

TRANSPORTATION ELEMENT

NOTE: Unless otherwise noted, the goals, objectives, and policies contained in this element shall guide development of the Tallahassee Campus and Southwest Campus in Tallahassee as well as the Panama City Campus in Panama City, Florida. This Campus Master Plan covers a ten-year horizon, beginning January 1, 2020 until December 31, 2029. Sustainable policies are designated with *italicized bold green font* with sustainability goal category in parentheses. The four sustainability goal categories are: Climate Action; Waste Minimization; Resource Stewardship; and Education for Sustainability. For more information on sustainability goals, see the Introduction Tab of this Volume.

TRANSIT, CIRCULATION, AND PARKING SUB-ELEMENT**Introduction**

The following narrative describes the concepts on which the transportation plan is based. Goals, objectives, and policies that implement these concepts follow this narrative.

Transit

Seminole Express is the Tallahassee Campus's bus system, running Monday through Friday when classes are in session. There are four Tallahassee Campus only circulator routes: Renegade, Garnet, Gold and Heritage. Seminole Express also offers six Off-Campus routes travelling to Tallahassee Campus Southwest, Heritage Grove and student oriented private housing complexes: Garnet, Gold, Heritage, Innovation, Osceola and Tomahawk. Additionally, another separate bus line known as the Nite Nole runs evenings, Monday through Saturday. These bus services are provided through a contract with the city's bus system StarMetro. Through this contract students, faculty and staff may ride free with a valid FSUCard.

Traffic Circulation

As the Tallahassee Campus strives to be more pedestrian friendly, automobile circulation becomes less convenient. Access to parking lots and deliveries is provided, but intent is not to drive from building parking lot to building parking lot, but to park once.

Tallahassee Campus is bounded by four roadway segments. These roadway segments (**Figure 11.2A**) are: Gaines Street (Macomb Street to Lake Bradford Road); Stadium Drive (Lake Bradford/Gaines to Call Street); Stadium Drive (Call to Tennessee Street); Tennessee Street (Stadium Drive to Macomb Street); and Macomb Street (Tennessee Street to Gaines Street). These

11 Transportation

roadways are designed as multi-lane arterials carrying a high volume of traffic at moderate overall speeds with traffic signals at major intersections.

The primary function of these boundary roads for the host community will be the efficient movement of traffic bypassing the university. These roads will also serve the university by providing a conduit from the host community for university related traffic.

Parking

The Master Plan calls for a shift in parking philosophy at the Tallahassee Campus away from the historic model of providing surface parking adjacent to the building it serves to a garage near the perimeter of campus.

While currently there are small parking areas scattered throughout the campus core, the Plan establishes a pedestrian-oriented core. Parking within the core of campus would be limited primarily to larger central parking facilities, service, and handicapped vehicles. Several small lots in the core campus would be removed from service and either returned to green space or reserved for building expansion.

The Tallahassee Campus is served in the 10-year planning horizon by redeveloped parking to serve the arena district hotel. The Tallahassee Campus Southwest will be served by surface lots, including a combination of formal parking, gravel lots, and grassed areas for overflow parking.

Goal 1

To provide and promote an efficient, safe, cost effective and accessible transit system that enhances the mission of the University.

Objective 1A

The University shall enhance the transit system to best serve the university community to provide on-campus circulation, off-campus circulation and integration with Star Metro public transit as a feeder service to the campus.

Policy 1A-1 (Climate Action)

The University shall continue to monitor the scale and specific mode or modes of transit that best serves the transit system. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations of this continual monitoring.

Policy 1A-2

The University shall continue to monitor and evaluate the most effective and efficient mode or modes of transit to serve physically challenged individuals from perimeter parking facilities to the core campus area and within all areas of the campus.

Policy 1A-3 (Climate Action)

The University, in cooperation with City transportation planners, shall continue to monitor the specific role of third-party providers to serve the campus, including, but not limited to: "fare free" service for students, faculty and staff; appropriate service levels; and, specific stops on campus designed to increase ridership. The adopted Campus Master Plan shall be amended as needed to incorporate the results and recommendations of this continual monitoring.

Policy 1A-4 (Climate Action)

The University shall continue to meet regularly with Star Metro and the City of Tallahassee planning staff to coordinate all transit service between the campus and the city and context areas.

Objective 1B

The University shall promote the application of Transportation Demand Management (TDM) strategies within the campus and host community designed to reduce the dependence on the single-occupant vehicle as the primary mode of transportation and to encourage alternative modes of travel.

Policy 1B-1 (Climate Action)

The University shall implement transportation demand management (TDM) strategies designed to encourage the use of alternative modes of transportation and to reduce the dependence on the single-occupant vehicle as the primary mode of transportation. These strategies may include:

- Operational modifications, such as preferential parking for carpools, working with StarMetro or other transit providers to develop additional transit routes to student housing areas, and extended evening service;
- Improvement of pedestrian and non-automobile infrastructure;
- Increasing the number of students living on campus;
- Academic scheduling modifications, including scheduling more classes during non-peak hours;
- Parking pricing strategies as a transportation demand management tool;
- Promote fare free transit services on and off campus.
- Traffic system management approaches;
- Locating student-oriented housing in close proximity to the campus.

11 Transportation

Policy 1B-2

The University shall continue to evaluate distance learning techniques, stay at home working and telecommuting to reduce the need to travel to the University.

Policy 1B-3 (Climate Action)

The University shall work closely with the Tallahassee/Leon County Planning Department and other local, regional, and national organizations to evaluate strategies for multiple occupancy vehicles.

Policy 1B-4

The University shall pursue implementation of remote park and ride program.

Objective 1C

To have all users of the transportation system share the burden of cost of the system through user fees.

