

# **APPENDIX J:**

## **ETDM Need and Purpose Statements**

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### ETDM PURPOSE AND NEED STATEMENT

**PROJECT: Quincy Loop**

**LOCATION: Gadsden County**

#### **Project Description Summary**

This project is proposed to add a new roadway south of the City of Quincy from US 90 to US90/SR 12. Based on these limits, the proposed 2-lane facility is 4.4 miles long.

#### **Introduction**

There are a high number of heavy trucks moving through the downtown area of Quincy and include a high percentage of log trucks and tanker trucks. These trucks use Jefferson Street/US 90 for their east-west movements. In addition to the straight through movement, a number of trucks must accomplish several very tight turns as they travel from SR 267 south of Quincy, through downtown and around the courthouse, and onto SR 12. These trucks have a large impact on the congestion in the core area as well as adversely impacting the character and ambiance of the historic downtown. This project, in conjunction with the Quincy By-Pass will help alleviate these heavy trucks from moving through downtown Quincy and provide additional system connectivity.

#### **Regional Connectivity**

Connectivity for trucks moving through the Quincy area is extremely limited due to the narrow streets, the downtown square, and no alternative other than moving directly through the downtown area. Many of these trucks are tanker and log trucks moving from areas south of Quincy north into Georgia. There have been a number of alternatives examined for making truck movements more easily accomplished, however, these options are not viable or have adverse impacts on the community character and other modes within the area.

In order to facilitate the turning movements as much as possible, the pavement near the intersections is marked as no parking areas in order to provide the needed turning radii for heavy trucks. A number of potential alternatives for trucks to move through the downtown area were explored. Each of these potential routes had serious flaws that prevent designation as a truck route. The majority of the streets are narrow and residential in character. One potential route explored was for trucks to go north across Jefferson Street (US 90) to access King Street. However, this route has a small “dog-leg” intersection, two railroad crossings, and has an adjacent school, so was not suitable for trucks. The potential to have trucks move on Crawford Street parallel to Jefferson Street (US 90) and then turn left on Madison does not relieve the issue of trucks around the courthouse. In addition, Crawford Street is a very narrow facility that would not be conducive to truck use.

The implementation of this project is the most viable option for providing a connection for freight movement through Quincy to points west, as well as facilitating the north south movement into Georgia.

An important element that must be considered along with the construction of the Loop and By-Pass is the implementation of land use and development regulations to ensure the facility remains an effective and efficient freight transportation facility and maintains the efficient regional connectivity. These regulations will also ensure the continued viability of the downtown area and avoid the typical by-pass development and movement of businesses and activities away from the downtown area that so often occurs with the implementation of these types of facilities.

### **Plan Consistency**

The proposed improvement is included in the Regional Mobility Plan for the Capital Region which was adopted in November, 2010. The Cost Feasible Plan includes funding for PD&E and design in years 2016 – 2020; right-of-way acquisition in years 2021 – 2025; and construction in years 2026 – 2030. This project also is fully coordinated with and a continuation of the Quincy By-Pass, which is ready for construction and is included in the Cost Feasible Plan for construction in years 2016 – 2020. The Regional Mobility Plan effort also included a sector plan for the City of Quincy. The sector plan recommendations also include the project. This project also supports the goals and objectives found in the adopted Quincy Comprehensive Plan.

### **Emergency Evacuation**

In Gadsden County, US 90 is identified as an emergency evacuation route by the Florida Division of Emergency Management. In addition, State Roads 12, 65, and 267 are also identified as emergency evacuation routes. All of these routes converge within the City of Quincy and entail negotiating the downtown square to move in both east-west and north-south directions. The proposed project would provide an additional option during evacuation periods.

