

CITY OF TALLAHASSEE

CITY COMMISSION AGENDA ITEM

ACTION REQUESTED ON:	January 16, 2008
SUBJECT/TITLE:	Discussion of the City's Pedestrian Infrastructure and Associated Programs
TARGET ISSUE:	Long Range Community Based Planning

STATEMENT OF ISSUE

This agenda item launches a comprehensive discussion of the state of the City's pedestrian infrastructure and how associated programs can be configured so as to more effectively and efficiently address the infrastructure needs.

This agenda item includes: (1) a policy recommendation from staff for addressing existing developments that do not meet Americans with Disabilities Act (ADA) requirements; (2) a policy recommendation for reducing the number of sidewalk projects (over 300) in existing programs to a single list that can be more effectively managed and funded; and (3) a funding allocation strategy for the remaining projects within the Neighborhood Infrastructure Enhancement Program (NIEP).

RECOMMENDED ACTION

- Option 1 - Adopt the City Commission Policy (see Attachment A) to address sidewalk issues within existing subdivisions.
- Option 2 - Eliminate all the other sidewalk programs in Commission Policy 600 (600CP), except for the Pedestrian and Street Safety (PASS) program and the Street Assessment program. Maintain all other aspects of the policy as it relates to development requirements. Also adopt the Bicycle and Pedestrian Master Plan (BPMP) as the tool for prioritizing the sidewalk construction throughout the City.
- Option 3 - Accept this status report documenting the progress of the NIEP to date.
- Option 4 - Grant approval to proceed with NIEP Allocation Strategy No. 2 at a cost of \$31,745,348.

FISCAL IMPACT

For Options 1 & 3, there is no additional funding required.

For Option 2, a consolidation of existing sidewalk funding from the various sidewalk programs may result.

For Option 4, the original appropriation for this NIEP program was \$50M. At the July 11, 2007 City Commission Meeting, the transfer of \$2,200,500 from the Citywide NIEP (Project Number 03261) to the Bond Community NIEP (Project Number 03066) was approved. The project expenditure's to date total \$7,399,500, leaving an available balance of \$40.4M.

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SUPPLEMENTAL MATERIAL/ISSUE ANALYSIS

HISTORY/FACTS & ISSUES

The discussion presented herein pertains to the following:

- (1) Compliance of sidewalk construction with the requirements of the ADA;
- (2) A review of City Policy 600CP: Street Paving and Sidewalk Policy and recommended changes to maximize construction funding by consolidating various sidewalk programs; and
- (3) Report on the status of the NIEP and consideration of various strategies for prioritizing projects and allocating available funding.

ADA SIDEWALK COMPLIANCE

The federal government adopted the ADA in 1992. Among other requirements, ADA established maximum allowable slopes for sidewalks and curb ramps to ensure that they are accessible to individuals with disabilities. There are currently over 35 subdivisions that are substantially complete, but have yet to be accepted by the City due in part or in whole to sidewalk construction issues. On May 23, 2007, the Commission approved a policy that requires compliance with ADA criteria prior to issuance of a Certificate of Occupancy for any newly constructed single family, duplex, or triplex dwelling. This should solve the sidewalk issue within new subdivisions. The Commission also requested staff develop a policy to address existing subdivisions which have not been accepted, and which have incomplete or non-compliant sidewalk systems.

Per the Commission's request, Public Works has developed the attached policy (see Attachment A) to address this issue. The following outlines the content of the policy.

When No Sidewalks Have Been Constructed

When sidewalks have not been constructed within existing subdivisions, and staff determines that it is not technically feasible to build sidewalks within the right-of-way, the developer will be required to pay a "fee in lieu of" constructing the sidewalk. The fee will be as established in Commission Policy 600CP, "Street Paving and Sidewalk Policy" and will be put in a fund to be used for sidewalk construction enhancement within the City and administered by Public Works.

When sidewalks have not been constructed and staff determines that it is technically feasible to construct the sidewalks within the right-of-way, the City will poll the neighborhood to determine the desire for sidewalks. If a majority of property owners within the subdivision desire sidewalks, the developer will be required to build compliant sidewalks to the greatest extent possible. If the poll shows a majority of the property owners do not want sidewalks, they will not be constructed and the developer will be required to pay the above referenced fee.

When Sidewalks Have Been Constructed

For those subdivisions where sidewalks are installed, but portions thereof are not compliant with ADA requirements, the City’s intent is to require improvements be made to the greatest extent possible. In most cases, construction of the sidewalks crossing driveways represents the biggest challenge. In those cases where it is necessary to reconstruct driveways or to make other sidewalk improvements, and where that reconstruction cannot be done completely within the right-of-way, the developer will work with the City to obtain a right of entry agreement from the property owner to allow the work to take place. If the property owner refuses to allow the work on their property, construction of *that portion* of the sidewalk will be deemed technically infeasible and the developer will pay to the City the “fee in lieu of” replacing the sidewalk.

STREET PAVING AND SIDEWALK POLICY – 600CP

The Transportation Objective 1.8 and several Transportation and Land Use Policies in the Comprehensive Plan, as well as the City’s Land Development Code, formed the basis for the Sidewalk Policy and the Street Paving Policy of 1995. These policies were combined into a Street Paving and Sidewalk Policy (600 CP) in September 1996 and subsequently revised on November 13, 2002, with provisions for sunset review every five years. The Street Paving and Sidewalk policy contains several street and sidewalk programs, design standards, program eligibility and funding criteria, as well as procedures for ranking and placing these projects on priority lists.

Bicycle and Pedestrian Master Plan (BPMP)

At the time the Street Paving and Sidewalk Policy – 600CP was adopted and subsequently revised, the City did not have an approved Bicycle and Pedestrian Master Plan. On August 6, 2004, the Tallahassee-Leon County Metropolitan Planning Organization (MPO), now the Capital Region Transportation Planning Agency (CRTPA), developed its first Bicycle and Pedestrian Master Plan. It’s an element of the MPO’s 2025 Long Range Transportation Plan (LRTP) and serves “...as a guide...for coordinated efforts to enhance the walking and cycling environment throughout Leon County and the City of Tallahassee” (quotes are from the master plan document). This master plan, which was authorized by the City Commission on September 25, 2005, identifies regional priorities for bicycle and pedestrian (sidewalk) projects.

The BPMP Cost Feasible Program: The BPMP’s Cost Feasible program identifies over 106 community priorities with Access to Schools as the number one regional priority. Approximately 84% of the funding of this program is projected to come from the City’s CIP. The balance is projected to come from the Leon County CIP and the FDOT Work Program. Under the Cost Feasible Program, the CRTPA has adopted a list of 44 projects at three levels of priority for Access to Schools with significant input from the Leon County School Board. Nine out of the twenty-five projects within the City of Tallahassee have been completed. One project, the Trojan Trail sidewalk, is currently in the construction phase while two others have been suspended as a result of the relocation of the Sail School from Macomb Street.

The BPMP Committed Funding Projects: Committed projects are those projects which had already been funded by the City, County, or State at the time the BPMP was authorized. Sixty-eight of the 83 projects are in the City (including the Neighborhood Infrastructure Enhancement Projects, which are discussed later in this agenda). There are several PASS, Blueprint 2000, and other miscellaneous City projects on this list. Some of these have been completed and others are in various stages of design and construction. The CRTPA is currently updating the Committed Funding list.

History/Future of Sidewalk Construction & Overlaps Among Priority Lists

Sidewalks have been constructed in the City of Tallahassee under a variety of scenarios. Developers build sidewalks in new subdivisions and individual property owners build sidewalks in limited partitions. Sidewalks are also constructed under the CIPs and the PASS programs. The BPMP is the only program that has sought to place sidewalk construction in the context of regional rather than local priorities. An inventory of existing sidewalks and a list of proposed sidewalks in the Multimodal Transportation District (MTD) are currently being compiled by the Tallahassee Leon County Planning Department.

There are some project overlaps among the priority lists resulting from the Street Paving and Sidewalk Policy, as it currently exists, as well as with the BPMP Cost Feasible program. Attachment B provides a summary of the sidewalk priority lists created in support of 600CP.

Since the inception of the Street and Sidewalk program, neighborhoods have not taken advantage of the Sidewalk Assessment Program that requires a 50% cost sharing with the City on sidewalk projects. It is staff’s recommendation that the Sidewalk Assessment program be deleted from the 600CP programs along with all references to the Arterial and Collector Sidewalk Program, Residential Sidewalk Program and Sidewalk Assessment Program. As a result, 600CP would consist of the PASS and the Street Assessment programs and present developer requirements for sidewalks. Attachment C presents a redlined version of the recommended changes proposed for 600CP. Regarding the establishment of sidewalk priorities, staff recommends using the BPMP for setting and funding sidewalk priorities within the City.