Policy 1C-1

The University shall ensure that the costs of the system are supported by user fees to include costs of construction, maintenance, permitting, safety and enforcement, operations, bus service, special events, and other related transportation programs.

Policy 1C-2

A cost analysis of the transportation system shall be prepared to determine the amount and type of all fees necessary to achieve its transportation goal, objectives, and policies.

Policy 1C-3

Promote the inclusion of replacement parking funding within the budgets of building programs that displace parking.

Goal 2

To provide and support safe and efficient campus and context area transportation systems that meet the future needs of the University.

Objective 2A

The University shall continually seek, study and implement improvements to transit system so as to optimize and encourage use.

Policy 2A-1 (Climate Action)

Route changes should be considered and studied to improve transit service. Consider reducing redundancy between Star Metro and Seminole Express routes. See **Figure 11.1A**. Study transitioning from looping to linear routes. Garnet and Gold routes should be evaluated as to see if they may be combined with other routes and recovery time implemented at Tharpe Street. Heritage, Tomahawk and Innovation routes could be realigned to supplement Star Metro routes; this will also reduce looping. If a new hub is provided in the future (see policy 2A-2 below) the Renegade route can be eliminated, enabling better timed connections. Otherwise if new hub is not implemented, the Renegade route could be improved to become more intuitive and functional, running in both directions.

Policy 2A-2

Evaluate and implement bus stop changes to improve transit system. On-campus bus stop locations should be based on anchor destinations, such as major buildings and building clusters, facilities and transfer points rather than a fixed stop spacing metric. Evaluate creation of a new transit hub. This should be close to high-traffic buildings but with easy access to roadways where Seminole Express routes run. Explore potential to create a transit hub on Jefferson St. near Gray St. Existing westbound shelter can be reconfigured into a bi-directional facility. **See 11.1A and 11.1B.**

Policy 2A-3

As the long-term goal of integration of Star Metro and Seminole Express bus routes progresses, consideration should be given to connecting to C.K. Steele if it proves beneficial to university ridership. While fixed headways are not desirable for the majority of Seminole Express routes they may be for other routes with less frequency. Routes with less frequency should consider embracing fixed headways and time points, build recovery time into schedules, utilize “clock-face” arrivals (example: 12:22 and 12:52), and utilize

11 Transportation

dispatching to stay on time. Busses should expect to rest at least once per trip, usually at hub, for scheduled recovery time and early busses would hold until on time. As both transit systems mature, transfer hubs should be considered at: C.K. Steele, Tallahassee Campus Main and Lake Bradford. See **Figures 11.1A and 11.1B**.

Policy 2A-4

Regularly evaluate in-house versus contracted operations for transit. Assess optimal vehicle types. Ensure optimal number of spare buses to allow for scheduled maintenance, routine inspection, running repairs, breakdowns, collisions and overhauls. Analyze ways to manage surge capacity such as acquiring extra busses to stand by as needed.

Policy 2A-5

Where the acquisition of additional lands or the closing or re-designation of roads is necessary to support continued growth and expansion, the University shall coordinate with City and County planners on any required amendment to the adopted City-County comprehensive plan.

Policy 2A-6

The University shall coordinate with City Electric Department staff to ensure that, in the event of a road closing, sufficient easements exist to allow vehicular access for maintenance or repair of street lights, overhead distribution lines, and other City electric facilities.

Policy 2A-7

The University shall coordinate with local law enforcement, fire, and emergency medical officials to ensure that proposed road closings do not restrict access to the campus by emergency vehicles.

Policy 2A-8

FSU operates and maintains a number of streets within the campus as indicated in Policy 2A-9. However, there are a number of streets and street segments within the campus as well as the campus context area that FSU is not directly responsible for. Before any street closures or limitations to traffic flow on the public streets identified in the context area, (see **Figure SD-11.6**) are programmed, FSU shall work with the Capital Region Transportation Planning Agency, the Tallahassee-Leon County Planning Department, and the City of Tallahassee Public Works Department to complete traffic studies that will fully

11 Transportation

assess the impacts of proposed closures on the transportation system of the context area. If such closures and limitations are warranted, FSU shall fund its fair share of necessary roadway improvements to mitigate the impacts on the local transportation system pursuant to Chapter 1013.30, Florida Statutes.

Policy 2A-9

The operation and maintenance of the following streets within the FSU Tallahassee Campus, shall remain the responsibility of FSU:

- Hendry from Stadium to Champions Way
- Champions Way to Pensacola
- Chieftan Way to Academic Way
- St. Augustine from Champions Way to Varsity Way
- Pensacola St from Champions Way to Varsity Way
- Spirit Way from Stadium Dr to Chieftan Way
- Psychology Way
- Academic Way
- Hull Drive
- Atomic Way
- Varsity Way from Pensacola to the MMA parking lot
- Learning Way from MMA parking lot to just past Ragans Hall (where the Baptist property begins)
- N. Woodward south of Tennessee Street.
- S. Woodward Ave between Jefferson St. and Traditions Way
- Traditions Way to Collegiate Loop
- Collegiate Loop
- Honors Way
- Convocation Way
- University Way

Objective 2B

The University shall promote the use of a multilane, roadway system, with appropriate capacity, at the campus perimeter including Tennessee Street, Macomb Street, Gaines Street and Stadium Drive, hereinafter known as the *perimeter loop*.

Policy 2B-1

Continue to enhance coordination efforts with the City of Tallahassee, Capital Region Transportation Planning Agency and Florida Department of Transportation regarding transportation improvements and development plans by designating university representation and conducting regular meetings.