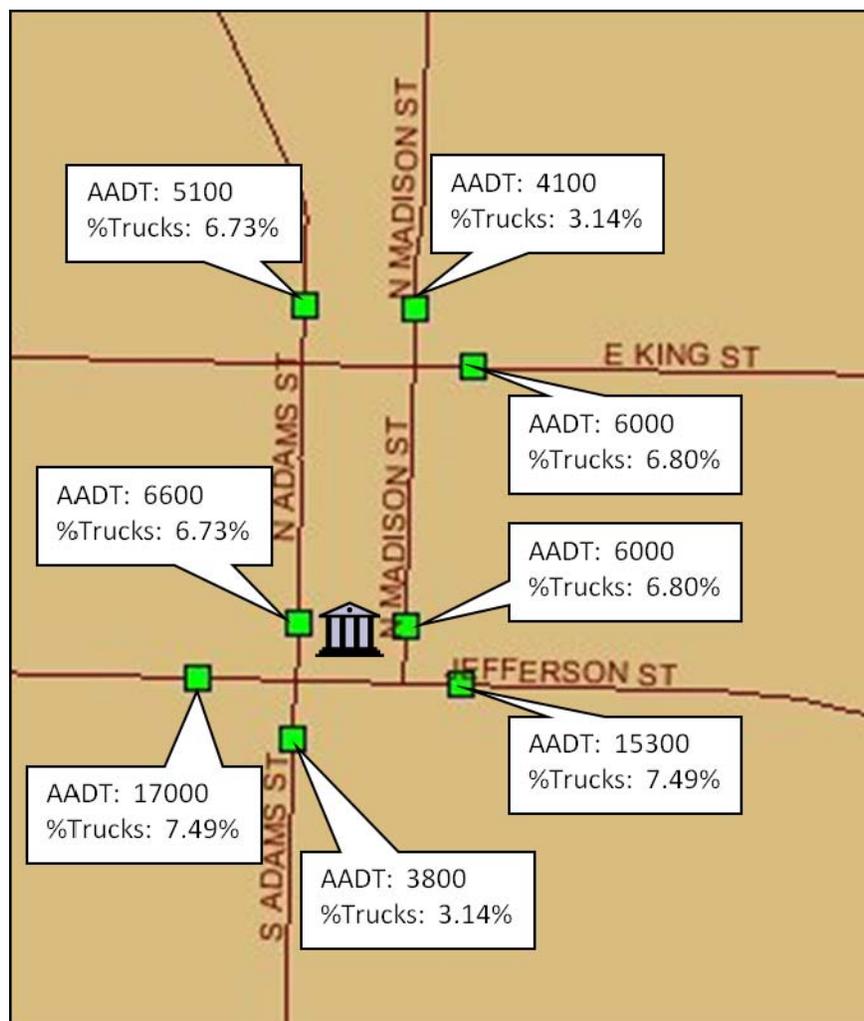
### **Future Population and Employment Growth in Corridor**

Gadsden County, and particularly the City of Midway, located south of Quincy on US 90 just north of I-10 have experienced significant growth in recent years. A major element of that growth in Midway has been the location and expansion of the industrial park located at the I-10/US 90 interchange. This industrial park has contributed to the truck traffic on US 90 that moves through downtown Quincy and this increase is combined with those heavy trucks also moving through downtown Quincy north and south.

As part of the Regional Mobility Plan, a more intensive planning effort was undertaken for the City of Quincy. This sector planning effort included close coordination with the adopted Comprehensive Plan and also obtaining stakeholder and public input with regard to the overall community goals and issues. One of the major issues identified was the high number of trucks moving through downtown Quincy and the adverse impacts these vehicles have on the community as they move through the central core and attempt to navigate the town square.

The Comprehensive Plan for Quincy identifies a comprehensive, multimodal transportation system as a goal for the city, with specific emphasis on bicycle, pedestrian and transit accessibility and connectivity throughout the city and particularly in the downtown core area. In addition to the emphasis on multimodal transportation, the Comprehensive Plan also identifies streetscaping/landscaping, on-street parking, and the beautification of transportation facilities as major elements of enhancing the overall community character.

The center of the downtown core is the area surrounding the Gadsden County Courthouse and central square. Historically, the area was the center of Quincy life, with retail establishments, restaurants, and government services located in the blocks bounded by King Street (SR 12), Jefferson Street (US 90), Adams Street and Madison Street. Today, this area remains the center of Quincy, although with less retail, but the area is the location of government and public services, the Gadsden Arts Center, churches and professional offices. The heavy truck data, as well as the traffic count information in the area were collected from the FDOT Transportation Statistics Office for the downtown area and is shown in the figure below.