NEIGHBORHOOD INFRASTRUCTURE ENHANCEMENT PROGRAM (NIEP)

Subsequent to all of the previously listed programs, the Neighborhood Infrastructure Enhancement Program (NIEP) was developed to focus attention on the city’s older neighborhoods where significant street and sidewalk infrastructure was needed. This program is not a part of the 600CP. Attachment D includes the number of projects under the NIEP.

When the NIEP concept was first discussed, it centered on the following concepts:

- Reconstruction of Residential Streets;
- Reconstruction of Neighborhood Collector Streets;
- Reconstruction of Residential Sidewalks;

- Construction of Arterial/Collector Sidewalks;
- Construction of Parks and Recreation Improvements; and
- Construction of Miscellaneous Improvements (range from the reconstruction of ditches to the construction of neighborhood gateways).

At the September 18, 2002 Target Issue Workshop, the Commission directed staff to consolidate the multiple lists, using public health, safety and welfare as criteria to rank the projects. That criteria, approved by the Commission on January 22, 2003, was weighted and considered the following project deficiencies:

CRITERIA	MAXIMUM POINTS
Existing or Planned Sidewalks	10
Drainage Problems	10
Pedestrian Generator	15
Accidents within 3 years	15
Roadside Hazards	20
Welfare	30
Total maximum points per project	100

As evident from the above criteria, the welfare criterion was more heavily weighted. That was based on the Commission’s decision to address the needs of the older neighborhoods. The welfare points were allotted in accordance with the following guidelines:

CRITERIA	MAXIMUM POINTS
Located in Southern Strategy Area/Central Core	10
Located in a Renaissance Neighborhood and/or Sector Plan Area	10
Located in a Florida Front Porch Community	10
Local Residential Street	10
Neighborhood Collector	7
Arterial Street	4
*Total maximum points per project	30

** No project had the potential to meet the full 51 points possible. To make all factors equal, any project receiving 30 or more points was determined to have achieved the maximum points possible.*

At the January 22, 2003 City Commission Meeting, the program scope was reduced to 66 projects by eliminating the Parks and Recreation improvements and staff was directed to seek public input regarding the overall scope of the NIEP. As a result of five public meetings, staff presented a revised list of 91 projects (which at this point included all additional projects resulting from the public meetings) to the Commission for their consideration on May 21, 2003.

At the June 30, 2003 Budget Workshop, staff was directed to scale back the program to \$65M, which was accomplished by eliminating State and County projects, which included Magnolia Drive (at the time ranked fifth on the list of potential projects).

At the July 9, 2003 Budget Workshop, staff was directed to further reduce the program to \$50M, which was achieved by eliminating all arterial/collector sidewalk projects (Type IV) and other miscellaneous projects (Type V).

At the September 16, 2003 Target Issue Workshop, the Commission directed staff to prioritize the 56 projects according to a revised criteria which considered transit stops, school routes, engineering judgment, traffic volumes and traffic speed while insuring that projects with health and safety issues in older neighborhoods remained a top priority. The final list of 45 projects was approved on January 14, 2004.

Completed and/or Deleted Projects

Since then the following sidewalk projects have completed construction since the submittal of the first report:

1. Site #11 Bragg Drive
2. Site #22 Lynndale Street
3. Site #33 Hillsborough Street
4. Site #34 Coble Drive/Harwood Street
5. Site #35 Warwick Street
6. Site #38 Tanner Drive
7. Site #40 Bragg Drive

The following sidewalk projects have been deleted from the program at the request of the neighborhoods and were approved by the City Commission:

- Site #36 Callen Street
- Site #37 Galimore Drive

Status of Current Projects

Staff has substantially completed the project development phase for all of the remaining road reconstruction projects, which provided additional information into the level of support for improvements within the targeted areas and the extent of the engineering challenges ranging from the need for additional right-of-way, retaining walls, large culverts, offsite drainage improvements, significant grade changes, environmental conditions, etc.

As part of this development phase, meetings were held in the neighborhood slated for improvement. Extensive outreach to residents included letters to each impacted household, media coverage, informational signs on local streets, coordination with neighborhood and homeowners associations, etc. Despite the extensive outreach, the meetings attracted typically less than a dozen residents. Those who did attend the meetings shared three primary concerns:

1. Lack of support for curb, gutter and sidewalks “intruding” into yards.

In older, established neighborhoods with high percentages of owner occupied homes, many of the residents have not only maintained the right-of-way as if it was their yard, but in some cases have extensive, well established, trees and landscape plantings located there, as well as large ornate mailbox holders. At the community meetings, residents opposed changes that would place sidewalks “in their yards,” with some residents also concerned about the proximity of the sidewalk to their porch or front door.

2. Support for open ditches as a buffer between the road and homes.

In many of the older neighborhoods within the NIEP project, the existing lot size is relatively small. Since both pedestrians and cars now travel in the existing roadway, the open ditch and lack of sidewalks are considered a buffer between the travelers and the residents. Residents were concerned that enclosing the ditches and adding sidewalks eliminates the buffer between the existing homes and the travelers.

3. A desire to keep the right-of-way as it currently exists to address parking needs.

Two concerns were expressed in a number of areas regarding available parking. First, areas with a high percentage of student housing, the residents often park in the area where curb, gutter and sidewalks would be located. Additional parking is not readily available. Second, several commercial properties currently use the right-of-way area in front of their business for customer parking. Much like with student housing, few alternatives exist for nearby parking and the businesses shared concerns about their future viability without adequate parking.

In addition to the concerns shared by residents, the development phase also brought forth engineering challenges that impact both the cost and schedule for the projects. The proposed Victory Garden Drive PASS project is an example of these challenges. Currently, Victory Garden Drive is a two-way, two-lane roadway. As part of the NIEP, Victory Garden was considered a Type II Project - Reconstruction of Residential Neighborhood Collector Streets (rebuild roadway, enclose ditches, add curb & gutter, bike lanes, sidewalks on both sides of road, and turn lanes where needed).

Challenges include:

1. Using all existing right-of-way;
2. Removing a number of well-established trees in the proposed right-of-way and adjacent areas, which residents typically consider their own;
3. Requiring the use of retaining walls (which increases costs), due to the natural slope of the land;
4. Greatly extending the need for right-of-way acquisition on side streets due to the slope of streets. As Victory Garden is widened and improved, it requires the purchase of right-of-way in the preceding and following blocks to tie into the new road, again increasing costs;
5. Reconstruction of private parking facilities for the condo/apartment end of the project;
6. Requiring reconstruction of every driveway along the project up to 30 feet beyond the existing right-of-way to ensure the grade of the driveway ties in with the new sidewalk; and
7. Concerns over 32 driveways with slopes of 20% or greater, which can make the driveways more difficult to walk down, particularly for elderly residents. Driveway grades off Collinsford at Victory Garden will approach 28%. This equals the maximum grade allowed by conventional standards and is twice the grade of an approved ADA ramp.

The project analysis also showed the City does not have sufficient right-of-way to complete construction of some of the proposed improvements and residents would be asked to donate the additional land to allow the improvements (in accordance with 600CP, "Street Paving and Sidewalk Policy"). Based on the resident feedback and experiences with NIEP projects to date, it seems unlikely that the additional right-of-way would be donated.

The City Commission could choose to waive the policy requiring donation, but such action would set a precedent for other sidewalk and related projects. Another option is to narrow travel lanes or eliminate parking in areas without sufficient right-of way, which would significantly change the scope of the sidewalk projects. Either of these alternatives would exceed the already limited program funding

Cost Escalations and Funding Shortfalls

Since the original cost estimates were prepared in 2003, project costs have increased dramatically due to construction cost increases of 40% (10% a year), design cost increases that are also impacted by a significant market shortage of engineers, and a 48% increase in the cost for right-of-way (12% a year), due to a strong real estate market the past few years. The impact per foot for the project has changed as follows, with the greatest impact in Type II projects due primarily to the cost of purchasing right-of-way.

	Type I (Mini-PASS)	Type II (PASS)	Type III (Residential Sidewalk)
2003	\$269/foot	\$472/foot	\$129/foot
2007	\$542/foot	\$1,211/foot	\$169/foot

As a result, the current estimated project cost of the NIEP is more than \$105M, including the appropriate contingency. Currently \$40.4M remains in the program.

