15/11) **MOTORIZED, BICYCLE, AND PEDESTRIAN CIRCULATION**

Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Objective 1.1: [M] (EFF. 12/15/11) **LAND USE AND TRANSPORTATION COORDINATION**

Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.

Policy 1.1.1: [M] (EFF. 12/15/11)

Identification and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the Urban Service Area strategy to promote urban infill and discourage urban sprawl.

Policy 1.1.2: [M] (EFF. 12/15/11)

Designate energy efficiency districts in areas that are intended for greater densities and intensities to support frequent transit service and where primary priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists. For each district:

1. evaluate and modify, if necessary, the zoning and land development regulations to ensure standards that will support compact, walkable, mixed-use development; and
2. adopt and maintain a connectivity plan identifying needed bicycle, pedestrian, roadway, and transit projects to increase connectivity and safety, minimize travel distances for pedestrians and cyclists, and provide connections to other parts of the City, County, and Capital Region;
3. Coordinate with the Capital Region Transportation Planning Agency to include the Mobility District Plan priorities in Long Range Transportation Plan updates.

Policy 1.1.3: [M] (EFF. 12/15/11)

Promote the Downtown as an 18-hour activity center by supporting development of housing, restaurants, and cultural activities to encourage use beyond working hours.

Policy 1.1.4: [M] (EFF. 12/15/11)

Promote neighborhood parks to reduce the need for long distance trips for recreation.

Policy 1.1.5: [M] (EFF. 12/15/11)

Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.

Policy 1.1.6: [M] (EFF. 12/15/11)

A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.

Policy 1.1.7: [M] (EFF. 12/15/11)

The City of Tallahassee and Leon County shall adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

Policy 1.1.8: [M] (EFF. 12/15/11)

Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network shall be required as a condition of development approval, such as, but not limited to, the following:

- a) Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings;
- b) Full accommodations for bicycles, including lockers, showers, and racks;
- c) Direct connections to the regional bicycle/pedestrian network;
- d) Installation of shared use paths in accordance with FDOT recognized standards;
- e) Well-designed accommodations for transfer of passengers at designated transit facilities;
- f) Preferential parking for rideshare participants;
- g) Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
- h) Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access;
- i) Weather protection at transit stops.

Policy 1.1.9: [M] (EFF. 12/15/11)

Designation of Multimodal Transportation District (MMTD). In accordance with the provisions of Florida Statute 163.3180(15), the City of Tallahassee and Leon County hereby

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establish a Multimodal Transportation District, as shown in the Multimodal District Boundaries Map, for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile. Those roadways and associated rights-of-way shown as boundaries for the MMTD shall be considered part of the MMTD.

Policy 1.1.10: [M] (EFF. 12/15/11; REV. EFF. 7/19/13)

MMTD Residential Density Bonus. In order to increase redevelopment and infill development, residential densities within the MMTD may be increased up to 35% above the maximum allowed in the Residential Densities Range Table. This bonus shall not apply to lands designated Residential Preservation. Further bonuses may be applied to the Downtown. Eligibility criteria for these bonuses will be established within the land development regulations and shall include design standards facilitating pedestrian oriented site and building design with enhanced pedestrian access and amenities, urban scale development, innovative parking strategies, integrated mix of land uses, and other urban design features.

Policy 1.1.11: [M] (EFF. 12/15/11)

Land Use Within the MMTD. The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the district boundary(ies) and modify them as necessary to provide for appropriate densities, intensities and mixture of land uses to support 18-hour activity and multimodal transportation, based on the following targets:

- a) A center(s) consisting of employment and services, relatively high density residential, and public spaces all oriented

around convenient access to mass transit facilities;

- b) Ratio of uses:
 - i. Residential = 20%-60%
 - ii. Nonresidential (office, commercial, light industrial, etc.) = 30%-70%
 - iii. Public spaces (open space, parks, recreational, squares, etc.) = 5%-15%;
- c) Specifically to facilitate walking and bicycling as an alternative to driving, areas designated primarily for residential uses should be no more than 1/2 mile from areas designated for shopping, services, and employment uses;
- d) In order to support redevelopment in the urban center of Tallahassee that could support ten minute transit headways and/or light rail, an areawide (excluding open space) residential density of at least 20 units per acre, recognizing that some areas, such as Central Core, may have densities in excess of 150 units per acre and others in established neighborhoods and areas designated Residential Preservation may have significantly less.

Policy 1.1.12: [M] (EFF. 12/15/11)

MMTD and Energy Efficiency District Urban Design and Land Development Regulations. Adopt and maintain land development regulations that ensure new construction and infill or redevelopment will contribute positively to the character and livability of the MMTD and energy efficiency districts, based on the following:

1. Buildings and blocks oriented to provide pedestrians and bicyclists easy access and a visually interesting environment;
2. Maximum block (length or perimeter);
3. Easy access to/from transit stops and surrounding land uses;

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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.

Objective 1.2: [M] **COMPLETE STREETS**

(EFF. 12/15/11)

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.

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.

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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.

Policy 1.2.9: [M] (EFF. 12/15/11)

Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.

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Policy 1.2.10: [M] (EFF. 12/15/11)

Educate the population on the health benefits of non-motorized modes of transportation. Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 1.2.11: [M] (EFF. 12/15/11)

Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enhance recognition of bicycle lanes and pedestrian crossings.

Policy 1.2.12: [M] (EFF. 12/15/11)

Adopt and maintain a City and County sign ordinance to control sign and billboard placement and limit lighted and motion activated sign usage.

Policy 1.2.13: [M] (EFF. 12/15/11)

Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.

Policy 1.2.14: [M] (EFF. 12/15/11)

Coordinate the transportation systems in Tallahassee and Leon County with one another and with the programs of the Capital Region Transportation Planning Agency and the Florida

Department of Transportation to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.

Objective 1.3: [M] (EFF. 12/15/11) **ENVIRONMENTAL AND NEIGHBORHOOD PROTECTION**

Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants.

Policy 1.3.1: [M] (EFF. 12/15/11)

Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities.

Policy 1.3.2: [M] (EFF. 12/15/11)

Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling and walking.

Policy 1.3.3: [M] (EFF. 12/15/11)

Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees.

Policy 1.3.4: [M] (EFF. 12/15/11)

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.3.5: [M] (EFF. 12/15/11)

Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.

Policy 1.3.6: [M] (EFF. 12/15/11)

Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.

Policy 1.3.7: [M] (EFF. 12/15/11)

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:

- a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
- b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
- c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
- d) Maintaining natural ground cover, canopy and understory where new roads are built.
- e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
- f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

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 sub-arterial 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;
3. Prioritization of connectivity projects shall recognize the importance of areas with high concentrations of pedestrian activity and of areas where connections are needed to ensure easy access between transportation modes, with particular attention to bicycle and pedestrian access to schools, transit stops and regional greenway or trail systems.
4. Direct bicycle and pedestrian connections shall be provided within and between residential areas and

supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools.

5. The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g. schools, commercial areas, parks).

Policy 1.4.8: [M] (EFF. 12/15/11)

The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.

Policy 1.4.9: [M] (EFF. 12/15/11)

No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.

Policy 1.4.10: [M] (EFF. 12/15/11)

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Policy 1.4.11: [M] (EFF. 12/15/11)

Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.

Policy 1.4.12: [M] (EFF. 12/15/11)

Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Policy 1.4.13: [M] (EFF. 12/15/11)

As Capital Circle is converted to a high capacity, multi-lane arterial, future access-points shall be limited so that the improved roadway will function more efficiently and safely for its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

- 1) No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that

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currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;

- 2) New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
- 3) Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.

Objective 1.5: [M] (EFF. 12/15/11)

LEVELS OF SERVICE

Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.

Policy 1.5.1: [M] (EFF. 12/15/11)

The peak hour roadway level of service for Tallahassee and Leon County is established as follows:

Table 11: Peak hour roadway level of service

Functional Classification	Inside the USA	Outside the USA
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D / E*	C
Major and Minor Collectors	D / E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for

meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 1.5.2: [M] (EFF. 12/15/11)

The level of service on all roadway facilities on the state highway system operating at the state recommended adopted minimum level of service standard or better at the time of adoption of the Comprehensive Plan will be maintained at the state adopted minimum level of service standard or a more strict local standard for the facility (if required adopted as part of the Plan). Level of service will be based on revised peak hour data compiled after Plan adoption.

Policy 1.5.3: [M] (EFF. 12/15/11, REV. EFF. 8/9/2012)

The Roadway Level of Service Standards established under Goal 1.5, and as may be duplicated in the Capital Improvements Element, may be waived if a mobility fee program is adopted into the local concurrency management manuals by the City and/or County Commissions. If implemented, the mobility fee program shall:

- 1) account for the fact that development further from activity nodes creates greater fiscal and environmental costs to the community;
- 2) support compact, mixed use development and redevelopment within adopted energy efficiency districts.

Policy 1.5.4: [M] (EFF. 12/15/11)

The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts, both below and above threshold standards, to determine

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cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service standards.

Policy 1.5.5: [M] (EFF. 12/15/11)

MMTD Areawide Multimodal Level of Service Standards and Performance Targets. In order to create community design that supports mobility, the following performance standards are established for the Multimodal Transportation District.

Table 12: MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards (Pursuant to F.S. 163.3180(15)(c))			
Pedestrian	Transit	Bicycle	Automobile
C	C	D	E+50%

In addition, because areawide level of service measures based on computer models do not recognize the full breadth of conditions affecting pedestrian, cycling, and transit comfort, safety and convenience, the following performance targets are also established. It is recognized these targets may take more than the 20-year planning period of this document to achieve, but are provided as continuing guidance for plan updates and capital investments.

Table 13: MMTD Areawide Multimodal Performance Targets

a) Areawide modal split:		
	Trips that both originate & end within the district	Trips originating or ending outside the district (not including pass through trips)
Transit	40%	25%
Bike/pedestrian	30%	10%
Automobile	30%	65%
b) Bicycle and Pedestrian Mobility		
i)	Formally designated north/south & east/west bicycle routes functioning at LOS C or better are provided at 1½ mile intervals	

ii)	All buses are equipped with bicycle racks
iii)	All sidewalk and bicycle facilities within ½ mile of StarMetro transfer points function at LOS C or better;
iv)	All superstops are equipped with bicycle parking
v)	All intersections within ½ mile of StarMetro transfer points incorporate features to support safe and comfortable crossing for pedestrians and cyclists
c) Transit Mobility	
i)	All employees and dwelling units are within ¼ mile of a transit stop
ii)	80% of transit routes operate with 20 minute headways or less
iii)	80% of employees and dwelling units are served by routes operating at least 16 hours a day
iv)	40% of transit stops include benches, signage, lights, and covered or enclosed waiting areas
v)	80% of employees and dwelling units are within 1 mile of a StarMetro transfer point.
d) In Relation to Educational Uses	
i)	All pedestrian and bicycle facilities within 2 miles of primary schools function at LOS C or better
ii)	50% of students at Florida State University (FSU), Florida A&M University (FAMU), and Tallahassee Community College (TCC) commute to campus via non-auto modes
iii)	At least three satellite parking facilities for students are located outside of the MMTD but within a 20 minute transit ride of FSU, FAMU, or TCC

Policy 1.5.6: [M] (EFF. 12/15/11)

Transportation Concurrency within the MMTD. Pursuant to F.S. 163.3180(15)(c), development permits may be issued in reliance upon all planned community design capital improvements that are financially feasible over the development or redevelopment timeframe for the MMTD, without regard to the period of time between development or redevelopment and the scheduled construction of the capital improvements. Reflecting the purpose of a MMTD to promote higher density infill and to create a safe, desirable environment for pedestrians,

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the capital improvements plan will reflect primary emphasis on bicycle, pedestrian, and transit projects.