As shown in the figure, there are a high number of heavy trucks moving through the downtown area of Quincy and include a high percentage of log trucks and tanker trucks. These trucks use

Jefferson Street/US 90 for their east-west movements. In addition to the straight through movement, a number of trucks must accomplish several very tight turns as they travel from SR 267, through downtown and around the courthouse, and onto SR 12. These trucks have a large impact on the congestion in the core area as well as adversely impacting the character and ambiance of the historic downtown.

As noted above, a number of potential alternatives for trucks to move through the downtown area were explored. Each of these potential routes had serious flaws that prevent designation as a truck route. The only viable solution to address the heavy truck traffic through the downtown area and to enable the City to meet their identified goals for their community is the implementation of the Quincy Loop. This facility will provide a good alternative for trucks and ensure the preservation and enhancement of the downtown core area.

### **Future Traffic**

The transportation system in the area includes pedestrian facilities, as well as roadway facilities. There are no designated bicycle facilities on the streets serving the historic core. US 90 or Jefferson Street in the downtown area around the square is currently a 4-lane facility with no median and on-street parking. The Annual Average Daily Traffic (AADT) on US 90 through the downtown area ranges from 15,300 to 17,000 vehicles per day with the heavy truck traffic ranging from approximately 1,150 to 1,275 trucks per day, which includes a large number of these trucks are tanker trucks and log trucks.

The regional travel demand shows a base year vehicle to capacity ratio for US 90, both east and west of Quincy and SR 12 to be between 0.51 and 0.76. The future year indicates a significant increase in traffic on SR 12 east of Quincy with a vehicle to capacity ration of 0.86 to 1.00. The accompanying increase in truck traffic will continue to have adverse impacts on the downtown area without the implementation of the Quincy Loop.

### **Safety/Crash Rates**

The safety concerns within the downtown area are broader and more general than the specific crash rates found on US 90 and on SR 12 and SR 267. Trucks moving through the downtown area make it difficult for pedestrians to move freely within and around the downtown square. Even with the removal of on-street parking spaces to enhance the turning radii for trucks, parked cars are damaged as the trucks have difficulty in navigating the square, particularly the log trucks. The existing alternative routes also have significant safety issues. Potential alternatives are very narrow residential streets or include two railroad crossings and are adjacent to a school. Removing the trucks from the downtown area will enhance the safety of multimodal users, as well as reducing/eliminating conflicts between the trucks and parked vehicles.

### **Transit**

The City of Quincy has a small circulator transit system. “The Shuttle” provides fixed route service in Quincy every 60 minutes Monday through Friday from 7:30 AM to 5:30 PM. The Shuttle serves the downtown area of Quincy and includes stops at several locations throughout the City such as major residential areas, major shopping centers, and social and governmental service locations.

A key component of a successful transit system is accessibility to the system for users. Transit users must be able to comfortably walk or bike to transit stops. Multimodal usage is promoted and enhanced through community character and viable, safe and pleasant facilities. The removal of the trucks from the downtown area will greatly improve the experience and ability of pedestrians and bicyclists to access and utilize the transit system.

### **Access to Intermodal Facilities and Freight Activity Centers**

US 90 is a major east-west facility that provides parallel capacity for I-10 from the Jacksonville area. Freight movement from the Port of Jacksonville, as well as other port and intermodal facilities located along the I-10 corridor often is accomplished on US 90. As noted above, the location and expansion of a major industrial park at the US 90/I-10 interchange in Midway has also increased the truck traffic on US 90. SR 267 and SR 12 provide a vital north-south connection into Georgia and the major distribution centers located in Albany and Cordele, Georgia and access to the Georgia-Florida Parkway and I-75

The facility will provide more efficient access for the movement of freight between major distribution centers and access to the important connecting transportation facilities.

### **Relief to Parallel Facilities**

The proposed facility will accommodate trucks outside of the town center thereby increasing the capacity and multimodal level of service on the existing routes through downtown. This increased capacity and level of service includes autos, bicycles, pedestrians and transit vehicles.