Policy 2B-2

The University will coordinate and pursue the incorporation of the master plan's roadway system into the host community's Comprehensive Plan and the Capital Region Transportation Planning Agency's 5-Year Transportation Improvement Plan (TIP) based on the phasing and implementation schedule of the FSU Master Plan.

Policy 2B-3

Through a joint planning agreement between the University, City, County and State, prepare a Traffic Management Plan (TMP) to address the impacts along the context area roadways for University related special and athletic events.

Policy 2B-4

Through a University, City, County and State joint planning agreement, develop an access management plan for the *perimeter loop* system which would include but not be limited to defining driveway spacing criteria, on-street parking related issues, bike/pedestrian facilities and interface, landscaping criteria, transit usage, and land use specific access requirements. **Policy 2B-5**

Seek to enhance and improve transportation facility improvements along the *perimeter loop* system identified in **Figure 11.2A**.

Policy 2B-6

Where the acquisition of additional lands or the closing or re-designation of roads is necessary to support continued growth and expansion, the University shall coordinate with City and County planners on any required amendment to the adopted City-County comprehensive plan.

Policy 2B-7

The University shall continue to work with the City of Tallahassee, Leon County and Florida Department of Transportation to improve the Stadium Dr./Gaines St. and Lake Bradford Road intersection. Special emphasis shall be placed on provisions that promoted pedestrian and bicycle safety.

Objective 2C

The University shall provide and promote an internal and external roadway system for both the Tallahassee Campus and the Tallahassee Campus Southwest that accommodates and integrates alternative modes of travel, maintains a high level of safety, and coordinates the transportation system with future land uses depicted in the host community's comprehensive plan and the University's master plan.

Policy 2C-1

In a joint effort with University, City, County and State agencies, develop a comprehensive data base for analyzing historical and documenting future vehicular and non-vehicular incidents both within the campuses and context areas.

Policy 2C-2

Continue to work with City, County and State agencies to address existing and potential safety issues regarding the roadway system within the campuses and context area.

Policy 2C-3

The University will continue to coordinate with the City of Tallahassee, Leon County, and Florida Department of Transportation representatives to maintain Level of Service standards for campus and context area roadways as adopted in the Tallahassee-Leon County Comprehensive Plan. The roadways and their corresponding Level of Service Standards (as established in the Tallahassee-Leon County Comprehensive Plan) are as follows:

11 Transportation

<u>Main Campus Roadway*</u>	<u>Classification</u>	<u>LOS</u>
Call Street	Major Collector	E
College Avenue	Major Collector	E
Copeland Street	Minor Collector	E
Dewey Street	Major Collector	E
Gaines Street	Minor Arterial	E
Jefferson Street	Minor Collector	E
Macomb Street	Minor Arterial	E
Madison Street	Minor Collector	E
Park Avenue	Major Collector	E
Pensacola Street	Minor Arterial	E
St. Augustine Street	Minor Arterial	E
Stadium Drive	Major Collector	E
Tennessee Street	Principal Arterial	D
Woodward Avenue North	Major Collector	E
Woodward Avenue South	Major Collector	E

- (These roads are within the City’s Multi-Modal Transportation District that allows for impacts at LOS E + 50%)

<u>Southwest Campus Roadway</u>	<u>Classification</u>	<u>LOS</u>
Eisenhower Drive	Minor Collector	E
Lake Bradford Road	Minor Arterial	E
Levy Avenue	Major Collector	E
Mabry Street	Minor Collector	E
Orange Avenue	Minor Arterial	E
Paul Dirac Drive	Major Collector	E
Pottsdamer Street	Minor Collector	E
Rankin Road	Minor Collector	E
Roberts Avenue	Major Collector	E

Policy 2C-5

The University will continue to coordinate with the City of Tallahassee, Leon County, and Florida Department of Transportation representatives to maintain Level of Service E for all non-classified roadways located within the campuses as defined in the master plan.

Goal 3

To provide and support safe, sufficient, cost-effective and accessible parking facilities that meet the future needs of the University.

Objective 3A

The University shall through the duration of the master plan, strategically place parking facilities on campus to improve mobility and safety.

Policy 3A-1

The University will consider provisions for off-campus parking facilities beyond the campus limits as defined in the master plan; however, the University will make available relevant enrollment data to public and private off-campus parking facility providers upon request and provide information about on-campus parking policies and inventory.

Policy 3A-2 (Climate Action)

Identify and establish a timeline for removing the remaining parking from the campus core and replacing to the perimeter or parking garages. The adopted Campus Master Plan will be amended as needed to establish a timeline for the replacement of parking to the perimeter of the campus or parking garages.

Policy 3A-3

The campus is served by a total of six (6) parking garages. An additional (7th) garage is anticipated to be placed in the Northwest quadrant.

Policy 3A-4 (Climate Action)

The University shall provide adequate transit service, auto, bicycle and pedestrian facilities needed to support the parking concurrent with the construction of new parking facilities.

Policy 3A-5 (Resource Stewardship)

The University will continue the practice of considering alternative parking surfaces or other means to reduce stormwater run-off.

Objective 3B

The University shall provide the highest level of safety within parking facilities using both technology and personnel.

Policy 3B-1

The University shall provide parking facilities that maintain sufficient and energy efficient lighting at all facilities used after dusk.

Policy 3B-2

Enhance the existing University security by continued evaluation of new technologies regarding surveillance and way finding systems.

Policy 3B-3

Monitor and maintain parking provisions for mobility-impaired persons, based on current Americans with Disabilities Act (ADA) guidelines and Florida Building Code provisions, through additional coordination within the University Administration.

Objective 3C

The University shall limit and/or minimize conflicts between vehicular and non-vehicular traffic within University parking facilities.

Policy 3C-1

Continue existing administrative procedures and coordination mechanisms for the comprehensive review of development plans and their impact on the transportation, parking and transit systems.