Policy 1.5.7: [M] (EFF. 8/9/12)

Changes to roadway segment capacity that result from the reduction or restriction of automobile laneage from existing conditions in order to implement multimodal or other non-automobile-oriented comprehensive planning goals will not require transportation concurrency mitigation. An analysis shall be conducted of transportation and land use impacts on parallel roadways that would result from the lane changes.

Objective 1.6: [M] (EFF. 12/15/11)
CORRIDOR PRESERVATION

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.6.1: [M] (EFF. 12/15/11)

The City and County shall adopt and maintain corridor management ordinances, in accordance with subsection 337.273(6), F.S., which are designed to protect future transportation corridors designated in the Tallahassee-Leon County Comprehensive Plan from development encroachment,

to provide for right-of-way acquisition, and to mitigate potential adverse impacts on affected property owners.

Policy 1.6.1(a): [M] (EFF. 12/15/11)

Development orders may require conveyance of transportation rights-of-way consistent with a Future ROW Needs Map and Future Right-of-Way Needs and Access Classifications Table, as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.

Policy 1.6.2: [M] (EFF. 12/15/11)

Acquire and maintain sufficient right-of-way when building new roads or widening old facilities in order to protect waterbodies, wetlands, and flood plains. Plan corridor alignments to avoid environmentally sensitive areas and where this is not possible, acquire wide roadside buffers and prohibit driveways by purchase of access rights, as necessary, to prevent development from occurring within the environmentally sensitive area, as a result of the roadway availability.

Policy 1.6.3: [M] (EFF. 12/15/11)

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Future Right-of-Way Needs Map and the Long Range Transportation Plan.

Table 14: Future Right-of-Way Needs Without an Existing Corridor Alignment

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	ROW (ft.) ¹⁻³
Blueprint Principal Arterial ⁴	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

Notes:

- 1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.
- 2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.
- 3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:
 - a. Space for sidewalks to provide safe and convenient movement of pedestrians.
 - b. The provision of bike lanes or separate bike paths.
 - c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of

rupture, neither the roadway pavement nor adjacent property will be damaged.

- d. Accommodation of stormwater at the surface or in storm drains.
 - e. Accommodation of auxiliary lanes at intersections.
 - f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
 - g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.
- 2) Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

Policy 1.6.4: [M]

(EFF. 12/15/11)

All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.

Policy 1.6.5: [M]

(EFF. 12/15/11)

The Future Right-of-Way Needs Map shall be reviewed, and updated if necessary, every five years concurrent with the Long

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Range Transportation Plan update, or more frequently as necessary to address the growth and mobility needs of the local government.

Policy 1.6.6: [M] (EFF. 12/15/11)

City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.6.7: [M] (EFF. 12/15/11)

Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.

Policy 1.6.8: [M] (EFF. 12/15/11)

Right-of-way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right-of-way consistent with the Right-of-Way Needs Map and Capital Improvements Element.

Policy 1.6.9: [M] (EFF. 12/15/11)

Where needed right-of-way is identified in the energy efficiency district connectivity plans, such projects shall also be included on the Right-of-Way Needs Map and/or in the Long Range Transportation Plan.

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Goal 2: [M] (EFF. 12/15/11)
TRANSIT

Capture a five to ten percent mode share through the development and improvement of the mass transit system so that transit is seen as a viable alternative to the automobile as a means of transportation.

Objective 2.1: [M] (EFF. 12/15/11)
IMPLEMENTATION STRATEGIES

In coordination with the Metropolitan Planning Organization, City of Tallahassee, Leon County and the Florida Department of Transportation, expand the integration of mass transit planning into the overall transportation delivery system by coordination of the short-range transit operations plan, Transit Development Plan, Bicycle and Pedestrian Master Plan and Long Range Transportation Plan development.

Policy 2.1.1: [M] (EFF. 12/15/11)

Land use regulations shall be developed which emphasize pedestrian movement and the use of transit.

Policy 2.1.2: [M] (EFF. 12/15/11)

Systematically extend and/or modify transit routes within the urban area to provide access to major employment, shopping, and business, recreational and other activity centers.

Policy 2.1.3: [M] (EFF. 12/15/11)

Coordinate the location and design of office parks to foster ride sharing and transit use.

Policy 2.1.4: [M] (EFF. 12/15/11)

Discourage single occupancy vehicle use through design criteria for new development and innovative programs such as an employee pass program.

Policy 2.1.5: [M] (EFF. 12/15/11)

Encourage the elimination of the subsidy of public employee parking to encourage ride sharing and transit use.

Policy 2.1.6: [M] (EFF. 12/15/11)

Develop and maintain a marketing strategy and campaign to inform the public on mass transit and to increase ridership.

Policy 2.1.7: [M] (EFF. 12/15/11)

The potential impacts upon transit shall be determined and utilized in evaluating highway projects when planning new roads or capacity expansions to existing roads.

Policy 2.1.8: [M] (EFF. 12/15/11)

For purposes of evaluating transit level of service over the Plan Horizon and to implement the Regional Mobility Plan goal of a 10% modal split, the local government should expand coverage

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to serve 80 to 89 percent of the residential population within the Urban Service Area by a transit route along an arterial or collector roadway within approximately 1/2 mile.

Policy 2.1.9: [M] (EFF. 12/15/11)

Revisions to and expansion of transit service will be based on existing and major trip generators and densities to provide efficient mass transit services.

Policy 2.1.10: [M] (EFF. 12/15/11)

Future transit planning for Tallahassee and Leon County will include provisions for determining the location of transit regional transfer facilities and/or superstops.

Policy 2.1.11: [M] (EFF. 12/15/11)

To provide efficient transit for Tallahassee and Leon County, future transit planning will address provisions for efficient and frequent service based on trip generations and density of land uses, safe and convenient transit facilities and adaptation for the special needs of the transportation disadvantaged.

Objective 2.2: [M] (EFF. 12/15/11)
TRANSIT ALTERNATIVES

Adopt and maintain a plan for expanding the transit system beyond buses.

Policy 2.2.1: [M] (EFF. 12/15/11)

Initiate a study to evaluate the alternative types of transit in relation to their potential use in the City.

Policy 2.2.2: [M] (EFF. 12/15/11)

Develop a long-range master plan for building the transit system type determined to be most feasible in Policy 2.2.1.

Objective 2.3: [M] (EFF. 12/15/11)
PROTECTION OF FUTURE TRANSIT CORRIDORS

Develop and maintain a plan that identifies future transit rights-of-way and corridors and provides means of protecting and acquiring such areas.

Policy 2.3.1: [M] (EFF. 12/15/11)

Existing and future transit rights-of-way and corridors shall be identified as a part of the comprehensive plan for integrating transit into the existing transportation system.

Policy 2.3.2: [M] (EFF. 12/15/11)

Incentives to encourage the donation of transit rights-of-way and corridors shall be developed.

Policy 2.3.3: [M] (EFF. 12/15/11)

Development agreements and land use regulations shall be utilized to preserve future transit corridors.

Objective 2.4: [M] (EFF. 12/15/11)
FUNDING OF TRANSIT

By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.

Policy 2.4.1: [M] (EFF. 12/15/11)

Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.

Policy 2.4.2: [M] (EFF. 12/15/11)

Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

Objective 2.5: [M] (EFF. 12/15/11)
TRANSPORTATION FOR DISADVANTAGED

Provide for full implementation of the requirements of Chapter 427, Florida Statutes and Section 3046(a)(9) of the SAFETEA-LU Act regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.

Policy 2.5.1: [M] (EFF. 12/15/11)

A needs assessment of the transportation disadvantaged shall be undertaken.

Policy 2.5.2: [M] (EFF. 12/15/11)

An assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs.

Policy 2.5.3: [M] (EFF. 12/15/11)

A strategy to meet identified unmet needs shall be developed with emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).

Goal 3: [M] (EFF. 12/15/11)
AVIATION

Provide for adequate capacity and safe, appropriate airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Objective 3.1: [M] (EFF. 12/15/11)
LONG TERM IMPLEMENTATION GUIDELINES

Expand and improve on a phased, incremental basis, the aviation facilities at and the access to Tallahassee Regional Airport to meet the transportation needs of the Capital Region while maintaining consistency with all elements of the comprehensive plan. The Tallahassee Regional Airport Master Plan will be maintained and monitored on an ongoing basis to ensure that implementation of the plan meets the aviation needs of the area.

Policy 3.1.1: [M] (EFF. 12/15/11)

Implement the Tallahassee Regional airport Master Plan for the Year 2005 and implement the recommendations of the Tallahassee Regional Airport Noise Compatibility Plan.

Objective 3.2: [M] (EFF. 12/15/11)
ACCESS TO AIRPORT

Access routes to the Tallahassee Regional Airport will be integrated with the street and highway planning process of the

City, County, MPO, and Florida DOT. Alternative modal choices will be studied as part of the mass transportation planning process.

Policy 3.2.1: [M] (EFF. 12/15/11)

An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.

Policy 3.2.2: [M] (EFF. 12/15/11)

Conduct a feasibility study to determine the need for, type of, and proposed location of mass transportation services between the airport and priority destinations within the urban area.

Policy 3.2.3: [M] (EFF. 12/15/11)

The interface between the roadway network and the airport vehicle circulation system shall be designed, constructed, and signalized (when warranted) to provide efficient on-site and off-site traffic flow.

Policy 3.2.4: [M] (EFF. 12/15/11)

The City of Tallahassee will coordinate any aviation facilities plan with U.S. Army Corps of Engineers, the Federal Aviation Administration, the MPO, military service, the FDOT 5 Year Transportation Plan and the Continuing Florida Aviation System Planning Process.

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Policy 3.3.5: [M] (EFF. 12/15/11)

The Traffic Circulation and Mass Transit sub-elements shall consider future airport access needs.

Objective 3.3: [M] (EFF. 12/15/11)

CRITERIA FOR OPERATION AND MODIFICATION TO AIRPORT

Operation of and modification to Tallahassee Regional Airport shall take into account impacts to adjacent land uses, the natural resources, and the community in general.

Policy 3.3.1: [M] (EFF. 12/15/11)

Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.

Policy 3.3.2: [M] (EFF. 12/15/11)

Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.

Policy 3.3.3: [M] (EFF. 12/15/11)

Aviation and related facilities development and expansion shall be consistent with the conservation element.