### **Bicycles and Sidewalks**

The adopted Comprehensive Plan for Quincy focuses on the provision of a connected and accessible system for bicycles and pedestrians. The focus of the Regional Mobility Plan is the provision of a comprehensive transportation system that provides multimodal opportunities and for the efficient movement of freight and goods.

With the implementation of the Quincy Loop, the movement of freight is greatly enhanced by removing the obstacles and barriers found in the downtown Quincy area. Equally as important, the removal of trucks from the facilities within the city provides for an enhanced pedestrian and bicycle system and experience and will promote the multimodal usage through the protection of the community character. It is also important to note that the Quincy Sector Plan recommends the inclusion of land use controls for the Quincy Loop to ensure that the facility remains and efficient and effective element of the freight system.

## **ETDM PURPOSE AND NEED STATEMENT**

**PROJECT: US 319 (Crawfordville Road) Service Roads and Intersection Improvements**

**LOCATION: Wakulla County**

### **Project Description Summary**

This project is proposed to add a system of service roads on the east and west sides of US 319 from Ivan Church Road to north of Arran Road. The section proposed for the service roads encompass 2.43 miles.

### **Introduction**

The Crawfordville area, though unincorporated, is the urban center of Wakulla County. Even though the majority of the state has faced declines in population, the Capital Region and Wakulla County have continued to grow in recent years. The majority of Wakulla County residents work in Tallahassee/Leon County, which is the region's economic hub and US 319 is the route that connects Crawfordville to Leon County and Tallahassee. In addition to the commuting traffic, the Crawfordville area has continued to develop to the north of the original urban center along US 319 in an auto-oriented development pattern, which also contributes to the congestion. The facility has been proposed for widening. However, there are sensitive environmental resources located along the corridor and the cost of the proposed project is very high. In addition, one of the goals of the recently adopted Regional Mobility Plan is to explore options to address congestion other than additional capacity.

This project is a result of that approach and attempts to address the congested sections in the Crawfordville area along US 319 through the addition of adjacent service roads and other operational improvements at intersections. In addition to the alleviation of congestion in the area, the project also includes the incorporation of multimodal facilities, providing local residents with the capability of safely walking or bicycling to destinations along the facility.

### **Regional Connectivity**

Wakulla County is bordered on the north by Leon County and on the south by the Gulf of Mexico. The County is primarily rural and agricultural. Over half the County's land area is held in federally and state managed lands, including Apalachicola National Park, Wakulla Springs, St. Marks Wildlife refuge, and Ochlocknee River State Park. The community of Crawfordville serves as the county seat and is the County's largest urbanized area, but is not an incorporated city. There are two incorporated cities in Wakulla County; St. Marks is in western Wakulla County at the head of the Apalachee Bay, and Sopchoppy is in southwest Wakulla County, at the edge of Apalachicola National Park.

Wakulla County is economically tied to Leon County and the City of Tallahassee with over 50% of its workforce commuting north to Leon County each day with many of these commuters utilizing US 319 from the Crawfordville area. Although unincorporated, Crawfordville is home

to the County governments offices and is the more densely populated, urban center or the County. US 319 provides a vital economic connection from Wakulla County to Leon County, Tallahassee and to the Interstate system. In addition to the Wakulla County residents, US 319 also provides the regional connection to Tallahassee and Leon County for the neighboring counties west of Wakulla. The proposed project will alleviate some of the congestion on the facility, particularly within the more suburban developed areas north of Crawfordville. This area has several large housing and commercial developments adjacent to US 319 and, according to the Florida Department of Transportation, this section of roadway carries a significant amount of traffic, with an Average Annual Daily Traffic of over 15,000 cars per day.

### **Plan Consistency**

The proposed improvement is included in the Regional Mobility Plan for the Capital Region which was adopted in November, 2010. The Cost Feasible Plan includes funding for the project in the years 2031 – 2035. This project also is fully coordinated with the Wakulla Comprehensive Plan, as well as an ongoing effort to develop an overlay district for US 319 in the Crawfordville area. The Regional Mobility Plan effort also included a sector plan for Crawfordville primarily focused on US 319, which also includes these recommendations.