ALLOCATION STRATEGIES

The next step is for the Commission to determine the best strategy to meet the needs within the existing funding and with the identified challenges. The alternatives are presented in two groups. The first group is comprised of those strategies that consist of projects from within the original program listing. (See Attachment D for an original project listing and location map of those projects). The second group consists of all projects from outside the original listing. They are presented as follows:

Group 1: Remain True To The Original Program Listing

NIEP Allocation Strategy No. 1: Selected Projects From the Original NIEP List

Addresses only the projects from the original NIEP list, where there is community support, the ability to get the right-of-way and the ability to address the engineering challenges.

These projects have been selected for the following reasons:

- They are contained on the original NIEP project list;
- We have the ability to obtain adequate right-of-way while preserving the existing neighborhood characteristics;
- The community supports these projects;

- These projects resolve issues and challenges identified in the project development phase;
- These projects maintain the original intent of addressing roadway and pedestrian safety concerns; and
- These projects address the top program priorities identified by StarMetro and the Planning Department. (See Attachment E for a full listing of selected projects).

Total = \$32,601,504

NIEP Allocation Strategy No. 2: Targets Only Neighborhoods Not Anticipated to Redevelop

The Planning Department has identified those areas with greater than 50% homeownership. In areas with less than 50% homeownership, the rationale is that there is greater likelihood for redevelopment, wherein improvements could be made as part of the redevelopment process.

The Planning Department recommends a three-tier priority system:

1. Complete projects within neighborhoods that have 50% or greater homeownership and are located within the Central Core and Southern Strategy Boundary;
2. Complete projects within neighborhoods that have 50% or greater homeownership outside of the Central Core and Southern Strategy Area; and
3. Complete the projects remaining on the list or reprogram the funds based on the strategy that the remaining areas will be redeveloped. Existing policies may need amendment to require redevelopment to complete the programmed infrastructure.

Under the Planning Department’s approach, the projects for each tier would be as follows:

Completed Projects

Site #11	Bragg Drive
Site #22	Lynndale Street
Site #33	Hillsborough Street
Site #34	Coble Drive / Harwood Drive
Site #35	Warwick Street
Site #38	Tanner Drive
Site #40	Bragg Drive

Tier 1 Projects

Site #9	Richmond Drive - (Proposed to be completed) - \$381,020
Site #17	Glenview Drive - (Proposed to be completed) - \$2,250,200
Site #26	Jackson Bluff Road - (Proposed to be completed) - \$3,941,731
Site #44	Joe Louis Street - (Proposed to be completed) - \$1,775,600
	Sub-total = \$8,348,551

Tier 2 Projects

Site #20	Callaway Road / Pullen Road - (Proposed to be completed) - \$7,894,773
Site #28	Boone Boulevard - (Proposed to be completed) - \$2,331,015
Site #29	Meridianna Drive - (Proposed to be completed) - \$2,256,334
Site #30	Victory Garden Drive - (Proposed to be completed) - \$10,914,675
	Sub-total = \$23,396,797
	Total = \$31,745,348

Under this proposal, the following projects could not be addressed through NIEP due to funding availability:

Tier 3 Projects

Site #32	Rankin Avenue - (Located in an area ripe for redevelopment)
Site #6	Stuckey Avenue - (Located in an area ripe for redevelopment)
Site #45	Iamonia Street - (Located in an area ripe for redevelopment)
Site #2	McCaskill Avenue - (Located in an area ripe for redevelopment)
Site #4	Lake Avenue - (Located in an area ripe for redevelopment)
Site #14	Highland Street - (Located in an area ripe for redevelopment)
Site #25	Holmes Street - (Located in an area ripe for redevelopment)
Site #36	Callen Street - (Removed from NIEP by resident petition)
Site #37	Galimore Drive - (Removed from NIEP by resident petition)
Site #41	Young Street - (Project not wanted by residents)
Site #15	Palmer Avenue - (R.O.W. needs outside scope of NIEP)
Site #27	Jennings Street - (R.O.W. needs outside scope of NIEP)
Site #31	Pershing Street - (R.O.W. needs outside scope of NIEP)
Site #24	Oakland Avenue - (R.O.W. needs outside scope of NIEP)
Site #21	Gadsden Street - (R.O.W. needs outside scope of NIEP)
Site #10	Wallis Street - (Located in an area ripe for redevelopment)
Site #3	Calhoun Street - (Located in an area ripe for redevelopment)
Site #1	Putnam Drive - (Located in an area ripe for redevelopment)
Site #5	Paul Russell Road (PASS) - (Located in an area ripe for redevelopment)
Site #8	Pepper Drive - (Located in Flood Zone)
Site #13	Preston Street - (R.O.W. needs outside scope of NIEP)
Site #7	Bennett/Rollins Streets - (Located in Frenchtown Stormwater Master Area)
Site #16	Volusia Street - (R.O.W. needs outside scope of NIEP)
Site #43	Calloway Street - (R.O.W. needs outside scope of NIEP)
Site #23	Greenon Lane - (Located in an area ripe for redevelopment)

- Site #12 Continental Avenue - (Located in an area ripe for redevelopment)
- Site #18 Amelia Circle - (Located in an area ripe for redevelopment)
- Site #19 Columbia, Valencia, Escambia Streets - (Located in an area ripe for redevelopment)
- Site #39 Paul Russell Road (SW) - (Located in an area ripe for redevelopment)
- Site #42 Eastgate Way / Bedford Way - (Project not wanted by residents)

It should also be noted that this allocation strategy addresses tiers 1 and 2 only.

NIEP Allocation Strategy No. 3: Providence, Safe Schools, Top PASS Priorities

A third strategy is to include all projects in the Providence Neighborhood (which is a Renaissance Partnership Project as identified by the City), as well as all projects on the NIEP list which satisfy the safe routes to school priority as established by the Bicycle and Pedestrian Master Plan (only Joe Louis meets that threshold). This alternative also includes top PASS priorities consistent with community acceptance.

This list would consist of the following:

Site #2	McCaskill	(\$2,240,481)
Site #4	Lake Avenue	(\$2,083,092)
Site #5	Paul Russell Road	(\$7,897,544)
Site #20	Callaway/Pullen	(\$9,598,968) - Reduced PASS with realignment of Hospitality Road
Site #6	Stuckey Avenue	(\$4,522,679)
Site #14	Highland Road	(\$ 943,713)
Site #25	Holmes Street	(\$ 972,255)
Site #44	Joe Louis Street	(\$1,775,600)
Site # 45	Iamonia Street	(\$3,631,093)

Total = \$33,665,425

Group 2: Allocation Strategies Outside The Original Program Listing

NIEP Allocation Strategy No. 4: Bike Ped Master Plan

The Bicycle and Pedestrian Master Plan’s first priority for the Cost Feasible Program is Sidewalks to Schools. The listing for this program, as provided by the Leon County School Board (LCSB), Transportation Department, was evaluated by Public Works staff to determine if the list was still accurate (some sidewalks had already been constructed and some schools had either moved or were no longer in service). It should be noted that the only NIEP project on the Sidewalks to Schools list is Project #44 Joe Louis Street.

Total = \$22,750,463

NIEP Allocation Strategy No. 5: Address Priorities Raised During the Budget Process

This strategy consists of the restoration of funding for PASS projects which were eliminated due to budget constraints during the FY06-10 Capital Budget process. These projects were previously funded based on their priority status on the City's PASS Program list. Due to escalating construction and right-of-way costs, the projects were de-obligated as part of the FY06-10 Capital Budget and funding was re-directed to higher priority projects. These projects are:

Bradford Road PASS - Reconstruction of Bradford Road from Rhodes Way to Monroe Street (0.95 miles) with curb and gutter and sidewalks.

Status: Design 70% Complete

Estimated Additional Funds Needed: \$8,150,000

Lonnbladh Road PASS - Reconstruction of Lonnbladh Road from Capital Circle Northeast to Olson Road (0.64 miles) with curb and gutter, bike lanes and sidewalks.

Status: PD&E Complete

Estimated Additional Funds Needed: \$10,250,000

Lakeshore Drive/Stone Road PASS - Reconstruction of Lakeshore Drive and Stone Road from Old Bainbridge Road to Monroe Street with curb and gutter, sidewalks and bike lanes.

Status: PD&E Complete

Estimated Additional Funds Needed: \$ 7,400,000

There is also consideration being given to modifying the typical section for the Weems Road PASS project from 2 through lanes to 4 lanes. The additional funds needed for this scope change would be approximately \$9,700,000.

Total = \$35,500,000.

