DRAFT Connections 2040 Regional Mobility Plan
Plan Organization

Chapter 1 – Introduction
Chapter 2 – Existing Conditions
Chapter 3 – Multimodal Needs
Chapter 4 – Prioritization
Chapter 5 – Financial Plan
Chapter 6 – Recommendations
Chapter 7 – Continued Coordination
Technical Appendix
Introduction
Existing Conditions
Multimodal Needs

[Maps showing various transportation projects and needs]
### Table 4.1 - Project Evaluation Criteria

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Definition</th>
<th>MAP-21 Planning Factors</th>
<th>RMP Goals</th>
<th>Maximum Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Phases Completed</td>
<td>The project has project phases completed.</td>
<td>1, 5, 7, 8</td>
<td>Multimodalism, Economic Development, Land Use, Natural Resource Protection/Conservation</td>
<td>100</td>
</tr>
<tr>
<td>Universal Accessibility Improvement</td>
<td>The project enhances universal accessibility by connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks, signage and wayfinding, signalization, crosswalk signals, painting, lighting, street furniture, shaded areas, bus stops, technology enhancements or other accessories to improve comfort and safety.</td>
<td>1, 2, 4, 5, 6, 8</td>
<td>Access, Connectivity, Economic Development, Multimodalism, Safety, Public Health</td>
<td>60</td>
</tr>
<tr>
<td>Part of an Adopted Plan</td>
<td>The project exists in a currently adopted municipal, county, regional, or state plan.</td>
<td>5</td>
<td>Land Use</td>
<td>50</td>
</tr>
<tr>
<td>Growth Center/Economic Development Area</td>
<td>The project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans).</td>
<td>1, 4, 5, 6</td>
<td>Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation</td>
<td>30</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>The project has limited impacts to sensitive natural environmental features.</td>
<td>5</td>
<td>Natural Resource Protection, Conservation</td>
<td>30</td>
</tr>
<tr>
<td>Social Environment</td>
<td>The project provides positive contributions to designated revitalization areas and Title VI communities.</td>
<td>1, 2, 4, 5, 6</td>
<td>Access, Connectivity, Economic Development, Multimodalism, Land Use, Safety, Public Health</td>
<td>10</td>
</tr>
<tr>
<td>Identified Gateway</td>
<td>The project is located in or adjacent to an area designated as a future gateway improvement location, as identified in an adopted plan.</td>
<td>1, 5</td>
<td>Economic Development, Land Use, Access, Connectivity</td>
<td>10</td>
</tr>
</tbody>
</table>
## Financial Analysis

### Table 5.3b - Capital Roadway Cost Feasible Plan Summary

<table>
<thead>
<tr>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Tier 3</th>
<th>Tier 4</th>
<th>Tier 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016-2020</td>
<td>2021-2025</td>
<td>2026-2030</td>
<td>2031-2040</td>
<td>2031-2040</td>
</tr>
<tr>
<td>Revenues</td>
<td>$8,140,000</td>
<td>$74,109,800</td>
<td>$82,025,244</td>
<td>$227,718,036</td>
</tr>
<tr>
<td>Costs</td>
<td>$8,140,000</td>
<td>$73,651,756</td>
<td>$81,751,670</td>
<td>$227,278,710</td>
</tr>
<tr>
<td>Balance</td>
<td>-</td>
<td>$458,044</td>
<td>$273,574</td>
<td>$439,326</td>
</tr>
</tbody>
</table>

### Other Arterials

| Revenues | $37,000 | $75,522,000 | $254,295,010 | $134,528,935 |
| Costs    | -       | $34,282,690 | $119,766,075 | -           |
| Balance  | -       | $41,239,310 | $134,528,935 | $134,528,935 |

### SIS

| Revenues | $143,235,455 | $237,857,050 | $429,651,932 |
| Costs    | -           | $72,175,393  | $24,234,392  |
| Balance  | -           | $71,060,062  | $405,417,539 |

### Blueprint

| Revenues | $37,000 | $19,893,600 | $23,166,000 | $59,014,980 |
| Costs    | $37,000 | $19,893,600 | $23,166,000 | $55,623,441 | $400,893,426 |
| Balance  | -       | $0          | $0          | $3,391,540  |

### Table 5.6b - Capital Bicycle/Pedestrian Cost Feasible Plan Summary

<table>
<thead>
<tr>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Tier 3</th>
<th>Tier 4</th>
<th>Tier 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016-2020</td>
<td>2021-2025</td>
<td>2026-2030</td>
<td>2031-2040</td>
<td>2031-2040</td>
</tr>
<tr>
<td>Revenues</td>
<td>-</td>
<td>$9,957,545</td>
<td>$12,029,918</td>
<td>$30,383,823</td>
</tr>
<tr>
<td>Costs</td>
<td>-</td>
<td>$9,523,140</td>
<td>$11,185,460</td>
<td>$26,986,603</td>
</tr>
<tr>
<td>Balance</td>
<td>-</td>
<td>$434,405</td>
<td>$844,458</td>
<td>$3,397,220</td>
</tr>
</tbody>
</table>

**Federal/State Blueprint**
Recommendations

Gadsden County

The focal points around which the future land use element is centered are the incorporated municipalities and existing centers of population growth and commercial development as the designated higher density development areas. As the unincorporated areas of the County are primarily rural in character and use, there is an opportunity to provide appropriate direction for the future location and concentration of urban uses within the County. It will be the ongoing intent of this plan to protect the transportation corridors from pressures of commercial development that degrade rather than enhance quality of life for the County’s residents."