Policy 3C-2

Formalize parking lot design criteria, to include criteria in the Landscape Design Guidelines Element regarding the number of access points, landscaping, and lighting, make enhancements to the criteria as needed, and develop an implementation program for existing and future facilities.

Objective 3D

The University shall continually monitor and analyze the demand/supply relationship of parking facilities for students, faculty, staff and visitors.

Policy 3D-1

Establish and maintain sufficient visitor parking at strategic campus locations.

Policy 3D-2 (Climate Action)

In order to reduce the demand for on-campus parking and discourage the use of the single-occupant automobile as the primary mode of transportation, the University shall implement Transportation Demand strategies that include unbundling student parking from the TAF fee, demand-based permit pricing for staff and students and location-specific permits during peak hours to discourage vehicular movement once on-campus.

Policy 3D-3

FSU shall continue to work with the City of Tallahassee to implement programs to control the overflow of campus-related parking in the context area around the campus. FSU shall coordinate with the City in establishing and implementing these programs.

Policy 3D-4 (Climate Action)

The University shall continue to work with the City of Tallahassee to identify areas with the greatest potential to provide additional student ridership and to increase the frequency of transit service to these areas.

PEDESTRIAN AND NON-VEHICULAR CIRCULATION SUB-ELEMENT

For purposes of the Campus Master Plan, non-vehicular is meant to be foot powered transportation, mainly bicycles.

Goal 4

To provide adequate pedestrian and non-vehicular circulation facilities on campus to meet current and future needs of the University.

Objective 4A

Preserve and enhance the pedestrian and non-auto bicycle atmosphere of the campus.

Policy 4A-1 (Climate Action)

Preserve and enhance existing campus pedestrian links between major destinations. University Center and the Union.

Policy 4A-2 (Climate Action)

Pedestrian and non-vehicular facilities shall be provided as shown on **Figure 11.4**. The timing and phasing requirements and priorities for these improvements are established in the Capital Improvements Element.

Policy 4A-3 (Climate Action)

Consider use covered arcades and shaded linkages to connect new and existing buildings in order to create covered pedestrian connections across campus and new courtyard environments.

Policy 4A-7 (Climate Action)

Where feasible, turn existing inner-campus parking lots into open green spaces to promote the pedestrian ambience of the campus.

Policy 4A-8 (Climate Action)

Preserve and enhance existing campus bicycle links between major campus activity areas. Connect bike paths serving new campus development to existing campus bike paths.

Policy 4A-10 (Climate Action)

Continue to expand, enhance and promote the following programs to increase utilization of pedestrian and non-vehicular facilities.

- Monitor usage of bicycle racks/parking facilities throughout campus. Provide racks as part of new construction projects. Relocate racks of low usage to areas where there is a greater need. Promote additional racks at locations where there is a need.
- increase the availability of bicycle lanes throughout the campus perimeter and context area;
- promote share the road where bike lanes not present
- promote use of perimeter auto parking then using bicycles or walking modes from there into campus;
- work with the City coordinate on- and off-campus improvements and to coordinate promotional activities; and
- install special signs and paint roads and pathways denoting bicycle paths and parking zones where applicable

Objective 4B

Coordinate the locations for additional lighting and security telephones along pedestrian and non-vehicular circulation routes with recommendations contained in the Annual Security report and Fire Report

Policy 4B-1

Include provisions for “blue light” security telephones in all new construction and renovation projects, as well as other appropriate types of capital improvement projects such as Call Street pedestrian improvements.

Policy 4B-2 (Climate Action)

Expand, enhance and promote the following existing programs and procedures to improve the safety of persons using pedestrian and non-vehicular pathways:

- security patrol escort service;
- well-lit pathways with "blue light" phones and open views;
- bicycle-mounted safety patrols;
- provide bike racks on all buses that serve campus; and,
- consider "use-a-bike".

Objective 4C

Establish priorities for the development of pedestrian and bicycle facilities on-campus.

Policy 4C-1 (Climate Action)

Include provisions for bicycle parking facilities in all new construction and renovation projects as well as other appropriate types of capital improvements.

Policy 4C-2 (Climate Action)

Pursue grants and other types of funding for improving the major bicycle pathways on the campuses.

Policy 4C-3 (Climate Action)

Collaborate with the Capital Region Transportation Planning Agency's "Regional Mobility Plan" to prioritize and coordinate on and off campus improvements to best utilize funding sources of each to maximize the impact of these improvements.

Policy 4C-4 (Climate Action)

All new bicycle and pedestrian facilities shall be designed in compliance with AASHTO, FDOT, and ADA standards.

Goal 5

To coordinate the location of on-campus pedestrian and non-vehicular circulation facilities with those planned by the host community.

Objective 5A

Coordinate planned on-campus pedestrian and non-vehicular circulation facilities with those proposed in future circulation systems as described in the Tallahassee-Leon County Comprehensive Plan. Engage development community, coordinate and plan new bicycle and pedestrian facilities.

Policy 5A-1 (Climate Action)

Create a pedestrian and non-vehicular circulation network that clearly, safely, and easily meshes with the City of Tallahassee's networks by building paths shown on **Figure 11.4**.

Objective 5B

Develop an Annual Security Report and Fire Report Plan that includes an emphasis on pedestrian and non-vehicular circulation systems.