NIEP Allocation Strategy No. 6: Arterial/ Collector Roadways

This strategy consists of identifying the top priorities on the City PASS list. PASS projects are limited to Arterial/Collector roadways, which by definition are anticipated to attract and service the highest number of pedestrians, bicyclists, and motorists.

Total = \$34,000,000

OPTIONS

1. Adopt the City Commission Policy (see Attachment A) to address sidewalk issues within existing subdivisions.
2. Eliminate all the other sidewalk programs in 600CP, except for the Pedestrian and Street Safety (PASS) program and the Street Assessment program. Maintain all other aspects of the policy as it relates to development requirements. Also adopt the Bicycle and Pedestrian Master Plan (BPMP) as the tool for prioritizing the sidewalk construction throughout the City.

3. Accept this status report documenting the progress of the NIEP to date.
4. Grant approval to proceed with NIEP Allocation Strategy No. 2 at a cost of \$31,745,348.

Staff recommends this option because it:

- Captures the majority of projects from the original NIEP list where there is community support, the ability to get the needed right-of-way and the ability to address engineering challenges.
 - Addresses infrastructure in neighborhoods with greater than 50% homeownership
 - Focuses attention on neighborhoods in the Southern Strategy Boundary.
5. Grant approval to proceed with NIEP Allocation Strategy No. 1 at a cost of \$32,601,504. (See Attachment F.)

Staff does not recommend this option due because the Neighborhood Homeownership Option better addresses the original intent of the program to stabilize and improve neighborhoods, while also addressing projects that provide the greatest benefit to the most people.

6. Grant approval to proceed with NIEP Allocation Strategy No. 3 at a cost of \$33,665,425.

Staff does not recommend this option because the Providence Neighborhood is in transition with only 22% owner occupancy and only one NIEP original project (Joe Louis Street) meets the safe schools prioritization from the Bike Ped Master Plan.

7. Grant approval to proceed with NIEP Allocation Strategy No. 4 at a cost of \$22,750,463.

Staff does not recommend this option because, the Bicycle and Pedestrian Master Plan is not consistent with the original intent of the NIEP program.

8. Grant approval to proceed with NIEP Allocation Strategy No. 5 at a cost of \$35,000,000.

Staff does not recommend this option because the projects have not gone through the extensive community input and prioritization process as the original NIEP list and this option does not address projects within the Southern Strategy areas.

9. Grant approval to proceed with NIEP Allocation Strategy No. 6 at a cost of \$34,000,000.

Staff does not recommend this option because it does not address the original intent of the NIEP to stabilize and enhance neighborhoods.

10. Provide staff with a prioritized list of projects that consume the remaining funds available.
11. Provide alternative direction to staff as appropriate.

ATTACHMENTS/REFERENCES

- A. [Subdivision Sidewalk Policy](#)
- B. [Summary of Sidewalk Priority Lists](#)
- C. [600 CP Modified](#)
- D. [Neighborhood Infrastructure Enhancement Program Project Map](#)
- E. [Allocation Strategy No. 1 Project List](#)

Subdivision Sidewalk Policy

STATEMENT OF ISSUE:

Sidewalk design and construction is a significant concern in subdivisions within the City. A large percentage of these developments have not installed sidewalks meeting standards dictated by the Americans with Disabilities Act (ADA). The City of Tallahassee Public Works Department is charged with ensuring that any new infrastructure to be accepted by the City for ownership and maintenance, meets all applicable City, State and Federal requirements. Therefore, there are dozens of subdivision developments, which are otherwise complete and acceptable, that have not been accepted by the City due to sidewalk issues. Some of these developments were completed and built out years ago. Homeowners often expect their roads and stormwater facilities to be maintained by the City and are frustrated when they are informed that the City has not accepted the infrastructure for maintenance due to outstanding ADA issues.

A major complicating factor is that homebuilders often establish slab grades for home construction without considering the impact to ADA access when grading back to the street. In some cases this has made it technically infeasible to install compliant sidewalks in portions of, or within entire subdivisions. Another factor is that in older, established subdivisions where sidewalks have yet to be constructed, homeowners would prefer that sidewalks not be constructed so as to minimize disturbance to existing driveways, landscaping and other improvements.

This policy has been developed to address the issue of sidewalk construction and condition within existing subdivisions.

Sidewalk Requirements by Category

Category 1 - No Sidewalks Constructed / Technically Infeasible

For those subdivisions, or portions thereof, where sidewalks are not constructed, and the developer can show, and staff agrees, it is technically infeasible for the sidewalks to be installed in a substantially compliant manner, no sidewalks will be required and the developer will pay to the City a “fee in lieu of” constructing the sidewalk. The fee will be as established in Commission Policy 600CP, “Street Paving and Sidewalk Policy and will be put in a fund to be used for sidewalk construction / enhancement within the City and administered by Public Works.

Construction of sidewalk will be considered technically infeasible if a significant portion of the sidewalk, including that portion crossing driveways, cannot be constructed within the limits of public right-of-way. If a vast majority of the sidewalk and most driveways can be constructed within the right-of-way, it will *not* be considered technically infeasible.

Category 2 - No Sidewalks Constructed / Technically Feasible

For those subdivisions where sidewalks are not constructed, but it is technically feasible to build compliant sidewalk within the right-of-way, City staff will poll subdivision residents to determine their desire for sidewalks.

If the majority of the residents indicate an objection to the construction of sidewalks, no sidewalks will be constructed, and the developer will pay to the City a “fee in lieu of” constructing the sidewalks.

If the majority of residents indicate a desire for sidewalks, the developer will be required to build sidewalks meeting ADA requirements to the greatest extent possible.

Category 3 - Sidewalks Installed and Non-compliant

For those subdivisions where sidewalks are installed, but portions thereof are not compliant with ADA requirements, the City’s intent is to require improvements to be made to the greatest extent possible. In most cases, construction of the sidewalks crossing driveways represents the biggest challenge. In those cases where it is necessary to reconstruct driveways or other portions of the sidewalk system, and where that reconstruction cannot be done completely within the right-of-way, the developer will work with the City to obtain a right of entry agreement from the property owner to allow the work to take place. If the property owner refuses to allow the work on their property, construction of *that portion* of the sidewalk will be deemed technically infeasible and the developer will pay to the City a “fee in lieu of” constructing a sidewalk.

Table 1 Summary of Sidewalk Priority Lists

Sidewalk Program	# of Projects
PASS	85
Arterial/Collector Sidewalks	43
Residential Sidewalks	105
Neighborhood Infrastructure Enhancement	45
Cost Feasible (BMP)	109



CITY COMMISSION POLICY

<p>POLICY TITLE:</p> <p>Street Paving and Sidewalk Policy</p>	<p>CITY COMMISSION POLICY NUMBER: 600CP</p> <p>DATE ADOPTED: November 13, 2002</p> <p>DATE OF LAST REVISION: Street Paving and Sidewalk Policy – 7/3/07 Street Paving and Sidewalk Policy - 11/13/02 Street Paving and Sidewalk Policy - 9/11/96 Sidewalk Policy - 6/7/95 Street Paving Policy - 10/25/95</p>																																								
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.01	<p><u>AUTHORITY:</u></p> <p><u>PASS</u> City of Tallahassee/Leon County Comprehensive Plan</p> <p>Transportation Objective 1.8: “Promote bicycle and pedestrian transportation by incorporating facilities into the existing and future traffic circulation system.”</p> <p>Transportation Policy 1.8.1: "A revised Tallahassee-Leon County Bikeway plan showing existing and proposed routes shall be developed, adopted and maintained. Funding for bikeway and sidewalk projects will be included as an incidental cost of roadway multi-laneing and upgrading projects and designated resurfacing projects. Additional funding sources will be identified on a continuous basis for construction of bikeway and sidewalk projects independent of other roadway upgradings."</p> <p><u>Street Assessment Program</u> City of Tallahassee Code, Chapter 14, Article II.</p> <p><u>Sidewalk Program</u> City of Tallahassee/Leon County Comprehensive Plan:</p> <p>Land Use Policy 2.1.5: "Residential developments shall be designed to include a system of internal and interneighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility."</p> <p>Transportation Policy 1.8.5: "Within the Urban Service Area require developers to include bikeways and pathways or sidewalks in proposed developments as identified in adopted governmental plans and development regulations."</p> <p>Conservation Element Policy 3.4.4: “Prohibit new subdivisions and development that would allow development to occur within 100 feet of the centerline of a canopy road without the express approval of the local government. No clearing may occur in the canopy road zone (100 feet from centerline of the road) unless authorized for legal access (provided no other alternative exists), or for the health, safety</p>	