Policy 3.3.4: [M] (EFF. 12/15/11)

Aviation and related facilities development and expansion shall mitigate structural and non-structural impact on adjacent natural resources.

Policy 3.3.5: [M] (EFF. 12/15/11)

Additional parking shall be provided in ways that minimize impervious surfaces and that maintain the appearance of the airport terminal.

Policy 3.3.6: [M] (EFF. 12/15/11)

Aesthetics shall be considered in any future airport facility design.

Objective 3.4: [M] (EFF. 12/15/11)

LAND USE IN ADJACENT AREAS

Development near the airport shall occur in ways and at locations compatible with the airport's operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Policy 3.4.1: [M] (EFF. 12/15/11)

Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.

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Policy 3.4.2: [M]

(EFF. 12/15/11)

Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.

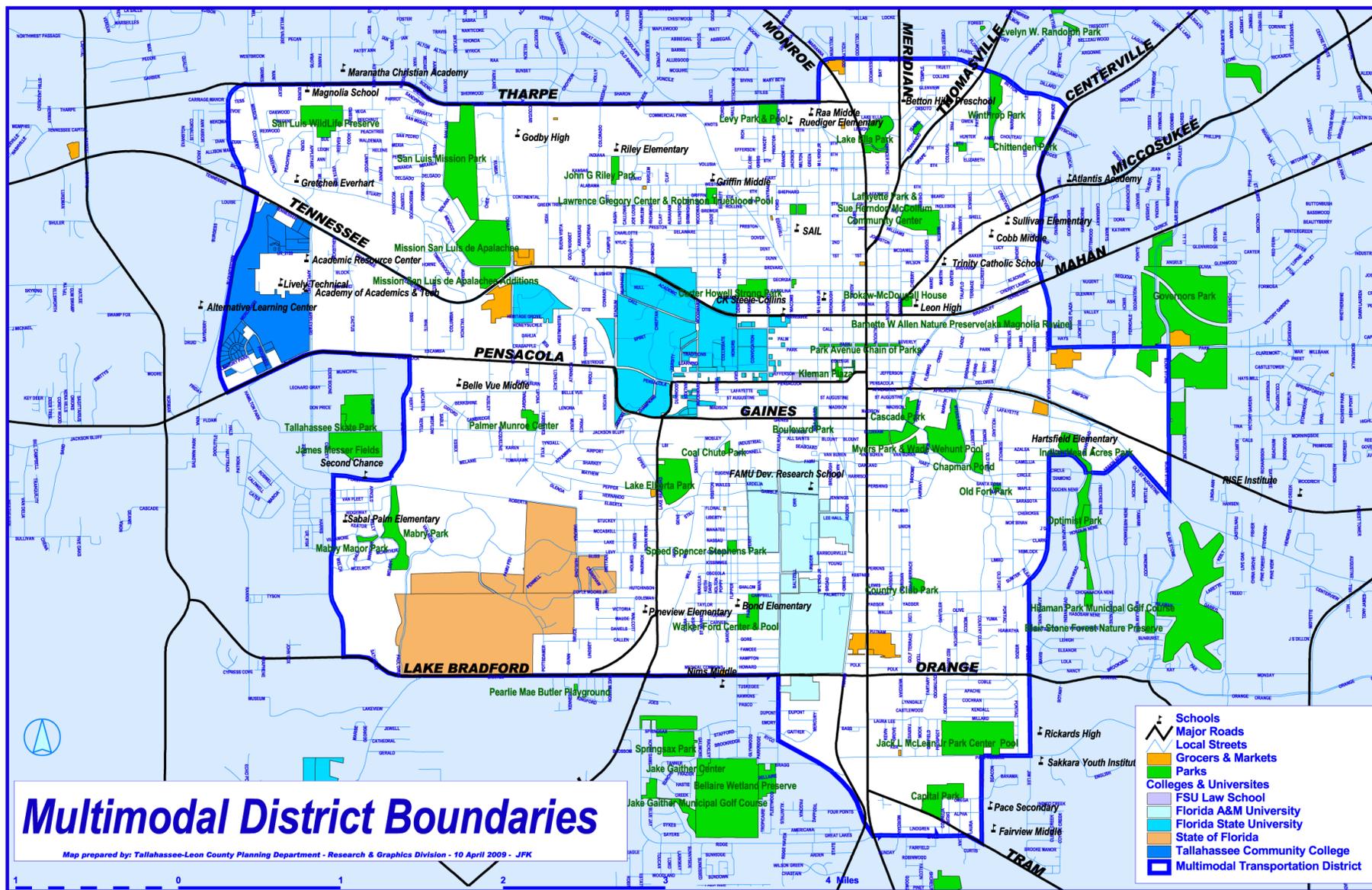
Policy 3.4.3: [M]

(EFF. 12/15/11)

Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.