### **Emergency Evacuation**

In Wakulla County, US 319 is identified as an emergency evacuation route by the Florida Division of Emergency Management. This route serves not only Wakulla County, but also its neighboring counties in an evacuation situation.

### **Future Population and Employment Growth in Corridor**

Population estimates from the University of Florida's Bureau of Economic and Business Research (BEBR) indicate that the County is amongst the fastest growing counties in Florida, particularly between 2000 and 2008. The following table shows that Wakulla County's average annual population growth has surpassed that of Florida for several years. From 1970 to 2008, the County experienced steady population growth, with an annual average growth rate ranging from 4.14 percent to 5.61 percent. Overall, the County's population has increased by 381 percent between 1970 and 2008. Average annual growth rates for Florida from 1970 to 2008 range from 2.72 percent to 3.68 percent, with a total population growth of 178 percent over the 38-year period.

**Population Growth in Wakulla County and Florida, 1970-2008**

<b>Year</b>	<b>Wakulla County</b>	<b>Average Annual Growth Rate from 1970 (percent)</b>	<b>Florida</b>	<b>Average Annual Growth Rate from 1970 (percent)</b>
<b>1970</b>	6,308	N/A	6,789,447	N/A
<b>1980</b>	10,887	5.61	9,746,961	3.68
<b>1990</b>	14,202	4.14	12,938,071	3.23
<b>2000</b>	22,863	4.39	15,982,824	2.89
<b>2008</b>	30,717	4.25	18,851,975	2.72

Sources: U.S. Census; University of Florida, Bureau of Economic and Business Research, 11/3/08.

Note: Data from years 1970-2000 are from U.S. Census. Year 2008 data is from University of Florida, Bureau of Economic and Business Research, 11/3/08.

To encourage economic development within the Crawfordville area, Wakulla County enacted an enterprise zone along US 319. This enterprise zone led to the growth and development of commercial, retail and office uses adjacent to US 319 and these uses were primarily developed in the auto-oriented, suburban style of development. In addition, no access management controls were included in this area, resulting in an extremely high number of access points from Ivan Church Road to north of Arran Road. The population growth, combined with the increased development intensity, the high number of commuters, no alternative modal facilities, and little to no access management has resulted in a congested facility.

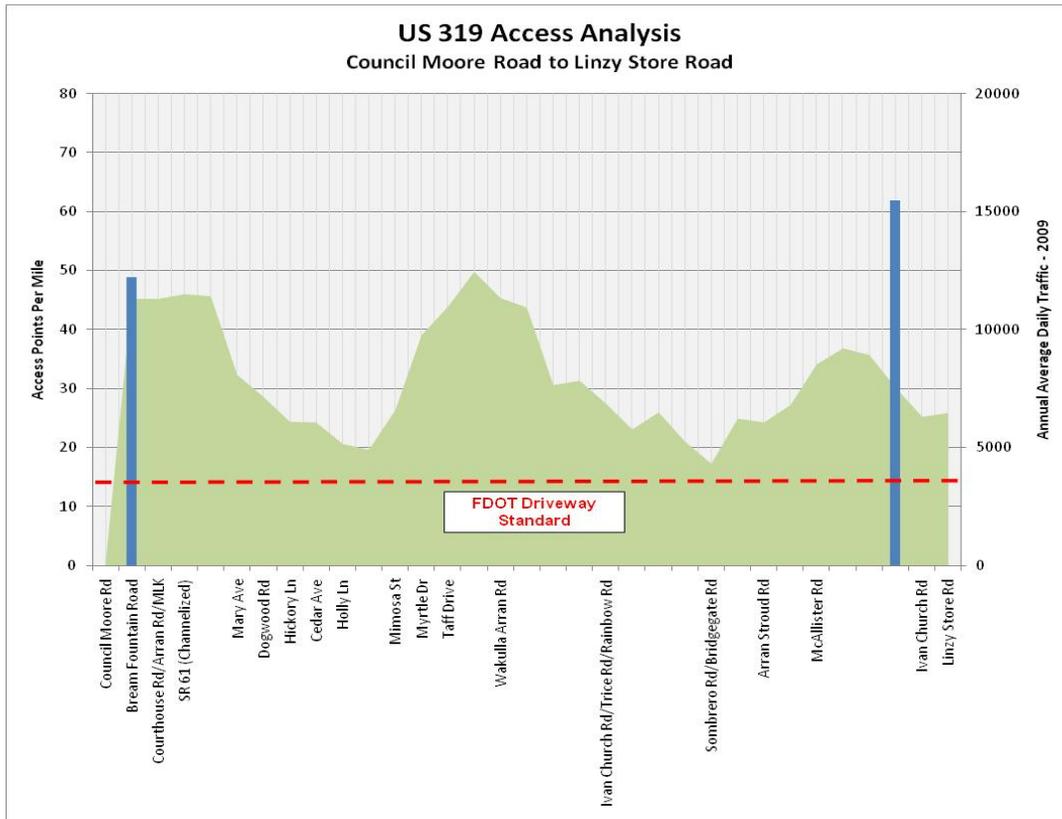
As noted above, as part of the Regional Mobility Plan, a more intensive planning effort was undertaken for the Crawfordville area on a 3.3 mile section of US 319 between Linzy Mill Road and Council Moore Road. The study area boundaries included the traditional central core area, extending north to the newer development, such as WalMart and several new housing developments. This sector planning effort included close coordination with the adopted Comprehensive Plan, which includes the overall goal of providing safe, convenient and efficient motorized and non-motorized transportation system for all residents and visitors to the County.