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	<p>or welfare of the public or for linear sidewalk improvements as approved by the local government provided they meet the following criteria:</p> <ul style="list-style-type: none"> a. clearing in the canopy road zone will be kept to a minimum. b. a variety of surfaces will be evaluated for use in the sidewalk/pathway through the cpz based on impact to the resource (cpz trees and vegetation), location of the sidewalk/pathway, and anticipated use. c. sidewalks may not always be required in the cpz given the impact to the cpz or encroachment on other conservation or preservation features. <p>Americans with Disabilities Act, Public Law 101-336 (ADA) Regulations for Implementation of Title II of the ADA, 28 CFR 35.150-151 ADA Architectural Guidelines (ADAAG)</p> <p>.02 <u>PURPOSE</u></p> <p>To provide programs to upgrade all paved and unpaved streets within the City to the City’s current Street Design Standards and to establish a standard procedure regarding sidewalk prioritization, location, and construction throughout the City of Tallahassee.</p> <p>.03 <u>SCOPE AND APPLICABILITY</u></p> <p>This policy applies to all streets within the City, both paved and unpaved as well as private or public and to all new developments and redeveloped areas along public and private streets within the City limits of Tallahassee.</p> <p>.04 <u>POLICY STATEMENT</u></p> <p>The policy of the City of Tallahassee is to upgrade all existing public and private streets within the City limits to current Street Design Standards and/or provide sidewalks on all public and private streets with the City limits.</p> <p>.05 <u>DEFINITIONS</u></p> <p>Pedestrian and Street Safety Program (PASS) - This program was developed to upgrade collector and arterial roadways within the City limits. The City ranks all arterials and collectors in the City and upgrades them, as funding is available.</p>	



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	<p>Street Assessment Program - This program provides neighborhoods with the opportunity to petition the City to improve their streets. The City funds 50% of the cost and the benefited property owners pay 50% of the cost over ten (10) years. Streets in this program are normally funded sooner than streets in other Programs because of the shared costs.</p> <p>Arterial and Collector Sidewalk Program - The City will construct sidewalks along existing collector and arterial roadways. Priority will be given to construct sidewalks on one (1) side prior to constructing sidewalks on both sides.</p> <p>Residential Sidewalk Program - The City will construct sidewalks in residential areas along minor collectors, local roadways, and minor local roadways. All requested streets are ranked by the City. Sidewalks will be constructed as funding is available.</p> <p>Sidewalk Assessment Program - This program provides neighborhoods with the opportunity to petition the City to install sidewalks along their streets. The City funds 50% of the cost and the benefited property owners pay 50% of the cost over five (5) years. Sidewalks in this program are normally funded sooner than sidewalks in the Residential Sidewalk Program because of the shared costs.</p> <p>Arterial - A street or highway facility, including full and partial access controlled highways and interstate, intercounty, intracounty, and urban area entrance highways, which is designed to carry the highest traffic volumes and the longest trip distances through and within the county.</p> <p>Major Collector - A street which channels traffic between arterial roadways, from other collector streets to the arterial system, and from a major activity center to the arterial street system.</p> <p>Minor Collector - A street that carries traffic from a number of local streets to the major collector/arterial system, between other collectors, and from activity centers to a street of higher classification. Minor Collectors are predominately residential in nature, generally with lower volumes, shorter trip lengths, and fewer through trips than major collectors.</p> <p>Local Street - A street that collects traffic from adjacent land uses and possibly several other minor streets and channels it to the collector/arterial street system. Local streets are intended to carry lowest traffic volumes, discourage through</p>	



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<p>.06</p> <p>.07</p>	<p>traffic (usually do not carry traffic between two streets of a higher classification), and primarily provide access to abutting land.</p> <p>Minor Local Street - A street that collects traffic only from adjacent land (cul-de-sacs, loops, lanes) and channels it to the local street system. Minor local streets are intended to carry the lowest traffic volumes and primarily provide access to abutting land.</p> <p><u>STREET DESIGN STANDARDS</u></p> <p>The following criteria have been established by the Commission (see Street Design Standards) for location and placement of sidewalks and bike lanes:</p> <p>Arterial Road - requires sidewalks and bike lanes on both sides of the street.</p> <p>Major Collector - requires sidewalks and bike lanes on both sides of the street.</p> <p>Minor Collector - requires sidewalks on both sides of the street.</p> <p>Local and Minor Local Streets - require sidewalks on one side of the street.</p> <p>Existing Dead End Minor Local Streets - do not require sidewalks. However, exceptions, due to unique situations, may be initiated by the Public Works Director for approval by the City Commission.</p> <p>Width: Sidewalks shall be a minimum of five (5) feet wide and located at a minimum of three and one-half (3.5) feet behind the curb. If, in the opinion of the Director of Public Works or his designee, the right-of-way constraints require the sidewalk to be located adjacent to the curb, the sidewalk shall be a minimum of six (6) feet wide. In the absence of curb and gutter or in the presence of a mountable curb and gutter, the sidewalk shall have a minimum lateral setback from the edge of travel lane of six (6) feet and be at least five (5) feet wide. The Public Works Director or his designee may grant a variance to these requirements, if the granting of such a variance, in his opinion, is in the best interest of the City.</p> <p><u>FUNDING</u></p> <p><u>PASS Program</u></p> <p>The City will fund 100% of PASS projects.</p>	



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.08	<p><u>Street Assessment Program</u></p> <p>The City will pay one-half (1/2) of the street construction cost and assess the remaining one-half (1/2) of the cost to the abutting properties for payment over ten (10) years. Property owners must agree to donate all easements or right-of-way needed to construct the project within one (1) year of the funding of the project.</p> <p><u>Arterial and Collector Sidewalk Program</u></p> <p>The City will fund 100% of sidewalk construction on arterial and collector roadways. Priority is typically given to construct sidewalks on one (1) side prior to constructing a sidewalk on both sides.</p> <p><u>Residential Sidewalk Program</u></p> <p>The City will fund 100% of sidewalks in residential areas. Property owners must agree to donate all easements or rights of way needed to construct the sidewalk within six (6) months of the funding of the project.</p> <p><u>Sidewalk Assessment Program</u></p> <p>The City will pay one half (1/2) of the sidewalk construction cost and assess the remaining one half (1/2) of the cost to the abutting properties for payment up to a five (5) year period. Property owners must agree to donate all easements or rights of way needed to construct the sidewalk within six (6) months of the funding of the project.</p>	
	<p><u>ELIGIBILITY CRITERIA</u></p> <p><u>PASS Program</u></p> <p>In order for a street to be eligible for the PASS Program, the following conditions must be met:</p> <ul style="list-style-type: none"> • The street must have an existing open ditch cross-section, pavement width of 30 feet or less, and little or no usable shoulder for vehicular breakdown or pedestrians. 	



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<ul style="list-style-type: none"> • The street must be a City street and projected as a long term City street. • The improvement must be compatible with the adopted major thoroughfare plan. • Must be an Arterial or a Collector roadway. <p><u>Street Assessment Program</u></p> <p>In order for a street to be eligible for the Street Assessment Program, the following condition must be met:</p> <ul style="list-style-type: none"> • One hundred (100) percent of the adjacent property owners must request the improvements and agree to donate) the required rights-of-way and easements. <p><u>Arterial and Collector Sidewalk Program</u></p> <p>In order for a street to be eligible for the Arterial and Collector Sidewalk Program, the following condition must be met:</p> <ul style="list-style-type: none"> • Must be an Arterial or a Collector Roadway. <p><u>Residential Sidewalk Program</u></p> <p>In order for a street to be eligible for the Residential Sidewalk Program, the following conditions must be met:</p> <ul style="list-style-type: none"> • Must be a residential area. • Must be a minor collector, local roadway, or minor local roadway. • The neighborhood must submit a petition to the City signed by 75% of the adjacent property owners in favor of constructing the residential sidewalk. • Adjacent property owners must agree to donate all easements and rights-of-way needed to construct sidewalk within six (6) months of the funding of the project. <p><u>Sidewalk Assessment Program</u></p> <p>In order for a street to be eligible for the Sidewalk Assessment Program, the following condition must be met:</p> <ul style="list-style-type: none"> • One hundred (100) percent of the adjacent property owners must request the improvements and agree to donate the required rights-of-way and easements. 		