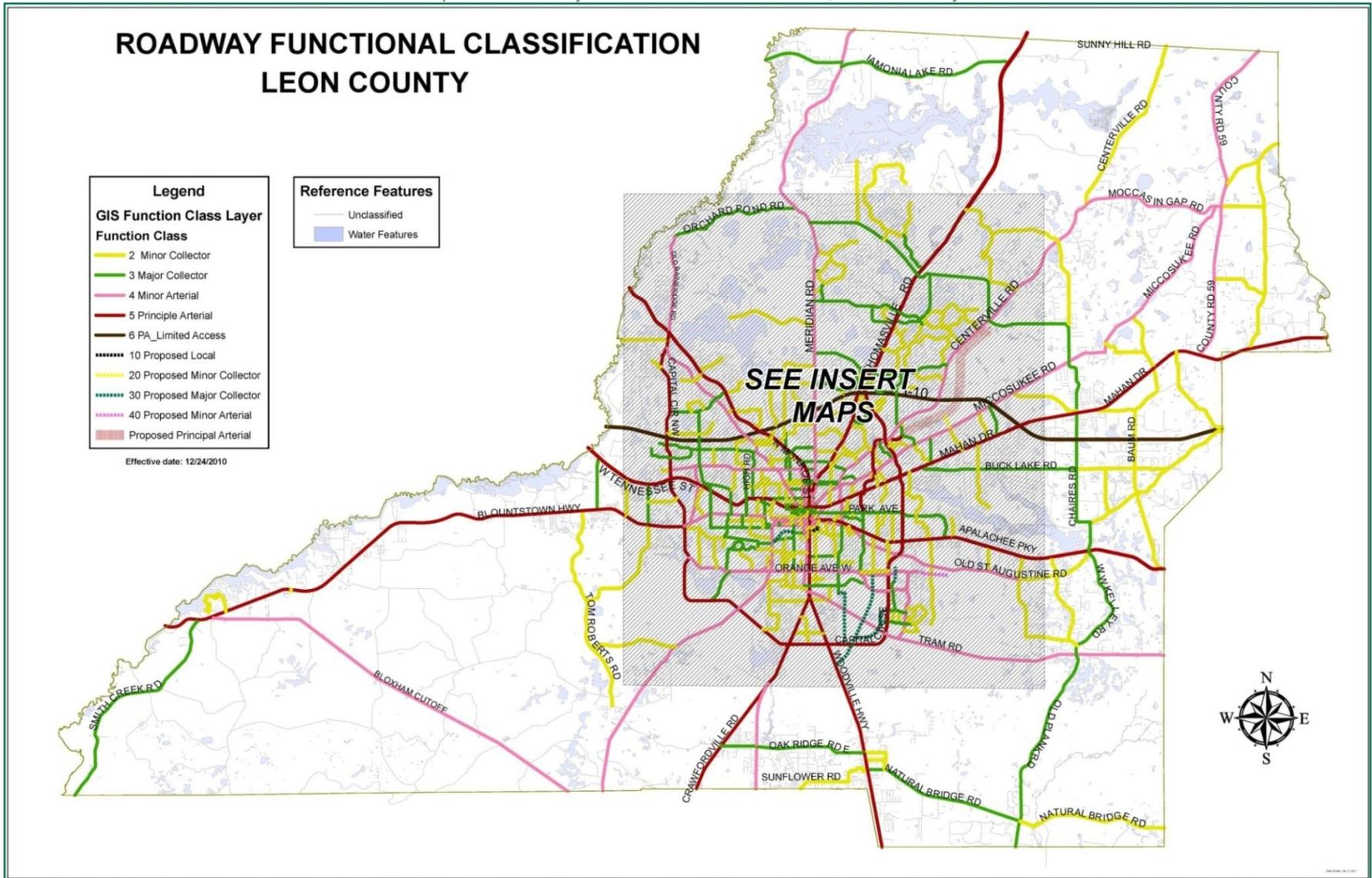
II. Mobility

Map 20: Multimodal District Boundaries



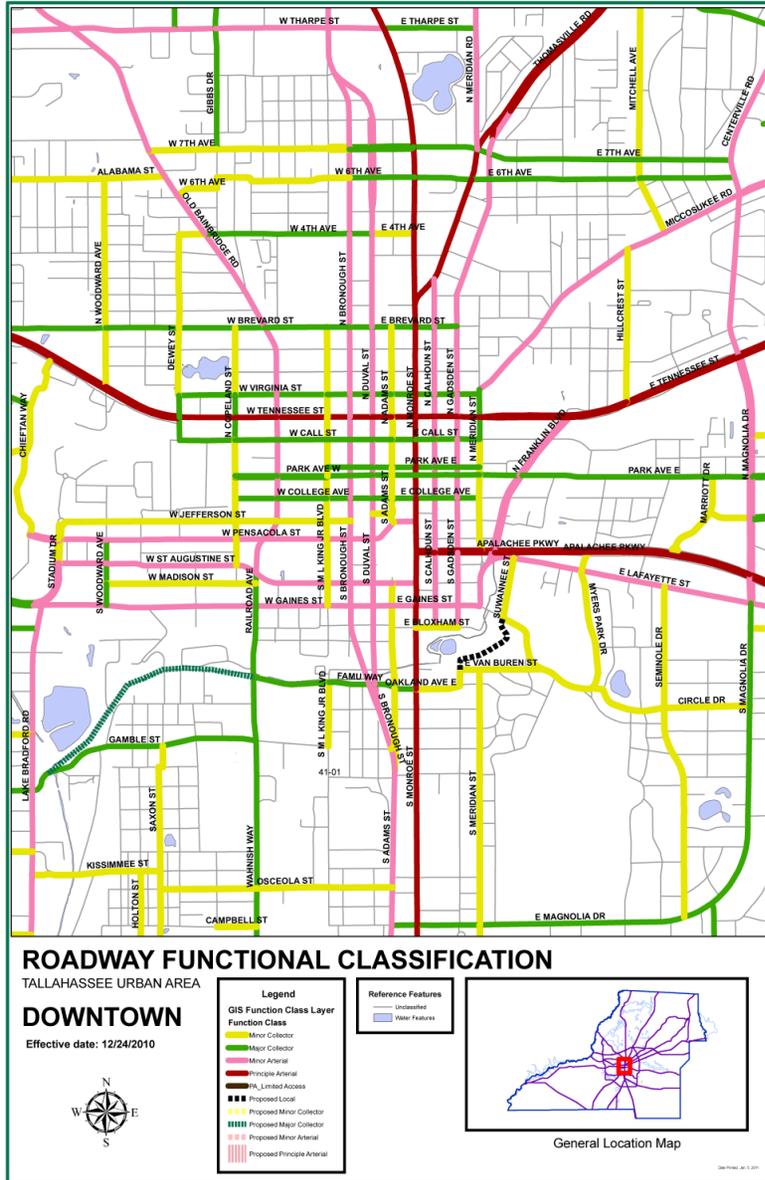
II. Mobility

Map 21: Roadway Functional Classification, Leon County

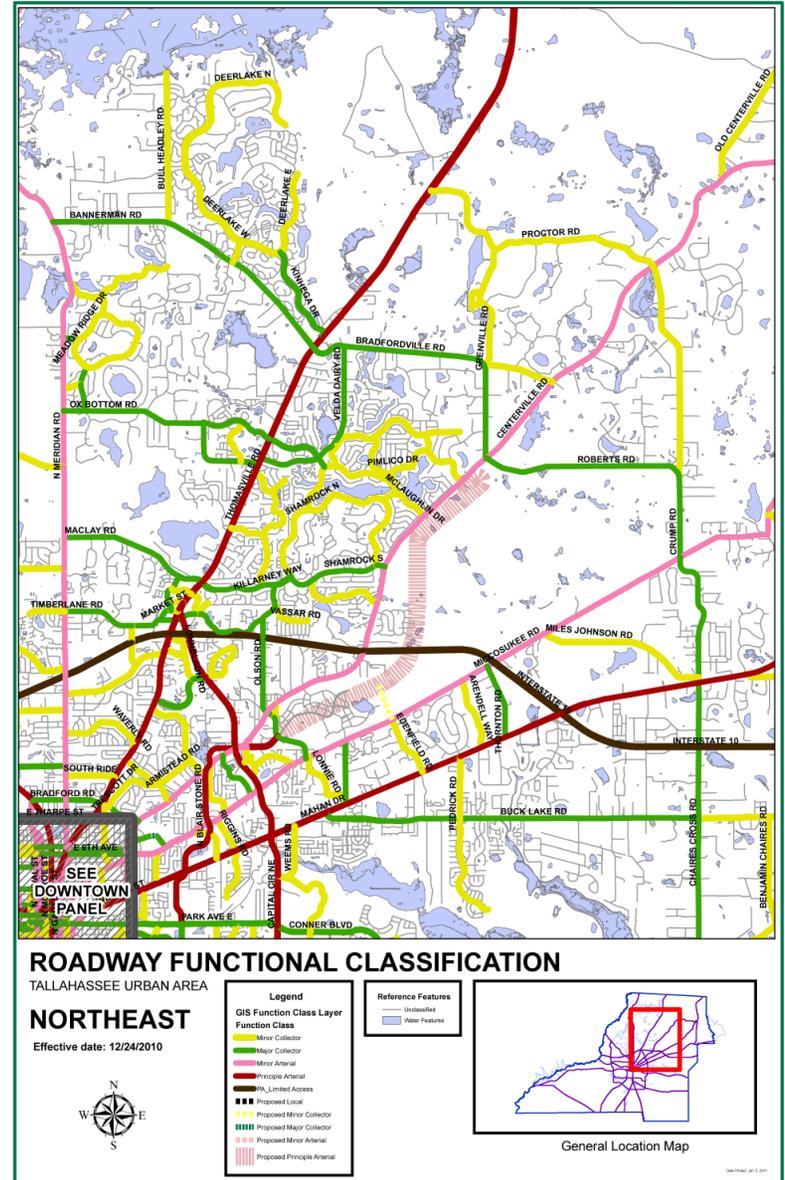


II. Mobility

Map 22: Roadway Functional Classification, Downtown

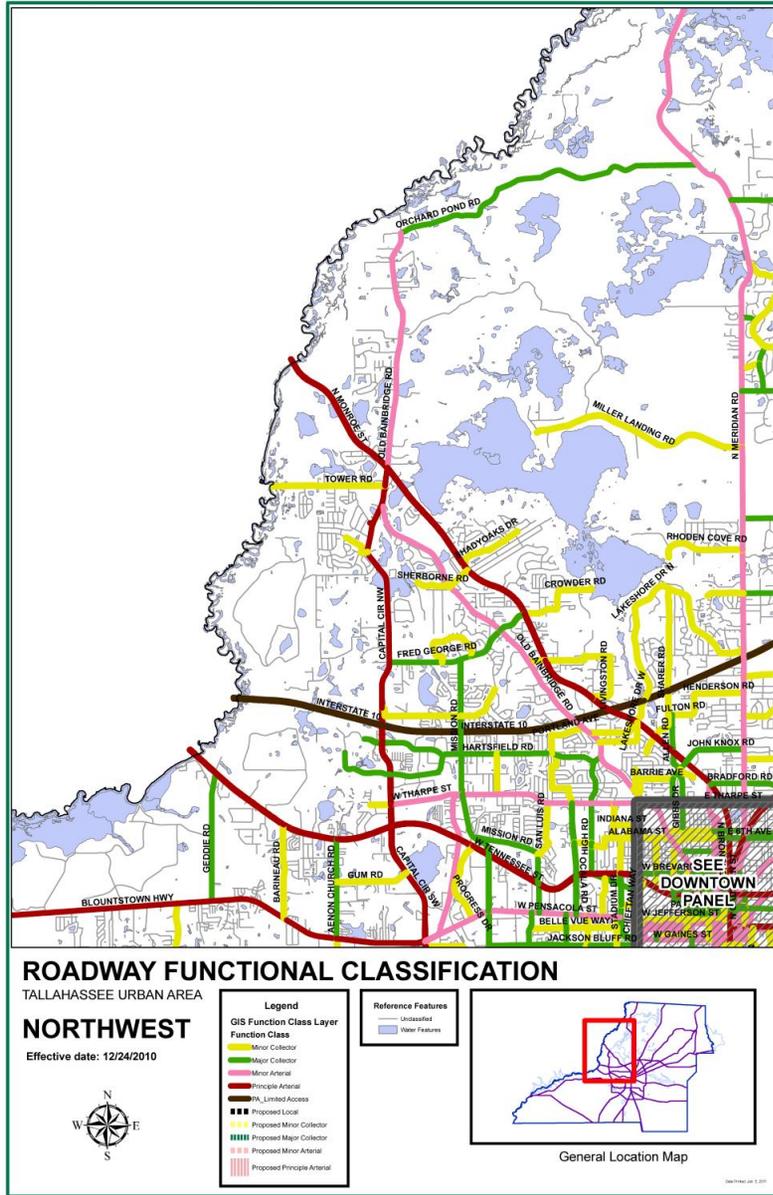


Map 23: Roadway Functional Classification, Northeast Tallahassee Urban Area

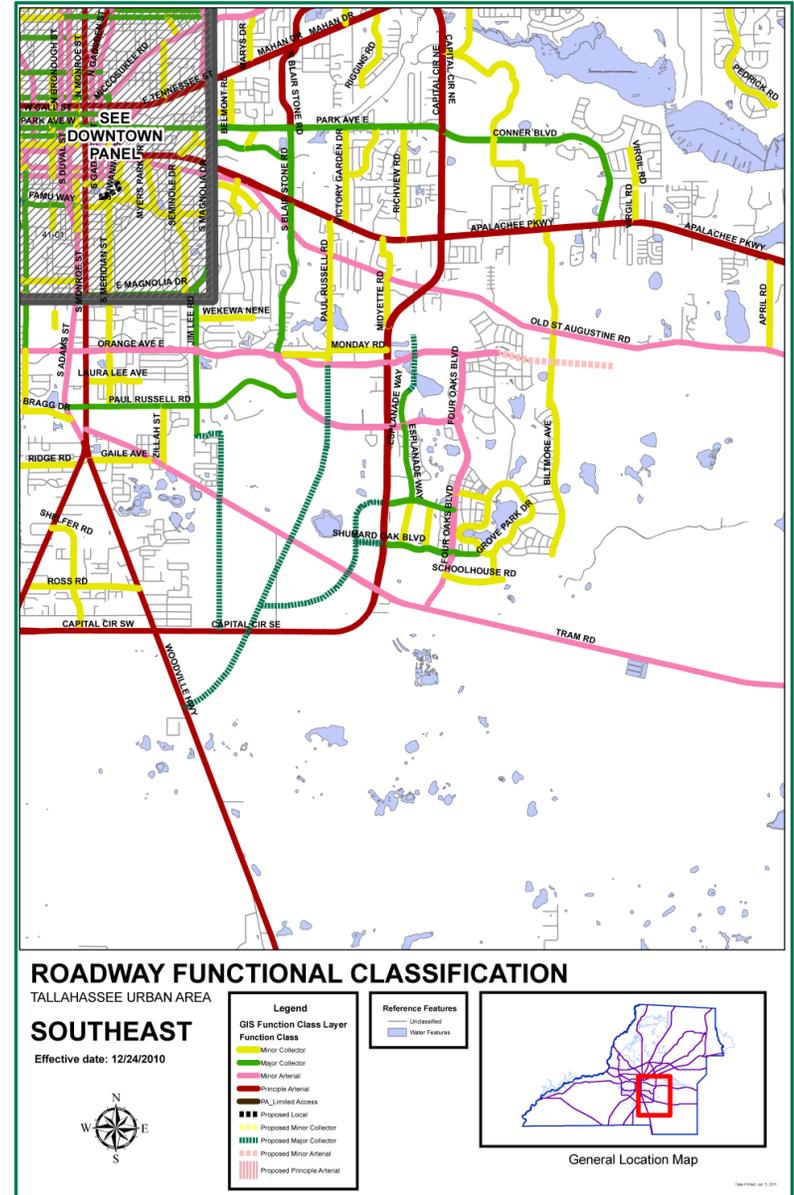


II. Mobility

