



## CHAPTER 2: WHO ARE THE STAKEHOLDERS?

## STAKEHOLDERS

Schools, neighborhoods, businesses, and various levels of government are all affected daily by transportation issues. Schools and parents must spend money and time transporting children to and from school unless safe sidewalks and bikeways are provided. Businesses thrive only if customers can easily get to and from their front doors. Many elderly and disabled citizens depend on good sidewalks and transit service for an independent life. Government at all levels is expected to provide mobility options supporting daily commutes and economic development. Below are some of those stakeholders within the District.

### **Governmental Institutions**

Florida Department of Transportation  
Florida Department of Community Affairs  
Florida Department of Health  
Leon County  
  
City of Tallahassee  
(includes StarMetro)  
Capital Region Transportation Planning Agency  
(includes Multimodal Advisory Committee)  
Leon County School Board

### **Neighborhoods & Associations**

All Saints Property Owners Association  
Amelia Circle  
Apalachee Ridge  
Betton Hills  
Bond Westside  
Bloxham Terrace  
College Terrace  
Callen  
Chapel Ridge  
Callen  
Campus Circle  
Campbell Park  
College Terrace

Evergreen Terrace Condo  
Frenchtown  
Franklin/Call  
FAMU  
Gaither  
Glenview-Pinegrove  
Griffin Heights  
Hillcrest Court  
Indian Head / Leigh  
Levy Park  
Lakeview  
Lafayette Park  
Leon Arms  
Los Robles  
Mabry Manor  
Midtown  
Midtown West  
Magnolia Heights  
Myers Park  
Old Town  
Providence  
San Luis  
South City  
Terrace Park  
Villa Mitchell  
Villas of Westridge  
Woodland Drives

**Educational**

Florida State University  
Florida A&M University  
Tallahassee Community College  
Lively Technical Institute  
Sullivan Elementary  
Ruediger Elementary  
Riley Elementary  
Sabal Palm Elementary  
Pineview Elementary  
Bond Elementary  
Hartsfield Elementary  
Cobb Middle  
Raa Middle  
Griffin Middle  
Belle Vue Middle  
Fairview Middle  
Pace Secondary  
Godby High  
SAIL  
Leon High  
Rickards High  
Gretchen Everhart  
Magnolia School  
Trinity Catholic School  
Second Chance School  
Sakkara Youth Institute

**Other Groups/Organizations/Affected Populations**

Transportation Disadvantaged  
Chamber of Commerce  
Board of Realtors  
Builders Association  
Downtown Improvement Association  
Bike/Walk Network  
Capital City Cyclists  
Downtown Merchants Association  
Innovation Park Board of Directors





## COORDINATION AND PUBLIC PARTICIPATION

As stated earlier, many public meetings, charettes, and workshops were held for the Bike & Pedestrian, Neighborhood Renaissance, Sector and other plans. The goal of this Multimodal District Plan is not to redo that work, but instead to pull it all under one umbrella and focus efforts on design, infrastructure, land use, and connectivity to create a multimodal friendly area.

However, that said, priorities change over time, and a viable multimodal district plan must recognize this. Also, the public and stakeholders must be educated on how the multimodal district is related to those completed planning efforts. In short, just as this plan is intended to be an evolving document, public participation is viewed as an ongoing effort for education and collaboration.

With this in mind, the Planning Department is developing a website to support online interaction with stakeholders and interested citizens. We have held and will hold more public workshops to educate as well as learn. These participation efforts will be coordinated with the Long Range Transportation Plan update over the next two years. In the immediate future, a brochure has been prepared to explain what a Multimodal District is and why the City & County is pursuing it. Below is a general summary of past meetings and feedback from the FDOT District 3 Office.