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.09	<p><u>PROCEDURES</u></p> <p><u>PASS Program</u></p> <p>Once a street has met all of the PASS eligibility criteria, it is ranked and placed on the PASS listing. The priority rating of each requested project will be based on the factors listed below. This rating will determine the priority for each street section. The section with the highest rate will be considered for implementation, as funding is available.</p> <ol style="list-style-type: none"> 1. Ten (10) points will be assigned for each pedestrian generator (i.e., parks, shopping, additional schools, etc.) within one-half (1/2) mile of the street, up to a maximum of thirty (30) points. 2. Engineering Judgment Factor (5 points maximum) - This factor allows Traffic Engineering staff to assign additional points for safety considerations, etc., based on judgment, which have not been adequately considered by the other factors. 3. Roadside Hazard Factor (10 points) - Ten (10) points will be added for any street section that has open ditches in close proximity to the roadway, which present a hazard to vehicles and pedestrians using the roadway. 4. School Route Factor (20 points) - Ten (10) points will be assigned for each school (up to two schools) within one-half (1/2) mile radius of the street. If there are more than two schools within one-half (1/2) mile the additional schools may be counted as pedestrian generators. 5. Street Age Factor (20 points maximum) - This factor considers the length of time that the roadway has been inside the City. The street age factor is calculated as follows: <p style="margin-left: 40px;">Points = Age of Street - 15 years (20 max, 0 min)</p> <p style="margin-left: 40px;">Example: Street is 24 years old 24-15 = <u>9 Points</u></p> 	



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<p>6. Up to twenty five (25) points, based on the daily traffic volume, are assigned according to the following formula:</p> <p style="padding-left: 40px;">Points = Average Daily Volume / 500 (Rounded down)</p> <p style="padding-left: 40px;">Example: Average Daily Volume = 7850 vehicles $7850 / 500 = 15.7$ Rounded down, <u>15 Points</u></p> <p>7. Up to twenty five (25) points, based on the number of pedestrian and vehicular crashes per mile along the roadway within a three (3) year period, will be assigned according to the following formula:</p> <p style="padding-left: 40px;">2 X # of crashes per mile within last three years (Rounded down)</p> <p style="padding-left: 40px;">Example: # of crashes within last three years = 7 crashes Length of roadway segment = 2.0 miles $2 \times 7 \text{ crashes} / 2.0 \text{ miles} = \mathbf{7 \text{ Points}}$</p> <p>8. Bikeway Factor - Five (5) points are assigned if the street section is overlapped by a proposed bikeway route, as contained in the approved bike master plan.</p> <p>The final rating for each project is the sum of factors 1 - 8.</p> <p><u>Street Assessment Program</u></p> <ol style="list-style-type: none"> 1. Requests for street assessment projects will be referred to the City Engineering Division. The following procedures will be followed (see Tallahassee Code, Chapter 14, Article II for detailed procedures). 2. Petition for paving by special assessment submitted by 100% of the affected property owners to the City. If additional rights-of-way or easements are required, petitioners should include their willingness to donate the needed rights-of-way or easements. 3. Preliminary project estimates will be prepared by the Engineering Division. The estimate shall include all anticipated costs related to the proposed project. 		



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	<p>4. The Engineering Division polls the property owners regarding their desire to have the project constructed as an assessment project, indicating the estimated assessment, estimated interest rate, and date and time of the Public Hearing at which the poll results will be reported to the City Commission. After receipt of the poll report, the Commission will hold a Public Hearing on the project. If the Commission determines not to pursue the project, the process will be terminated. If the decision is to construct the project, then the process will continue.</p> <p>5. At this stage, the Treasurer-Clerk files a caveat in the Leon County public records, and the Engineering Division prepares construction plans and establishes a maximum assessment.</p> <p>6. Following a second polling of the property owners, the City Commission holds a Public Hearing on project need, proposed maximum assessments, approves a paving resolution setting the maximum assessment, and authorizes construction. The project can also be terminated at this point. This is the first opportunity for property owners to pay the assessment and have the caveat removed from their property.</p> <p>7. Following the completion of construction, and notification to affected property owners of the final assessment, the final Public Hearing on final assessments (adjusted to actual costs) is held by the City Commission. This Public Hearing establishes the amount and terms of the lien on each affected property. The final assessment cannot exceed the maximum assessment, without written consent of the affected property owners.</p> <p><u>Arterial and Collector Sidewalk Program</u></p> <p>The City of Tallahassee uses the following rating system to prioritize the need for sidewalks along existing arterial and collector streets that do not currently have sidewalks along them. Sidewalks are built along these streets as funds become available. If it is not cost feasible to construct the sidewalk, without reconstructing the roadway, the construction of the sidewalk will be deferred until the roadway is improved.</p> <p>1. Ten (10) points will be assigned for each school (up to two (2) schools) within one half (1/2) mile radius of the street. If there are more than two schools within one half (1/2) mile, the additional schools may be counted as pedestrian generators.</p>	



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<p>2. Ten (10) points will be assigned for each major pedestrian generator (i.e., parks, shopping centers, additional schools, etc.) within one half (1/2) mile of the street's centerline, up to a maximum of thirty (30) points.</p> <p>3. Up to twenty (20) points will be assigned, based on an estimate of pedestrian hazard:</p> <table border="0" data-bbox="378 724 1291 903"> <thead> <tr> <th><u>Shoulder Situation</u></th> <th><u>Points</u></th> </tr> </thead> <tbody> <tr> <td>Wide shoulder of 6 feet or more with lateral slope $\leq 4\%$</td> <td>0</td> </tr> <tr> <td>No level shoulder (e.g. shoulder < 6 feet or lateral slope $> 4\%$)</td> <td>10</td> </tr> <tr> <td>No level shoulder and existing roadside hazard</td> <td>15</td> </tr> <tr> <td>Not walkable—extensive roadside hazards</td> <td>20</td> </tr> </tbody> </table> <p>4. Ten (10) points will be assigned if the street connects with existing or planned sidewalks.</p> <p>5. Five (5) points will be assigned if a portion of sidewalk has been constructed or a fee in lieu of has been paid adjacent to a development with a length of less than 500 feet. Ten (10) points will be assigned if a portion of sidewalk exists or fee in lieu of has been paid for a length of 500 feet or greater.</p> <p>6. Up to twenty (25) points, based on the daily traffic volume, are assigned according to the following formula:</p> <p style="text-align: center;">Points = Average Daily Volume / 500 (Rounded down)</p> <p style="text-align: center;">Example: Average Daily Volume = 5370 vehicles 5570 / 500 = 11.14 Rounded down, 11 Points</p> <p>7. Up to ten (10) points will be assigned if the roadway section is determined to have horizontal and/or vertical curves with limited sight distance. If limited sight distance curves exist, ten (10) points are awarded. If no sight distance problems exist, then 0 points are awarded.</p> <p>8. Up to twenty (20) points, based on the number of pedestrian crashes along the roadway within a three (3) year period, will be assigned according to the following:</p>			<u>Shoulder Situation</u>	<u>Points</u>	Wide shoulder of 6 feet or more with lateral slope $\leq 4\%$	0	No level shoulder (e.g. shoulder < 6 feet or lateral slope $> 4\%$)	10	No level shoulder and existing roadside hazard	15	Not walkable—extensive roadside hazards	20
<u>Shoulder Situation</u>	<u>Points</u>											
Wide shoulder of 6 feet or more with lateral slope $\leq 4\%$	0											
No level shoulder (e.g. shoulder < 6 feet or lateral slope $> 4\%$)	10											
No level shoulder and existing roadside hazard	15											
Not walkable—extensive roadside hazards	20											



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<u>Number of Pedestrian Crashes</u>	<u>Points</u>
0	0
1	5
2	10
3	15
>3	20

The final rating for each project is the sum of factors 1-8.

Residential Sidewalk Program

The City of Tallahassee uses the following rating system to prioritize the need for sidewalks along existing streets in residential neighborhoods that do not currently have sidewalks along them. Streets are added to this listing at the neighborhood's request. If the City is unable to obtain, within six (6) months of funding of the project, the necessary rights-of-way and easements to construct a sidewalk, the street will not be eligible for this program. Sidewalks are built along these streets as funds become available.