Map 24: Roadway Functional Classification, Northwest

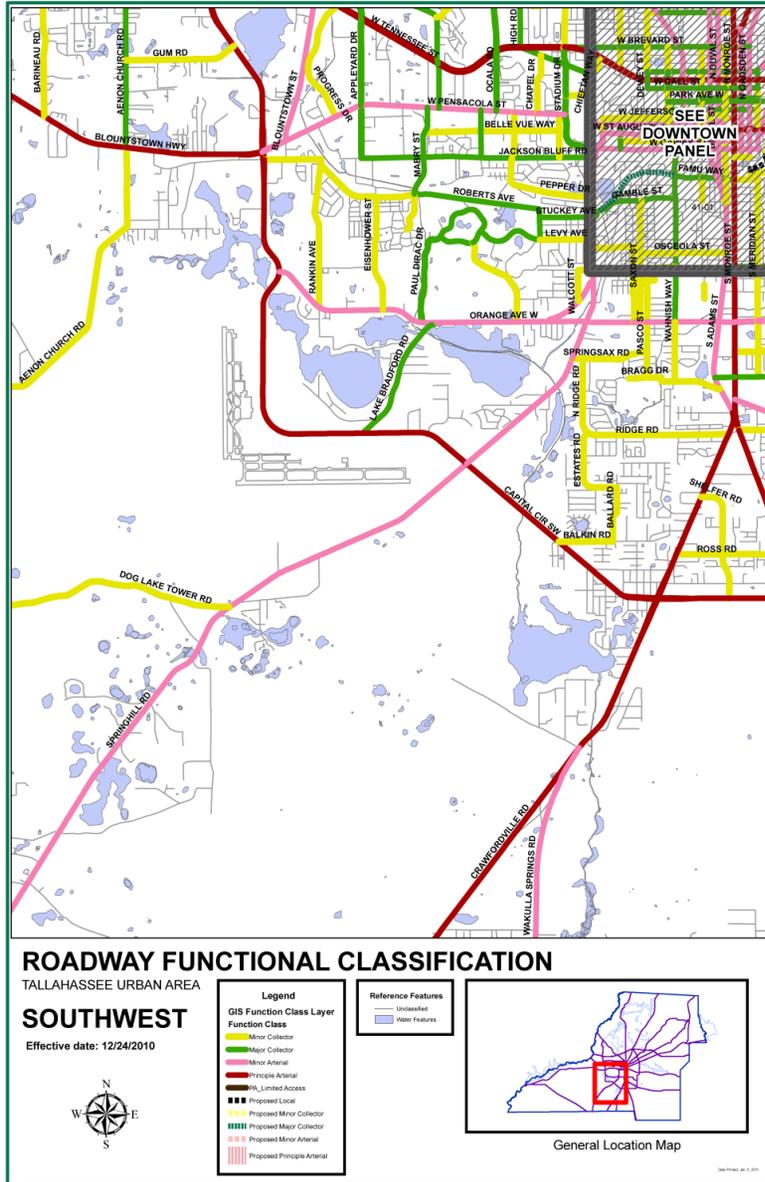


Map 25: Roadway Functional Classification, Southeast



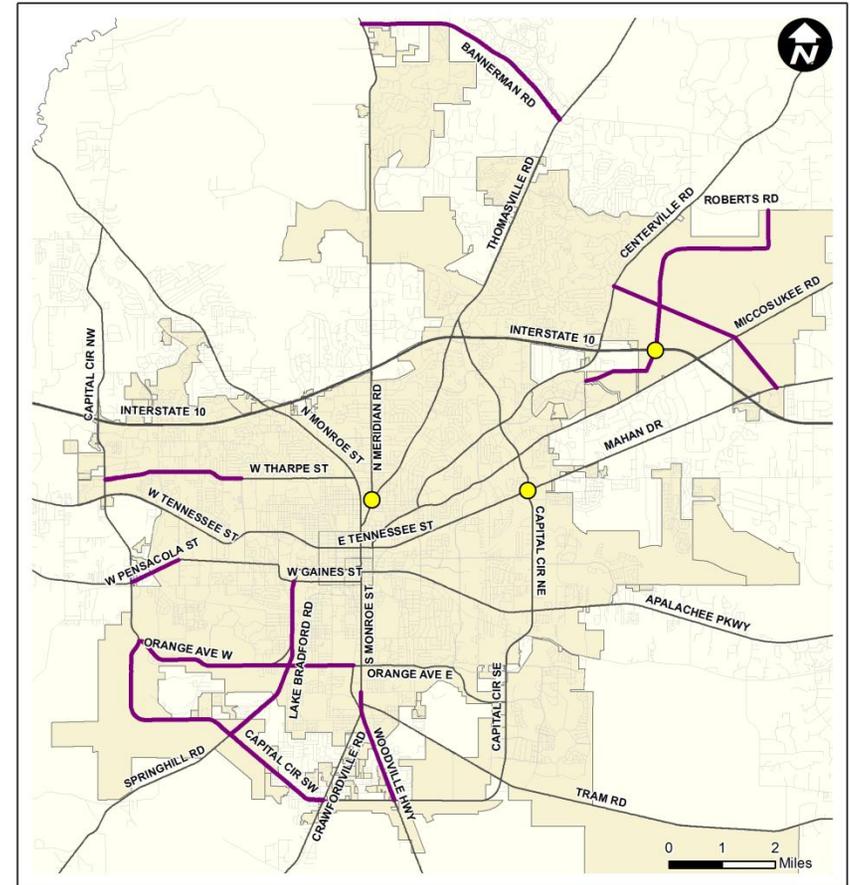
II. Mobility

Map 26: Roadway Functional Classification, Southwest



Map 27: Future Right-of-Way Needs Map

2016 Comprehensive Plan Cycle
Future Right-of-Way Needs Map Modifications



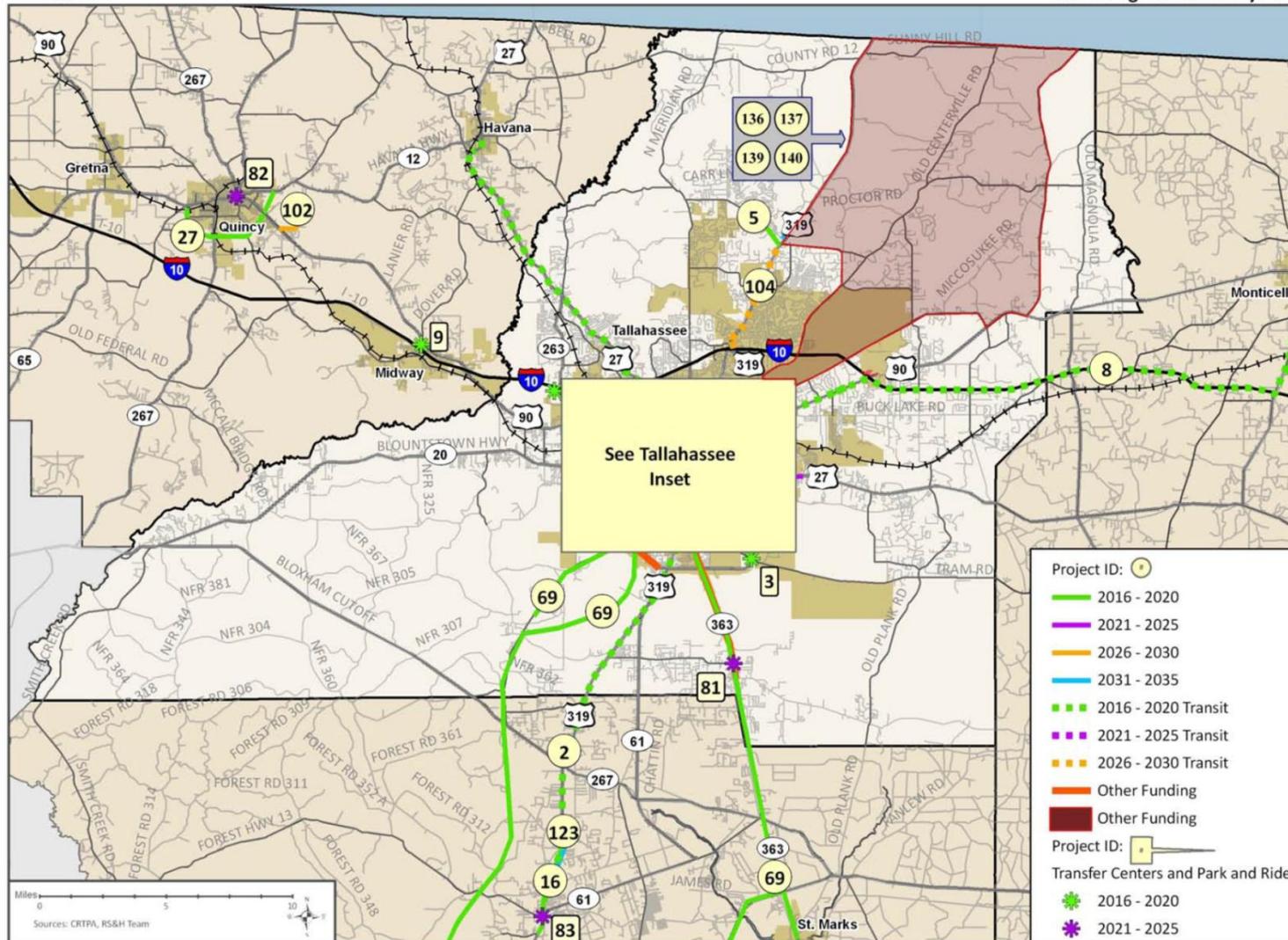
II. Mobility

Map 28: Adopted Cost Feasible Plan, CRTPA Regional Mobility Plan



ADOPTED COST FEASIBLE PLAN