### **Meetings**

Since the summer of 2006, the Planning Department has met with a number of community groups to discuss the state growth management legislation and general growth trends, the local strategies being developed to deal with it, and concerns of the stakeholders. These groups are:

Tallahassee Board of Realtors  
Tallahassee Builders Association  
Chamber of Commerce Commercial Council  
Council of Neighborhood Associations  
Multimodal Advisory Committee  
Indianhead Neighborhood Association

Public meetings, workshops and hearings on the Comprehensive Plan amendment were held on the following dates:

February 27, 2008 - Public Informational Meeting  
April 28, 2008 - LPA Workshop  
April 30, 2008 - Public Information Workshop Applicants/Residents  
May 14, 2008 - LPA Public Hearing  
May 8, 2008 - Joint Board of County Commissioners/City Commission Public Hearing  
June 4, 2008 - City Workshop  
May 27, 2008 - County Workshop  
June 17, 2008 - Joint BCC/CC Workshop  
July 2, 2008 - Joint BCC/CC Transmittal Hearing

Most feedback centered on the need to fund a full-time bicycle and pedestrian planner for the City's traffic engineering department. The Capital Region Transportation Planning Agency Multimodal Advisory Committee formally made in a recommendation in June of 2008 to do this as well. Due to current budget constraints and the initial uncertainty as to revenue that might be generated by the MMTD, the CRTPA directed City and County staff to develop mechanisms to ensure the duties of a bicycle and pedestrian planner are accomplished with existing staff. A new position will be considered in the future when the financial outlook of the City and County are better.

StarMetro has also worked extensively with Florida State University in recent months to develop new routes connecting off-campus student housing developments with the University, and holds regular listening sessions open to the public.

### **Coordination with the Florida Department of Transportation & Department of Community Affairs**

Staff met with both District 3 and Central Office staff early in the development of the district. A draft plan was circulated in September of 2007. Since that time, staff has worked closely with Central Office staff to develop the final version of the Plan. The comments and responses to the District 3 review of the draft are below.

#### **1. MMTD Boundary**

The boundary covers 11.2 square miles extending from Tallahassee Community College (TCC) to Governor's Square Mall. Some of the areas included (such as the area between FSU and TCC) are not very dense and do not meet general MMTD requirements.

However, if these areas are targeted for infill development, they could be great additions to the MMTD. Perhaps they could be considered as emerging areas in the Plan. We recommend that policies be put into the Plan that strongly encourages additional density and connectivity in these areas.

*Response: The areas mentioned show the greatest potential for redevelopment since they already have employment and education centers nearby and already have enhanced transit service with 20 minute or shorter headways. In*

addition to the interconnection ordinance already in place for the City of Tallahassee, The Community Code, discussed in Chapter 5, will enact the “50 polygons per square mile” for the new development, and also apply design standards so that this redevelopment is pedestrian friendly.

## **2. Polygon Analysis**

The boundary issues discussed above become more prevalent when looking at the polygon analysis for connectivity. The FDOT MMTD Handbook recommends areas with at least 50 polygons per square mile. While the overall area included in the MMTD Plan has an average of 71 polygons per square mile, the areas around TCC and Innovation Park average 11 and 16 polygons per square mile.

These areas are employment centers and have a strong potential for additional development, so they could remain in the MMTD area. However, it is essential that policies be included in the Plan that provide for additional connectivity.

*Response: Same as for #1.*

## **3. Population/Jobs Ratio**

The population/jobs section (pg.135) should be revisited. The text states that the “existing jobs/population is short of the ‘2.0’ recommended by the Handbook, and the trend shows that dropping over time since jobs are not growing as fast as population.” It appears that the calculation was done incorrectly. The Handbook states that there should be a minimum 2 to 1 ratio of population to jobs, not jobs to population. The numbers shown in the table on page 135 show an acceptable ratio of population to jobs. It could be argued that a 1:1 ratio of population to jobs would be ideal, which according to the provided numbers, the proposed district currently has.