- ~~Ten (10) points will be assigned for each school (up to two schools) within one half (1/2) mile radius of the street. If there are more than two schools within one half (1/2) mile the additional schools may be counted as pedestrian generators.~~
- ~~Ten (10) points will be assigned for each major pedestrian generator (i.e., parks, shopping, additional schools, etc.) within one half (1/2) mile of the street's centerline, up to a maximum of thirty (30) points.~~
- ~~Up to twenty (20) points will be assigned, based on an estimate of pedestrian hazard:~~

<u>Shoulder Situation</u>	<u>Points</u>
Wide shoulder of 6 feet or more with lateral slope \leq 4%	0
No level shoulder (e.g. shoulder < 6 feet or lateral slope > 4%)	10
No level shoulder and existing roadside hazard	15
Not walkable—extensive roadside hazards	20

- ~~Five (5) points will be assigned if the street connects with existing sidewalks.~~



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<p>5. Five (5) points will be assigned if a portion of sidewalk has been constructed or a fee in lieu of has been paid adjacent to a development.</p> <p>6. Up to fifteen (15) points, based on the lot size, will be assigned according to the following formula:</p> <p style="padding-left: 40px;">Points = (5 / Average Lot Size in Acres) - 5 (Rounded down)</p> <p style="padding-left: 40px;">Example: Average Lot Size = 0.28 acres (5 / 0.28) - 5 = 12.8 Rounded down, Points = 12</p> <p>7. If the street is a through street, ten (10) points will be assigned.</p> <p>8. Up to fifteen (15) points, based on the 85% speed recorded on the roadway, will be assigned according to the following formula:</p> <p style="padding-left: 40px;">Points = 85% speed - Posted speed limit (0 min)</p> <p style="padding-left: 40px;">Example: 85% speed = 43 mph Posted Speed Limit = 35 mph 43 - 35 = 8 Points = 8</p> <p>9. Up to ten (10) points will be assigned if the roadway section is determined to have horizontal and/or vertical curves with limited sight distance. If limited sight distance curves exist, ten (10) points are awarded. If no sight distance problems exist, then 0 points are awarded.</p> <p>The final rating for each project is the sum of factors 1-9.</p> <p><u>Sidewalk Assessment Program</u></p> <p>This program will allow neighborhood streets to have a higher priority for construction of sidewalks, if the neighborhood pays 50% of the costs. Street</p>		



CITY COMMISSION POLICY

POLICY TITLE: Street Paving and Sidewalk Policy	DEPARTMENT Public Works	PAGE 14
<p>Paving Assessment funding will be available for shared cost projects. The following procedures will be followed.</p> <ol style="list-style-type: none"> 1. A petition signed by 100% of the affected property owners will be submitted to the City. If additional rights of way or easements are required, petitioners should include their willingness to donate the needed rights of way or easements. If the City cannot obtain, within three (3) months, the rights of way or easements necessary to construct the sidewalk the project will be ineligible for this program. 2. Preliminary project estimates will be prepared by the Department of Public Works. 3. The neighborhood will pay their 50% based on the project estimate over a five (5) year period. 4. The sidewalk will be constructed. <p><u>DEVELOPMENT REQUIREMENTS</u></p> <p>Developments approved prior to July 17, 1991, will be refunded the total cost of sidewalks, in accordance with their development letter of agreement. Developers shall construct sidewalks along all street frontages within or adjacent to their proposed development approved after July 17, 1991, unless an "Urban Services Agreement" and/or an executed "Developer's Letter of Agreement" for the area include a provision for sidewalk refund. The Public Works Director or his designee may grant a variance to this requirement, if the granting of such a variance, in his opinion, is in the best interest of the City. Requests for such variances shall be in writing.</p> <p>Developments adjacent to Canopy Road Zones shall provide the following to the Department of Public Works prior to final development approval:</p> <ul style="list-style-type: none"> • A tree location survey of the Canopy Road Protection Zone in accordance with the Environmental Management Ordinance (EMO); • A sidewalk construction plan for all sidewalks within the Canopy Road Protection Zone subject to the review and approval of the Department of Public Works and the City's Urban Forester; • All easements necessary for sidewalk construction and maintenance; • A fee-in-lieu-of sidewalk construction. 		

CITY COMMISSION POLICY

POLICY TITLE: Street Paving and Sidewalk Policy	DEPARTMENT Public Works	PAGE 15
	<p>Payment of a fee-in-lieu of actual sidewalk construction is acceptable subject to the approval of the Public Works Director. The current rate of \$4.00 per square foot for the fee-in-lieu-of construction computation is subject to change based on updated construction costs at the time the development is approved. This fee-in-lieu-of construction will be used to build sidewalks on the City's Sidewalk Priority Listing and shall be paid before a site plan is approved.</p> <p>The standard for sidewalks in the downtown area will be the “Tallahassee “ pattern (attachment). Developers will be required to install the “Tallahassee” pattern if more than 25% of the sidewalk adjacent to their property is being replaced or needs to be removed. The City will contribute one-third the costs, up to \$3.00 a square foot, if a sidewalk is reconstructed as part of a building project in the Downtown Improvement Authority (DIA) district (defined as properties within the following mid-street boundaries: Gadsden, Pensacola, Tennessee, Bronough, Call and Duval Streets).</p> <p>The maximum rate is subject to change on an annual basis based on updated construction costs.</p> <p>.11 <u>LISTING UPDATE</u></p> <p>The listing of eligible streets for the programs will be updated annually by the Traffic Engineering Division to determine the highest priority projects before selecting the projects for the next fiscal year.</p> <p>.12 <u>ADMINISTRATION</u></p> <p>The Public Works Department shall have primary responsibility for the administration of this policy and will recommend amendments to the City Commission, as required, for the purpose of keeping this policy complete and current.</p> <p>.13 <u>SUNSET REVIEW</u></p> <p>This policy is subject to sunset review by the City Commission at least once every five (5) years from the effective date. Revisions to this policy will become effective immediately upon City Commission approval.</p> <p>.14 <u>EFFECTIVE DATE</u></p> <p>This policy shall become effective upon adoption by the City Commission on November 13, 2002.</p>	

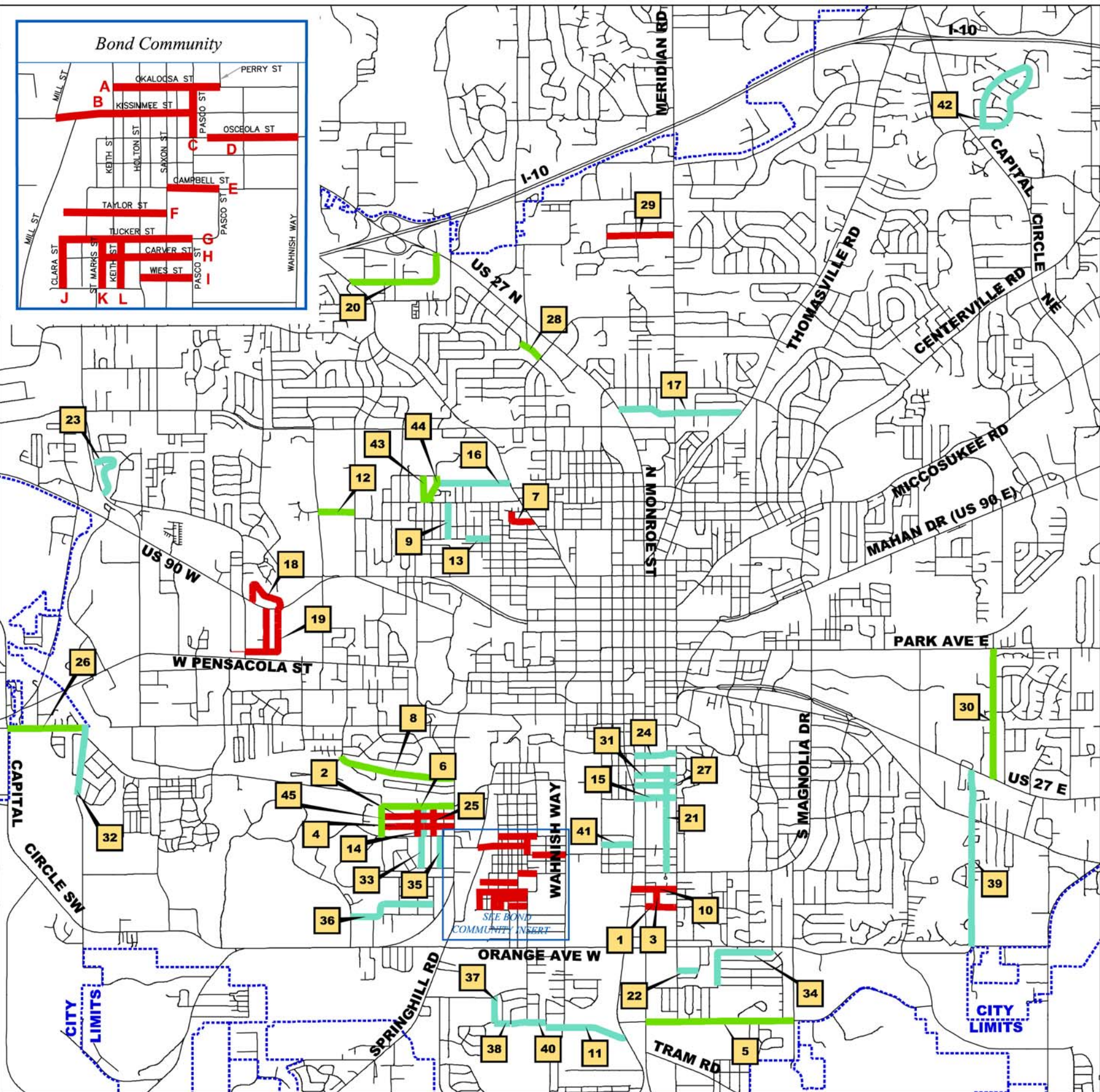
MAP LEGEND	PROJECT STATUS
<ul style="list-style-type: none"> I - Reconstruction of Residential Streets Rebuild roadway, enclose ditches, add curb & gutter, sidewalk (single side of road) II - Reconstruction of Residential Neighborhood Collector Streets Rebuild roadway, enclose ditches, add curb & gutter, sidewalk (both sides of road) III - Residential Sidewalks Construct sidewalks (single side of road) 1 - Designates the current reference number of the NEP project 	<ul style="list-style-type: none"> ● Preliminary Design & Engineering Study ▲ Design Phase ◆ Right of Way Acquisition ◇ Under Construction ✓ Project Completed ⊠ Project Removed