CRTPA Regional Mobility Plan

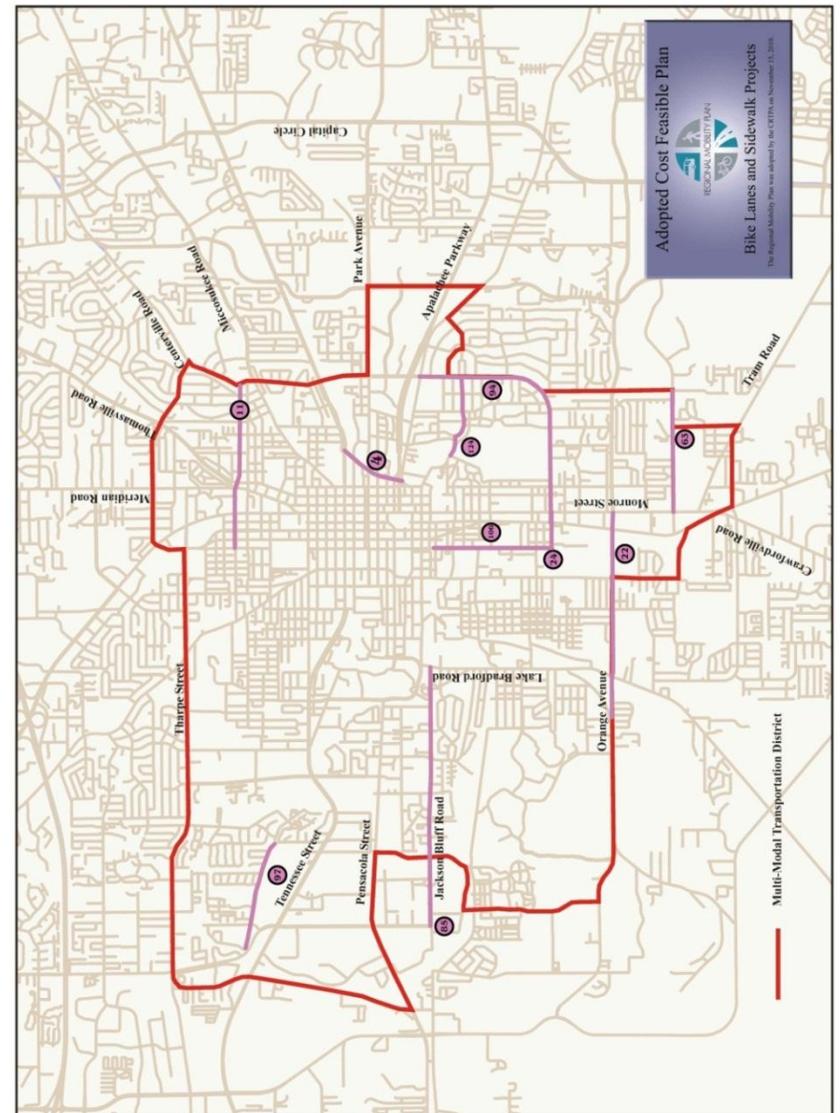


II. Mobility

Map 29: Adopted Cost Feasible Plan, Bike and Pedestrian Projects
Map A

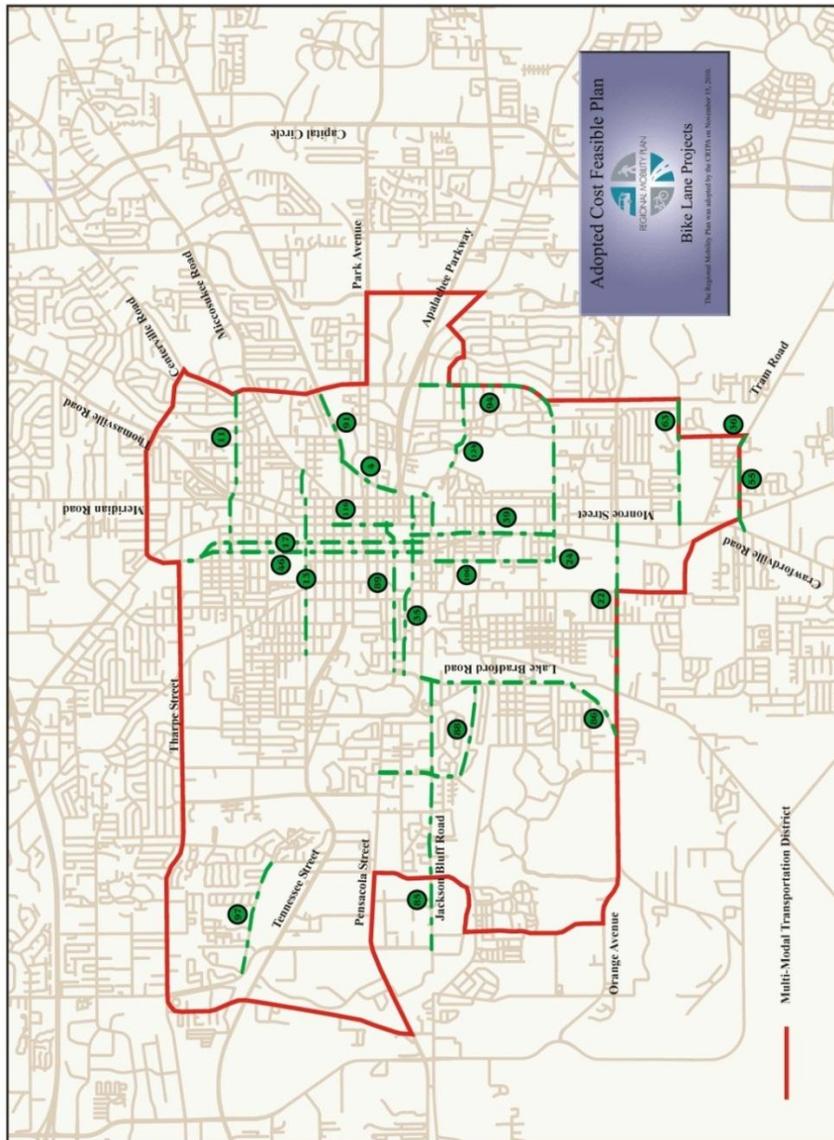


Map 30: Adopted Cost Feasible Plan, Bike Lanes and Sidewalk Projects
Map B

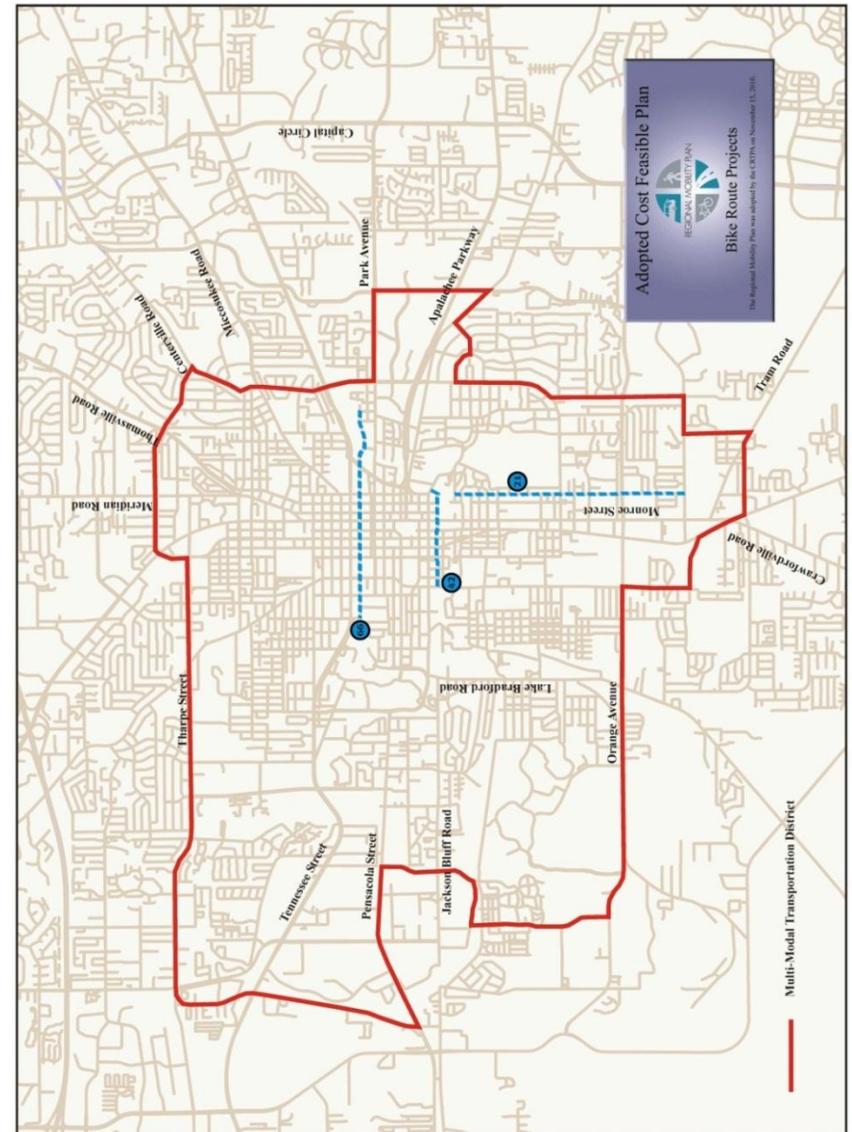


II. Mobility

Map 31: Adopted Cost Feasible Plan, Bike Lane Projects
Map C

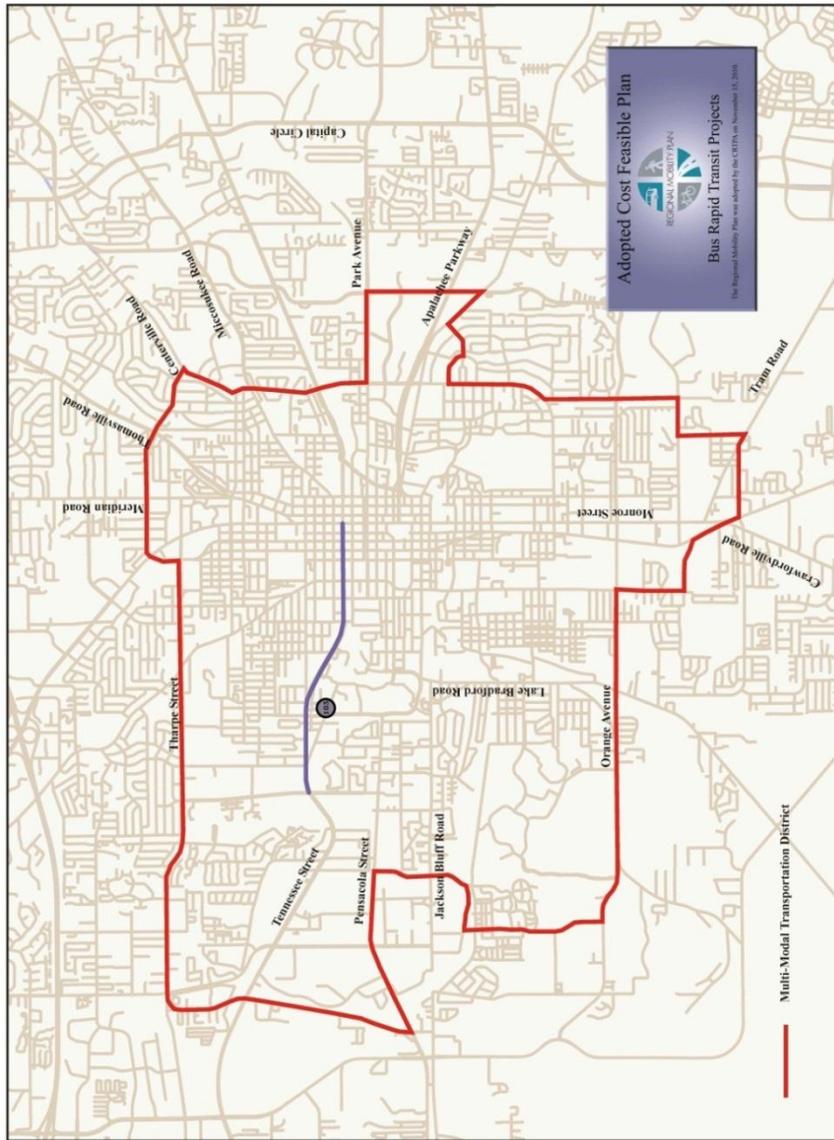


Map 32: Adopted Cost Feasible Plan, Bike Route Projects
Map D