*Response: The figures have been recalculated correctly and a population to jobs ratio of 1:1.24 is reflected in Chapter 5.*

## **4. Impacts to Regional Facilities**

The MMTD Plan addresses potential impacts to the FIHS and a policy has been included that states that the “MMTD will not significantly degrade LOS on the FIHS.” In addition to addressing FIHS facilities, the MMTD Plan should demonstrate that there is no significant impact to the Strategic Intermodal System (SIS) as well. Please note that US 90 (Mahan Drive/Tennessee Street) is an SIS connector from I-10 to the Greyhound bus station, and that the bus station is an SIS intermodal center.

*Response: At an initial meeting to discuss the proposed MMTD, District 3 staff recognized that the SIS Connector is currently a six-lane section with intense development on either side going through the heart of Downtown, and stated that DOT would be looking for an investment in transit and alternative routes rather than widening. The proposed system of Superstops, Regional Transfer Stations, and fixed routes along Tennessee Street will provide greatly increased mobility. Also, the grid system is still intact to the north and south of Tennessee Street, and bicycle routes have been established on Call and Virginia Streets.*

## **5. Maps and Tables**

Several additional maps should be developed and inserted into the MMTD Plan. A map showing existing transit LOS should be included (similar to maps for roadway LOS, bicycle LOS, and pedestrian LOS already in the Plan). Furthermore, an employment density map (similar to the population density map already in the Plan) should also be included. This map may be helpful in showing that the areas around TCC, Innovation Park, and Governor’s Square Mall have high employment concentrations that offset the low population density. Finally, employment density should be added to the table on Page 135.

*Response: The table has been amended and the employment density map has been included in Chapter 5.*



**6. Future Multi-Modal Projects**

Prior to the adoption of the MMTD Plan, it is essential that a list of potential multi-modal projects be developed. FDOT is a partner in the continuing discussions regarding the identification of “Significant Benefit” projects in Tallahassee and Leon County. We recommend including in the MMTD Plan any projects identified in those discussions that affect the MMTD area.

*Response: The proposed project list is included in Chapter 4.*

Once again, we commend the City of Tallahassee and Leon County for taking a proactive approach to providing multi-modal transportation options within the urban core area. FDOT looks forward to working with the City and County on refining and implementing the MMTD Plan.

The September draft of the Plan was also submitted to the Department of Community Affairs, and Planning Department, CRTPA, and StarMetro staff met with DCA in June of 2008 to discuss the principles and of the Tallahassee-Leon County Multimodal District and seek guidance on specific data and analysis to be provided in support of the Comprehensive Plan amendment.

**Refinements in Support of the Regional Mobility Plan**

At the request of the Midtown Merchant's Association, City and CRTPA staff held a Connectivity Workshop for residents and businesses around Midtown. Midtown was one area that was not covered by the previous sector and neighborhood plans. The

suggestions from this meeting will be incorporated into the next update to the Bicycle and Pedestrian Master Plan, to be completed in 2010 as part of the Regional Mobility Plan. The suggestions were also passed onto the City of Tallahassee Public Works Department. The summary of suggestions from the Workshop are included as Appendix F.



## CapitalLegacyProject.com

The Capital Legacy Project is a joint project between the Tallahassee-Leon County Planning Department, the Capital Region Transportation Planning Agency, and StarMetro. It grew out of the need to update several long range planning documents as required by the state and federal governments. However, rather than simply meeting minimum standards and perpetuating a status quo which is often economically and environmentally unsustainable, staff saw this as an opportunity for our community to step back and look at what we want to be. Over the next three years, our community will not only decide what it wants to look like in 20, 30, even 50 years, but decision makers and staff will be incorporating that vision into our guiding growth documents.

Ultimately, the Capital Legacy Project will result in a Regional Mobility Plan for Leon, Gadsden, Wakulla, and Jefferson Counties. It will also result in a new Mobility Element in the Tallahassee-Leon County Comprehensive Plan, which will replace the existing Transportation Element. Because transportation and land use are inseparable, significant changes to the Land Use Element will also occur.

The website will be an valuable public participation tool to support the Regional Mobility Plan, Multimodal District, Mobility Element (the rewrite of the Transportation Element), and the Community Code.