Policy 5B-1

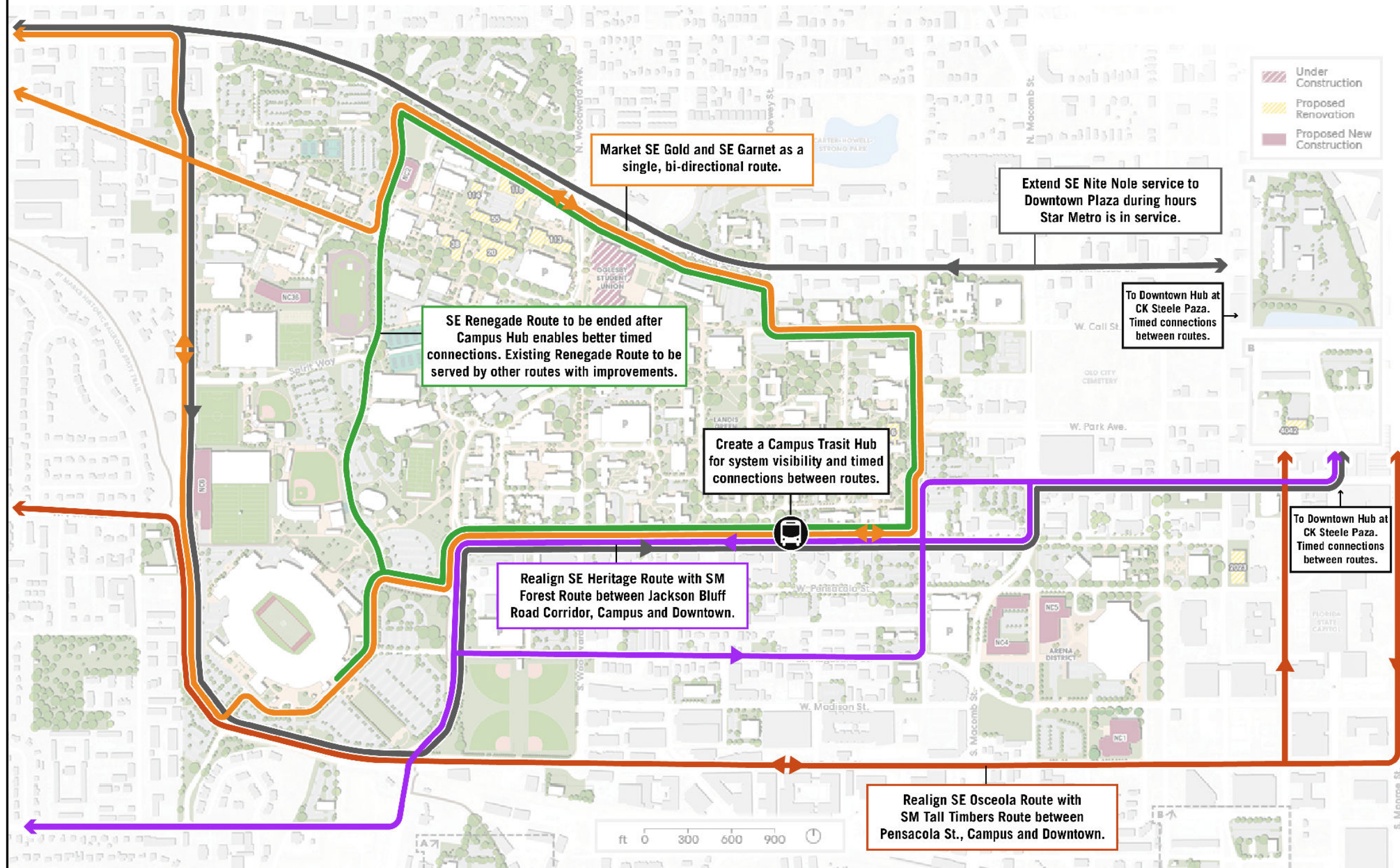
Coordinate the locations for future pedestrian and non-vehicular circulation systems to be developed on- and off-campus with recommendations contained in the Annual Security Report and Fire Report. The adopted Campus Master Plan will be amended as necessary to include significant changes.

Policy 5B-2

Update annually the Campus Safety Plan to include changes in the campus pedestrian and non-vehicular circulation systems.

FIGURE 11.1A

FUTURE TRANSIT CONCEPTS



SOURCE:
FSU FACILITIES PLANNING
PERKINS & WILL 2020 STUDY

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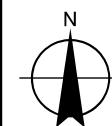