Neighborhood Enhancement Program

- | | |
|---|---|
| ● 1 Putnam Drive (S. Monroe to Meridian) | ▲ 24 Oakland Avenue (Adams to Meridian) |
| ● 2 McCaskill Avenue (Iamonia to Lake Bradford) | ● 25 Holmes Street (Levy to Stuckey) |
| ● 3 Calhoun Street (Wallis to Putnam) | ● 26 Jackson Bluff (Rankin Avenue to Capital Circle SW) |
| ● 4 Lake Avenue (Iamonia to Lake Bradford) | ▲ 27 Jennings Street (Adams to Meridian) |
| ● 5 Paul Russell Road (South Monroe to Jim Lee Road) | ● 28 Boone Blvd. (Monticello to Alder Drive) |
| ● 6 Stuckey Avenue (Iamonia to Lake Bradford) | ● 29 Meridiana Drive (Terry to Meridian Road) |
| ⊠ 7 Bennett Street (Rollins-6th Ave.) & Rollins Street (Bennett-Old Bainbridge) | ● 30 Victory Garden Drive |
| ● 8 Pepper Drive (Lipona to Lake Bradford) | ▲ 31 Pershing (Adams to Meridian) |
| ▲ 9 Richmond Street (Preston to Alabama) | ▲ 32 Rankin Avenue (Roberts to Jackson Bluff) |
| ● 10 Wallis Street (Adams to Meridian) | ✓ 33 Hillsborough Street (Stuckey to Hutchinson) |
| ✓ 11 Bragg Drive (South Adams to Parkridge) | ✓ 34 Coble Drive and Harwood Street |
| ● 12 Continental Avenue (Ocala to High Road) | ✓ 35 Warwick Street (Levy to Hutchinson) |
| ▲ 13 Preston Street (Woodward to Abraham) | ⊠ 36 Callen Street (Pottsdamer to Wallcott) |
| ● 14 Highland Road (Levy to Stuckey) | ⊠ 37 Galimore Drive (Tanner to Springsax) |
| ▲ 15 Palmer Avenue (Adams to Meridian) | ✓ 38 Tanner Drive (Galimore to Brookridge) |
| ▲ 16 Volusia Street (Joe Louis to Old Bainbridge) | ▲ 39 Paul Russell Road (Monday to Apalachee) |
| ▲ 17 Glenview Drive (Monroe to Thomasville) | ✓ 40 Bragg Drive (Brookridge to Parkridge) |
| ● 18 Amelia Circle (2400 Block of Tennessee) | ▲ 41 Young Street (Adams to Martin Luther King Blvd.) |
| ● 19 Columbia, Valencia, and Escambia Streets | ▲ 42 Eastgate Way / Bedford Way |
| ● 20 Callaway/Pullen (Monroe to Old Bainbridge) | ● 43 Calloway Street (Indiana to Alabama) |
| ▲ 21 Gadsden Street (Harrison to Magnolia) | ● 44 Joe Louis Street (Indiana to Alabama) |
| ✓ 22 Lynndale (Meridian to Tartary) | ● 45 Iamonia Street (Levy to Stuckey) |
| ▲ 23 Greenon Lane (Mission to Mission) | |

Bond Community Enhancements

- | | |
|---|---|
| ▲ A Okaloosa Street (Keith to Perry) | ✓ G Tucker Street (Clara to Pasco) |
| ▲ B Kissimmee Street (Mill to Pasco) | ▲ H Carver Street (St. Marks to Pasco) |
| ▲ C Pasco Street (Osceola to Okaloosa) | ▲ I Wies Street (Holton to Pasco) |
| ✓ D Osceola Street (Wahnish Way to East of Pasco) | ▲ J Clara Street (Tucker to dead end) |
| ✓ E Campbell Street (Saxon to Pasco) | ▲ K St. Marks Street (Tucker to dead end) |
| ✓ F Taylor Street (St. Marks Bike Trail to Saxon) | ▲ L Keith Street (Tucker to dead end) |



Updated: September 26, 2006



Neighborhood Enhancement Program and Bond Community Enhancements



Neighborhood Enhancement Program and Bond Community Enhancements

NEIGHBORHOOD INFRASTRUCTURE ENHANCEMENT PROGRAM

Allocation Strategy No. 1 -- 10/18/07

Proj. No.	Location	Improvement Type			PD&E and Design	ROW Acquisition	Utility Reloc. Cost (OH Elec.)	Construction	Project Total	Cumulative Total
		I	II	III						
5	Paul Russell Road (S. Monroe to Jim Lee Rd)		X		\$500,000	\$700,000	\$296,800	\$2,500,000	\$3,996,800	
					\$600,000	\$728,784	\$518,760	\$6,050,000	\$7,897,544	\$7,897,544
20	Callaway / Pullen (Monroe to Old Bainbridge)		X		\$400,000	\$800,000	\$486,000	\$2,000,000	\$3,686,000	
					\$700,000	\$1,505,280	\$711,553	\$4,977,940	\$7,894,773	
	<i>*Pass Section w/ Hospitality Realignment</i>				\$800,000	\$4,505,280	\$711,553	\$5,377,940	\$11,394,773	
	<i>*Reduced Pass Section w/ Hospitality Realignment</i>				\$625,000	\$4,128,960	\$711,553	\$4,133,455	\$9,598,968	\$17,496,512
	<i>*Reduced Pass Section</i>				\$525,000	\$1,128,960	\$711,553	\$3,733,455	\$6,098,968	
26	Jackson Bluff (Rankin Ave. to Capital Cir. S.W.)		X		\$220,000	\$220,000	\$125,000	\$1,100,000	\$1,665,000	
					\$350,000	\$336,000	\$153,731	\$3,102,000	\$3,941,731	\$21,438,243
30	Victory Garden Drive		X		\$450,000	\$750,000	\$579,400	\$2,300,000	\$4,079,400	
	<i>*Reduced Pass Section</i>				\$790,000	\$3,388,000	\$848,100	\$4,414,620	\$9,440,720	\$30,878,963
17	Glenview Drive (Monroe to Thomasville)			X	\$230,000	\$70,000	\$332,000	\$1,050,000	\$1,682,000	
					\$230,000	\$500,000	\$365,200	\$1,155,000	\$2,250,200	
	<i>* Revised Limits * (Meridian to Thomasville)</i>				\$200,000		\$200,860	\$635,250	\$1,036,110	\$31,915,073
32	Rankin Avenue (Roberts to Roswell)			X	\$50,000		\$100,000	\$250,000	\$400,000	
					\$60,000		\$110,000	\$516,431	\$686,431	\$32,601,504

I - Reconstruction of Residential Streets

Rebuild roadway, enclose ditches, add curb & gutter & sidewalk (single side of road)

Original TOTALS	\$1,850,000	\$2,540,000	\$1,919,200	\$9,200,000	\$15,509,200
Revised TOTALS	\$2,625,000	\$8,581,744	\$2,543,004	\$18,851,756	\$32,601,504

II - Reconstruction of Neighborhood Collector Streets

Rebuild roadway, enclose ditches, add curb & gutter & sidewalk / bike lanes (both sides of road)

Contingency 25%	\$8,150,376
TOTAL PROGRAM	\$40,751,880

III - Residential Sidewalks

Construct sidewalk (single side of road)