Opportunities Plan

Refer to Chapter 3 for more information on the development of the Opportunities Plan.

- 394 corridor and spot projects
- Various multimodal improvements
- Focus on pedestrian enhancements

Cost-Feasible Plan

<table>
<thead>
<tr>
<th>ID</th>
<th>Project Name</th>
<th>Strategy</th>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Tier 3</th>
<th>Tier 4</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>156</td>
<td>Florida Arts Trail</td>
<td>Shared Use Path</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>$16,040,186</td>
</tr>
<tr>
<td>160</td>
<td>Quincy to McIntvay US 90 Trail</td>
<td>Shared Use Path</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>$9,040,057</td>
</tr>
<tr>
<td>161</td>
<td>Quincy to Chickahoomice &amp; US 90 Trail</td>
<td>Shared Use Path</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>$24,820,699</td>
</tr>
<tr>
<td>162</td>
<td>Pat Thomas Pkwy - Quincy to Livings Trail</td>
<td>Shared Use Path</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>$13,064,332</td>
</tr>
<tr>
<td>333</td>
<td>Main St - Downtown Havana</td>
<td>Narrow Road</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>CRTPA</td>
<td>$9,453,076</td>
</tr>
</tbody>
</table>

Legend

- Time Horizons
  - Tier 1: Early Phase (2009-2025)
  - Tier 2: Early Phase (2026-2035)
- Funding Categories
  - GO: General Obligation Bond
  - SG: Special General Fund
  - GP: General Purpose
  - DIP: DIP Projects

Gadsden County Comprehensive Plan, 2001
Recommendaions

Quincy to Chattahoochee/US 90 Trail

Project ID: 161

Project Description:
The Quincy to Chattahoochee/US 90 Trail connects the City of Quincy to the City of Chattahoochee passing through the City of Gretna, providing a safe facility for pedestrians and cyclists between these areas. This project would connect to several other proposed shared-use paths within Gadsden County such as the Florida Arts Trail, Pat Thomas Parkway – Quincy to Line Tract, and the Quincy to Midway/US 90 Trail. Because the City of Chattahoochee is in the northwest corner of the county, this project allows for connections to Georgia and Alabama. The potential length of the project will attract visitors to the area and help promote the area as a great destination to visit.

Project Attributes:
- Facility Type: Shared-Use Path
- Length: 21.0 miles
- Estimated Cost: $224,867,130
- Funding Tier: 4

Community Features:
- City of Quincy
- City of Chattahoochee
- Gadsden Arts Center
- The Quincy Music Theater

Nearby Projects:
- Quincy to Midway/US 90 Trail
- Pat Thomas Parkway – Quincy to Line Tract
- Florida Arts Trail

Crawfordville Road

Project ID: 1540

Project Description:
Crawfordville Road will be widened from US 98 to Lost Creek Bridge from 2 lanes to 4 lanes. This improvement will allow for increased level of service for travel between Tallahassee, south Wakulla County, and the Coast. This proposed roadway will function with additional Crawfordville expansions and the Wakulla Environmental Institute Connection. Wakulla County residents who currently work or visit the City of Tallahassee now experience traffic congestion during peak commuting hours. This proposed roadway widening will allow for easy flow of traffic during these times and is anticipated to lessen congestion.

Project Attributes:
- Improvement Type: Widening 2 to 4 Lanes
- Length: 3.9 miles
- Estimated Cost: $17,022,900
- Funding Tier: 1 and 2

Nearby Projects:
- Crawfordville Road
- Wakulla Environmental Institute Connection

Operational Characteristics:
US 98 to Lost Creek Bridge
- Existing:
  - Travel Lanes: 2
  - V/C: 0.56
  - Volume: 11,700
- Future:
  - Travel Lanes: 4
  - V/C: 0.42
  - Volume: 17,200
Continued Coordination

Feasibility Study Areas

Adams Street from Orange Avenue to S Bronough Street (1.1 miles)

Objective
- Mitigate traffic congestion bottleneck.

Next Steps
- Identify potential stakeholders including FAMU.
- Coordinate with FAMU Master Plan to determine intent for space in southeast along Adams Street.

Challenges
1. Major through route
2. Two-lane section between Putnam Drive and Magnolia Drive

Opportunities
3. Reversible lanes from Osceola Street to Palmer Avenue
4. Roadway widening
5. Redirect traffic to Marion Street

US 27 from 9th Avenue to 8th Avenue (0.2 miles)

Objective
- Reduce vehicular speeds and enhance downtown character.

Next Steps
- Establish the intended function of Havana’s streets.
- Develop and Havana Town Plan.

Challenges
1. Only major north-south route from Georgia to Tallahassee
2. Four-lane median-divided road to the north and south

Opportunities
3. Road diet
4. Identify alternate streets to be “Main Street”
The Technical Appendix contains the following:

- Public Outreach Compendium
- Existing Conditions Report
- StarMetro Transit Development Plan
- Opportunities Plan
- Feasibility Study Areas
- FDOT 2040 Revenue Forecast