FIGURE 11.1B

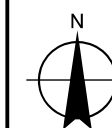
FUTURE TRANSIT CONCEPTS



SOURCE:
FSU FACILITIES PLANNING
PERKINS & WILL 2020 STUDY

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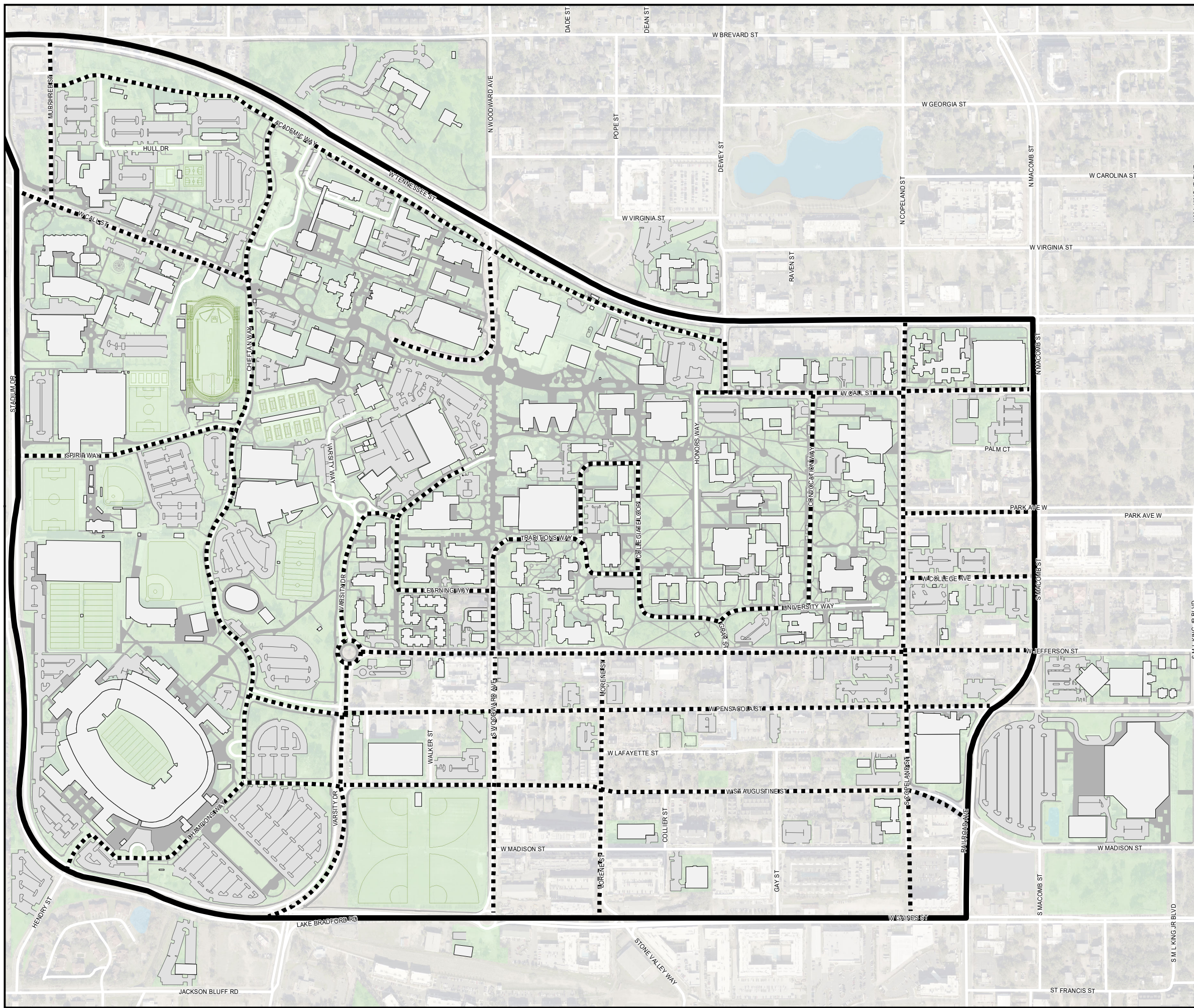




FIGURE 11.2A

FUTURE ROADWAY SYSTEMS

LEGEND:

-  EXTERNAL ROADWAY SYSTEM (PERIMETER LOOP)
-  INTERNAL ROADWAY SYSTEM

SOURCE:

FSU FACILITIES PLANNING
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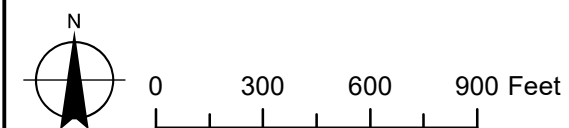


FIGURE 11.2B

FUTURE ROADWAY SYSTEMS

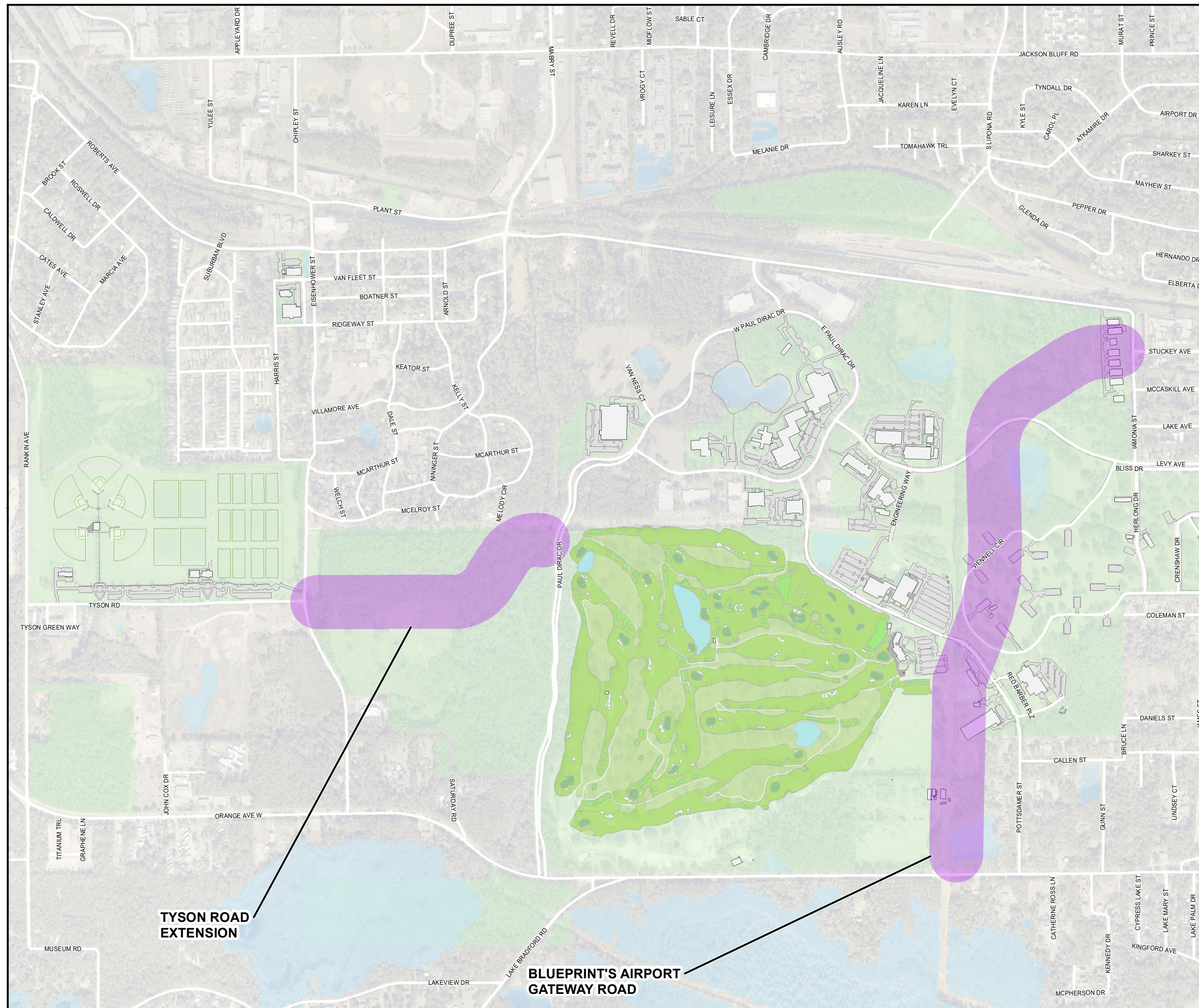
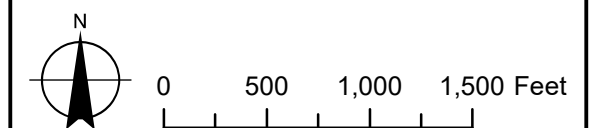
LEGEND:

 AREA OF PROPOSED ROADWAY

SOURCE:
FSU FACILITIES PLANNING
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**TYSON ROAD
EXTENSION**

**BLUEPRINT'S AIRPORT
GATEWAY ROAD**

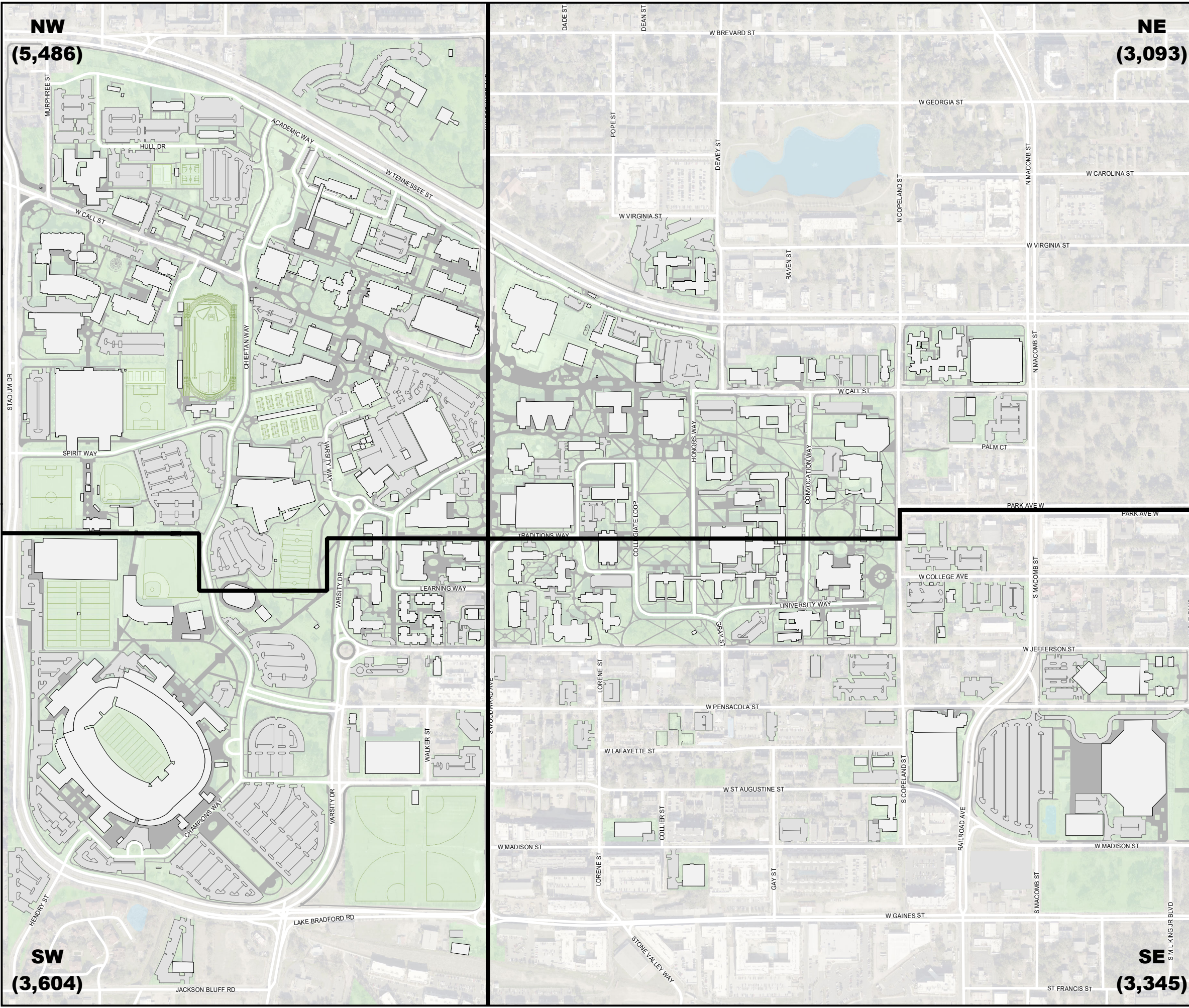


FIGURE 11.3

FUTURE PARKING SUPPLY

EXISTING CONDITIONS:

NW QUADRANT =	5,486
NE QUADRANT =	3,093
SW QUADRANT =	3,604
SE QUADRANT =	3,345
TOTAL SPACES =	15,528

LEGEND:

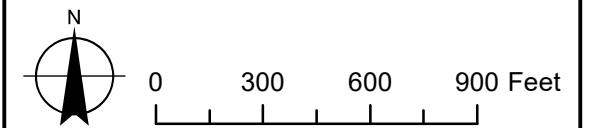
- NE** QUADRANT DESIGNATION
- (1,550)** TOTAL PARKING SPACES IN QUADRANT
- QUADRANT BOUNDARY

SOURCE:

FSU FACILITIES PLANNING
 TLGIS
 "LEADING WITH VISION, CAMPUS MASTER PLAN 2020, APPENDIX" BY PERKINS AND WILL, PAGE A-12. SE QUADRANT 2030 NET SUPPLY CHANGE NUMBER REVISED BY E-MAIL FROM THOMAS BROWN (NELSON\NYGARD) TO LAURIE THOMAS (FSU FACILITIES) ON 2 FEBRUARY 2021.

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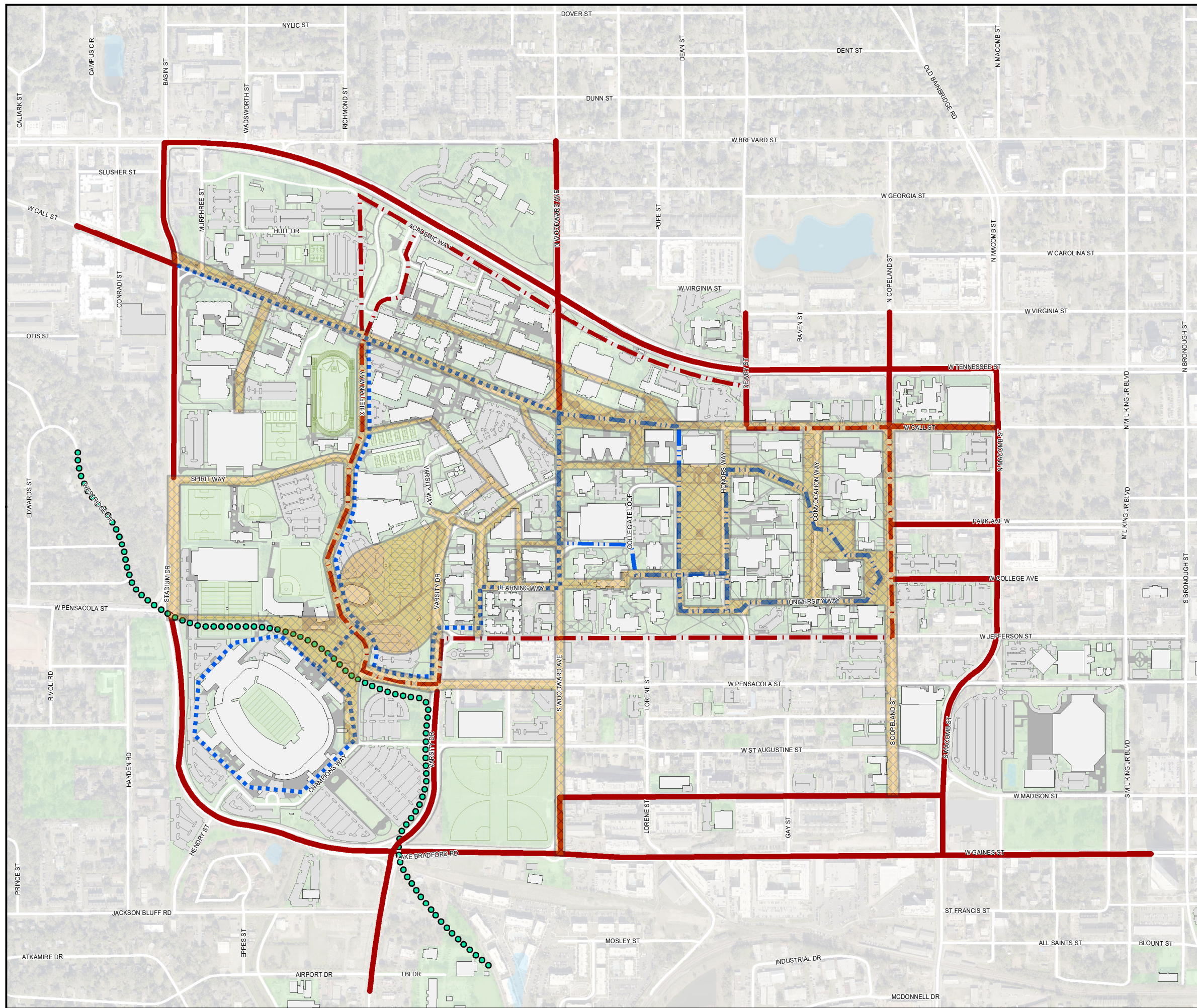


FIGURE 11.4

CAMPUS BICYCLE AND PEDESTRIAN CIRCULATION NEEDS

LEGEND:

- MAJOR BICYCLE/ PEDESTRIAN ZONES
- MAJOR BICYCLE/ PEDESTRIAN ROUTES
- BICYCLE ROUTE ON INNER LOOP SYSTEM
- LEGACY WALK EXISTING ROUTE
- LEGACY WALK FUTURE ROUTE
- ST. MARKS TRAIL

SOURCE:
FSU FACILITIES PLANNING
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