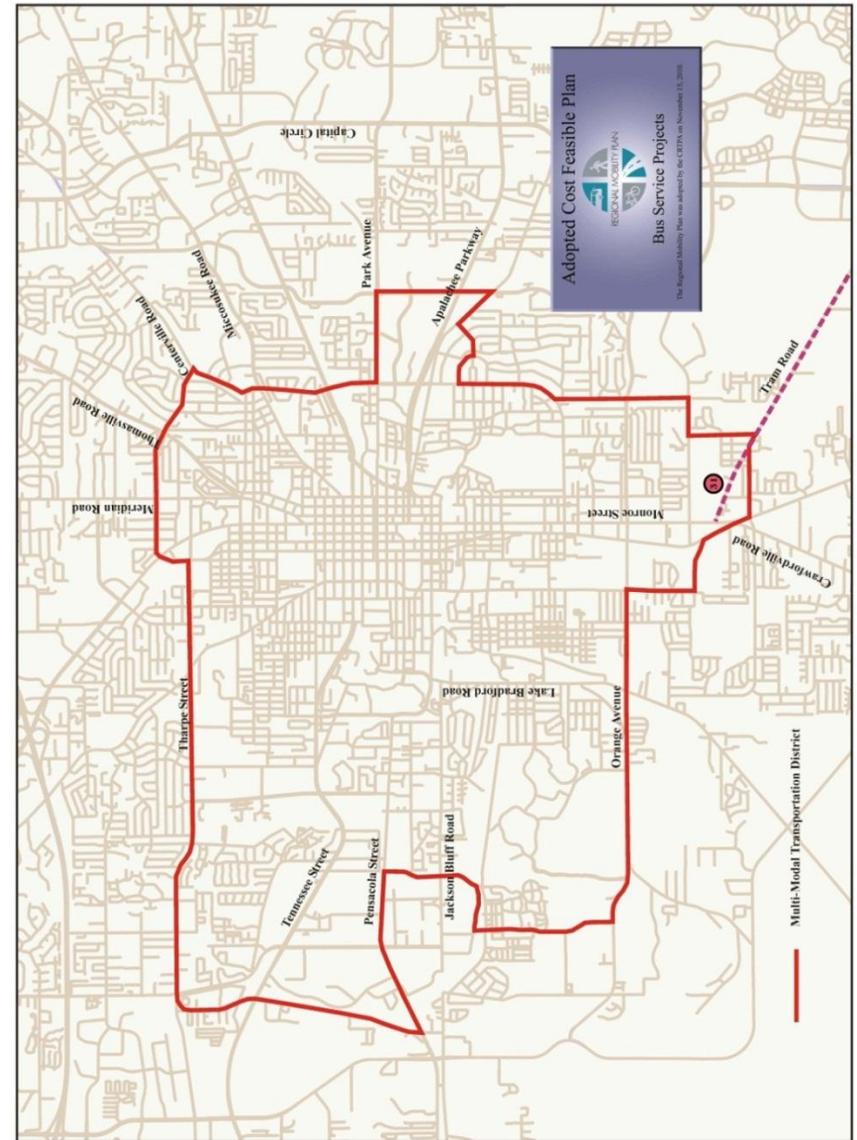


II. Mobility

Map 33: Adopted Cost Feasible Plan, Bus Rapid Transit Projects
Map E

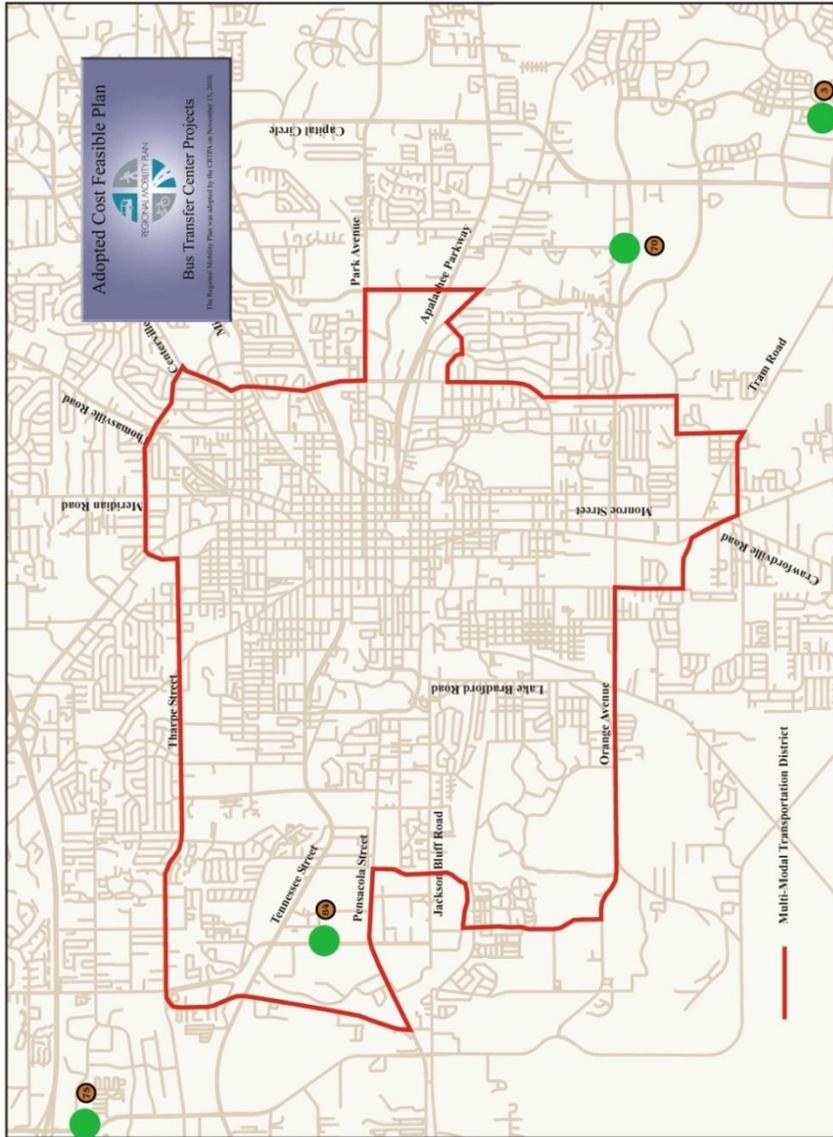


Map 34: Adopted Cost Feasible Plan, Bus Service Projects
Map F

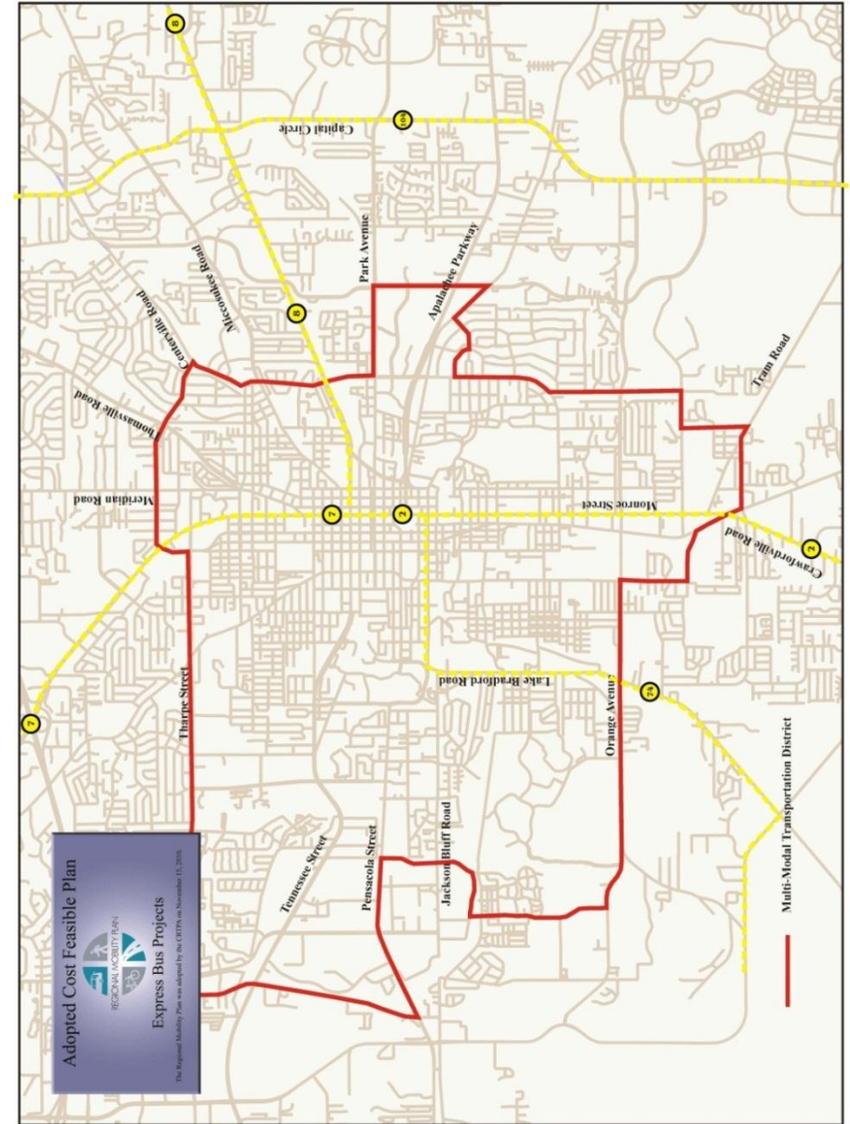


II. Mobility

Map 35: Adopted Cost Feasible Plan, Bus Transfer Center Projects
Map G

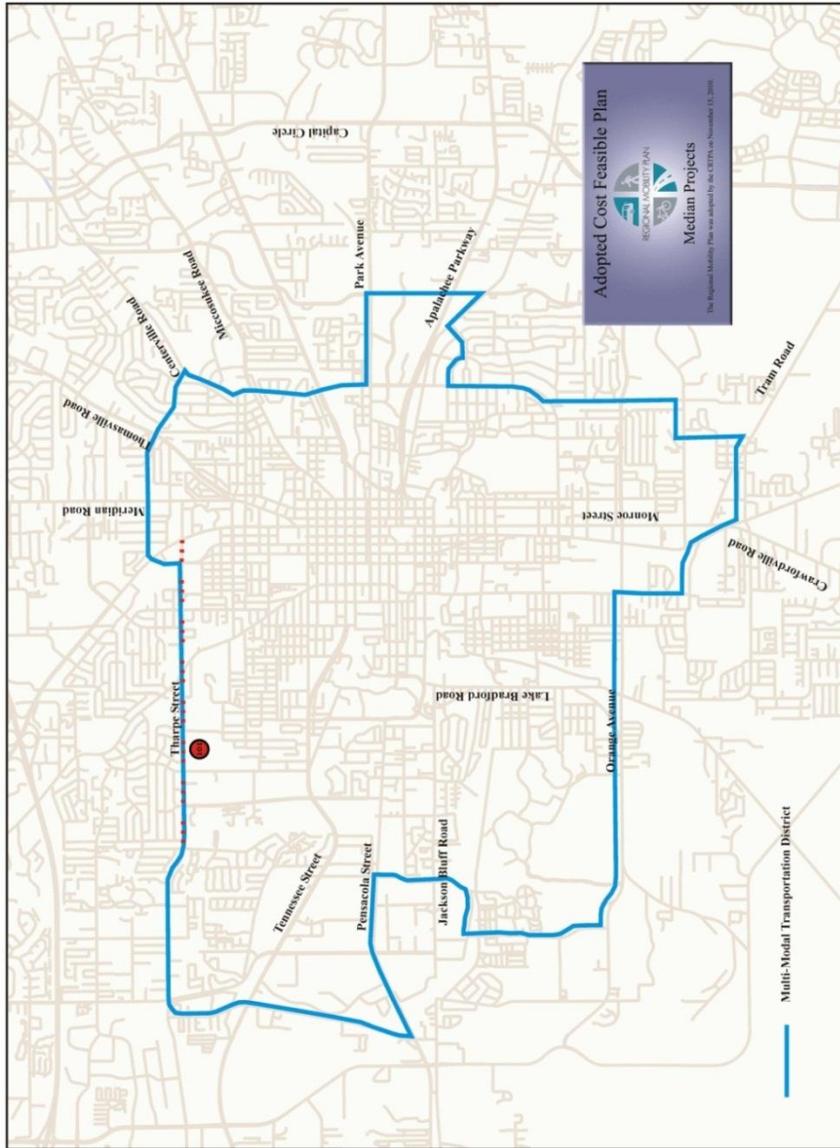


Map 36: Adopted Cost Feasible Plan, Express Bus Projects
Map H

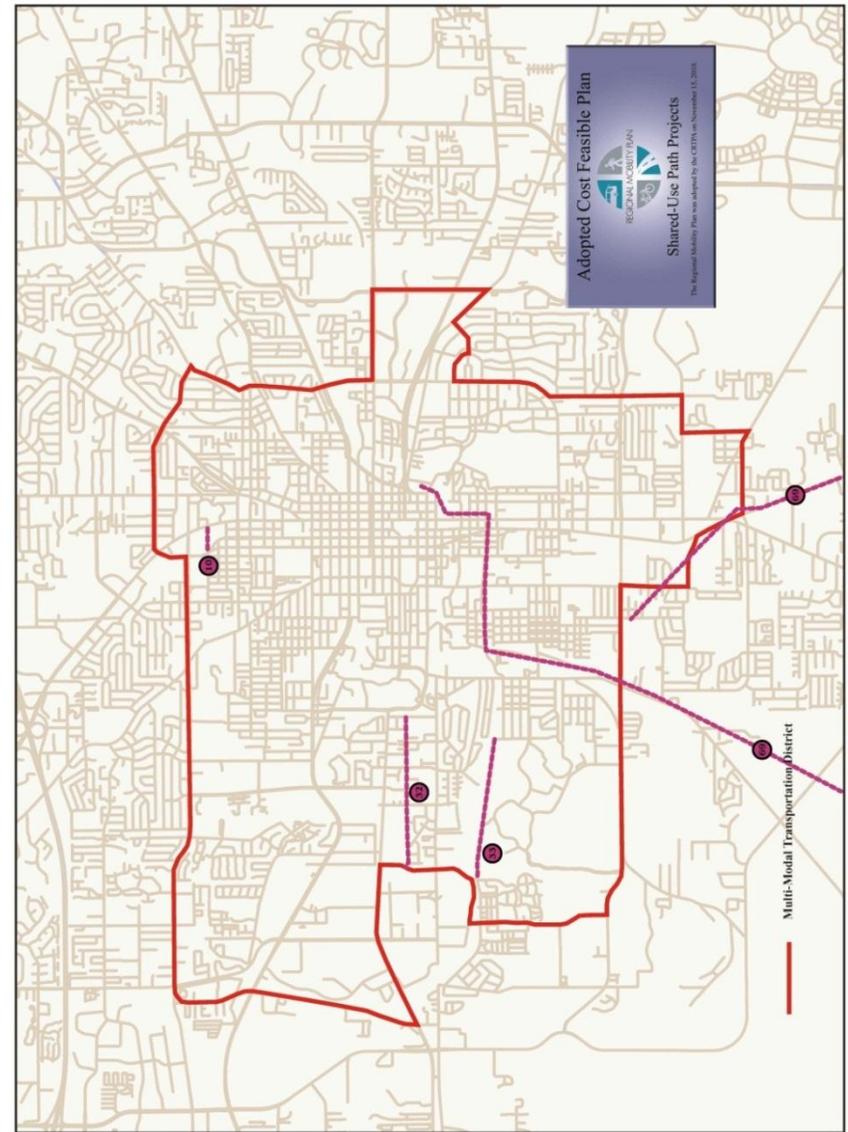


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Map 37: Adopted Cost Feasible Plan, Median Projects
Map I

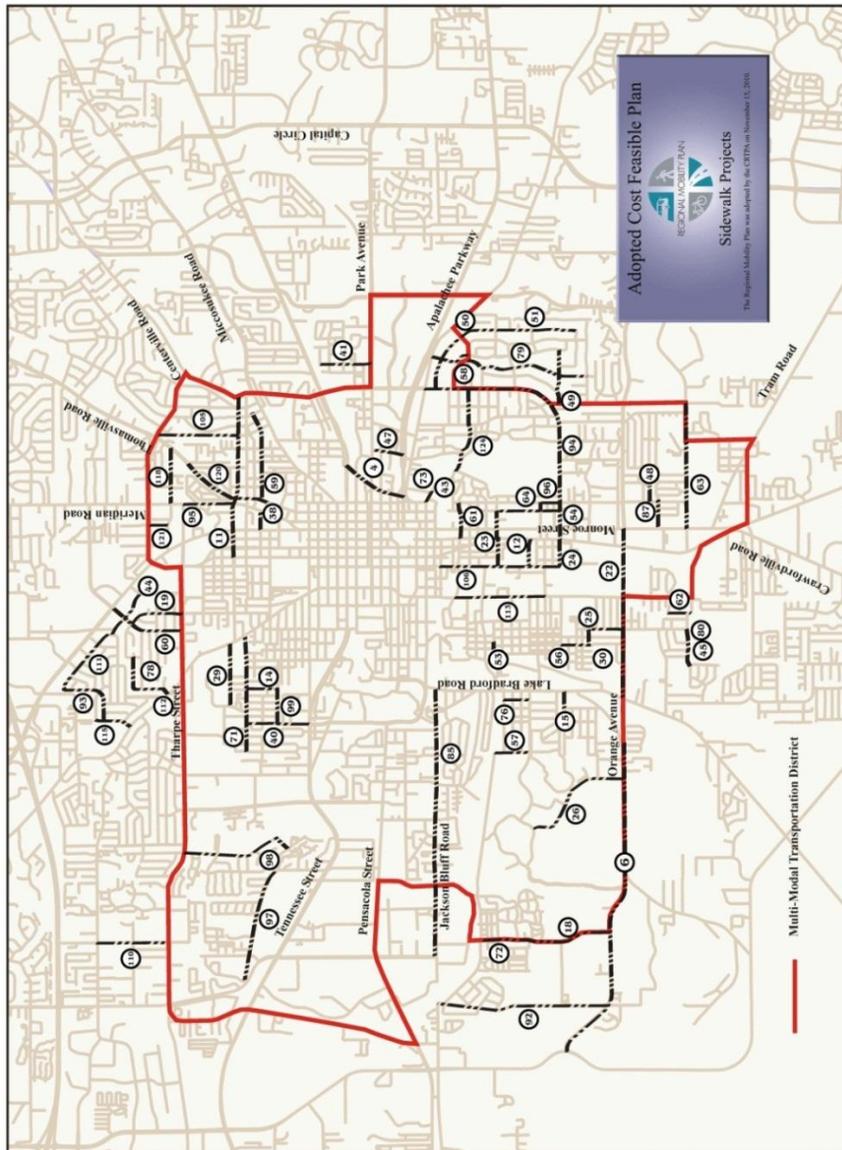


Map 38: Adopted Cost Feasible Plan, Shared-Use Path Projects
Map J

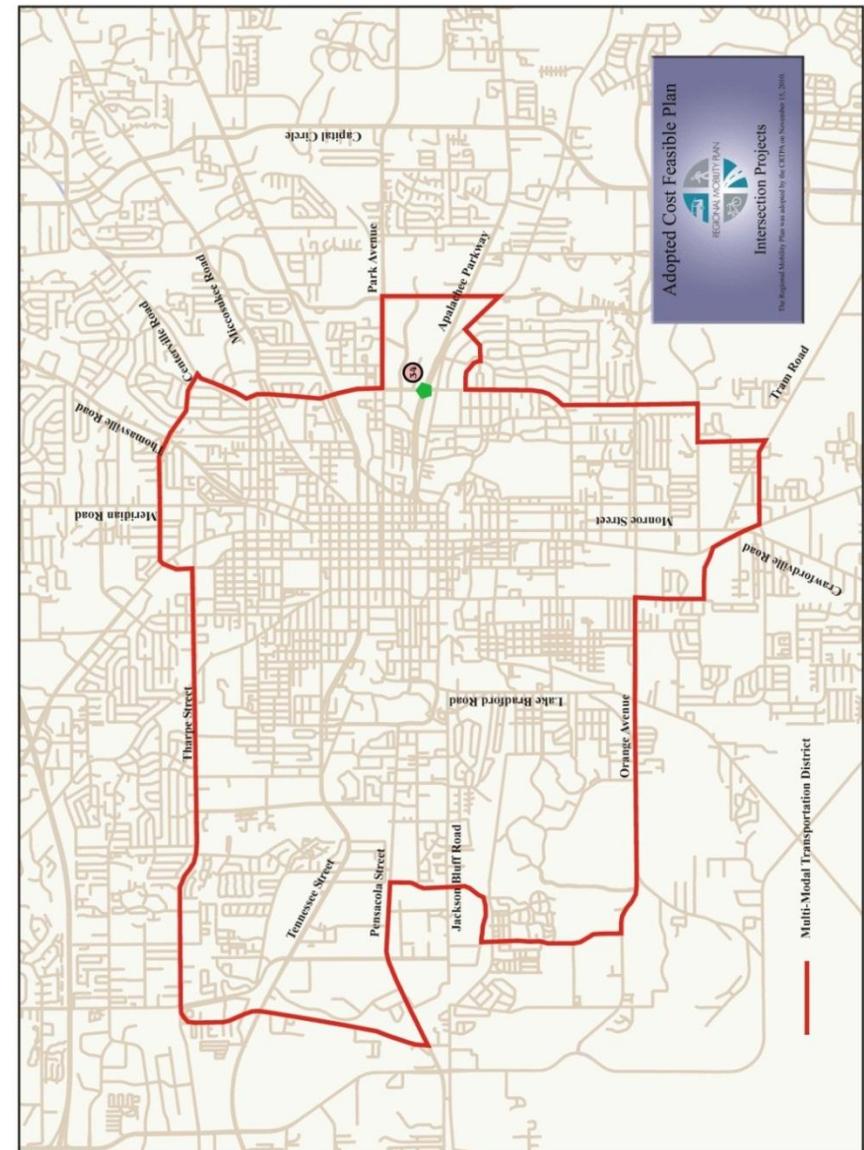


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Map 39: Adopted Cost Feasible Plan, Sidewalk Projects
Map K



Map 40: Adopted Cost Feasible Plan, Intersection Projects
Map L



Map 41: Adopted Cost Feasible Plan, Other Public Projects

Map M

Attachment 15