As part of the planning process for the Regional Mobility Plan and the Crawfordville Sector Plan, a myriad of opportunities were provided for public input. Wakulla County residents and stakeholders expressed a great need for improving bicycle and pedestrian facilities. Citizens also expressed concern for the safety of bicyclists and pedestrians stating that there is a need for safer and more user-friendly design, specifically recommending that bike paths should be separated from traffic as a safety measure. In addition, residents suggested amenities such as bike racks, bike lockers, and park and ride lots, all which would encourage alternative modes of transportation, while making biking more convenient. In addition, public officials, residents and stakeholders also expressed the desire to enhance the community character of Crawfordville building on transportation amenities and improvements.

**Future Traffic**

The 3.3 mile section of Crawfordville Road studied in the sector planning process as part of the Regional Mobility Plan includes several different cross-sections. From SR 61, north of Arran Road to Wakulla Arran Road, the facility is two lanes with a flush center turn lane. From Wakulla Arran Road to McAllister Street, US 319 remains a two lane facility, but has no center

turn lane. The section of US 319 from McAllister, north to Ivan Church Road and Linzy Mill Road has two travel lanes and resumes the flush center turn lane. There are no sidewalks or bicycle facilities along the facility, except for a small section that incorporates a striped bicycle lane. The high number of access points in the section of US 319, combined with the high traffic volumes contribute to the existing congestion. The graph below depicts the number of access points onto US 319, along with the traffic volumes.

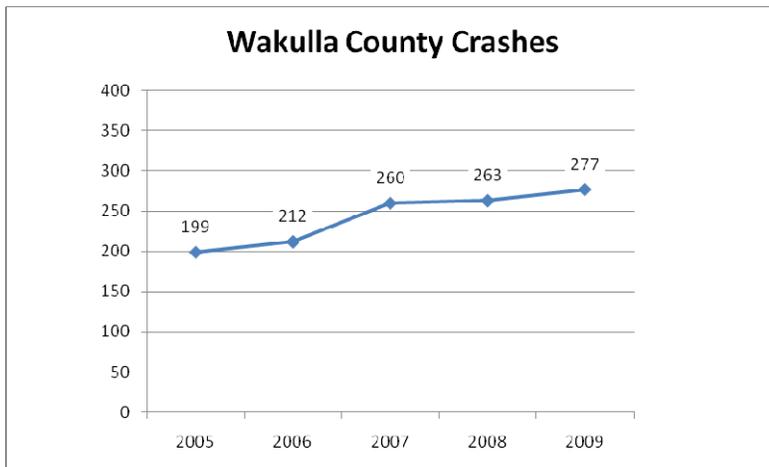


The regional travel demand shows a base year vehicle to capacity ratio for US 319 from Ivan Church Road to Arran Road to be between 0.86 and 1.00. South of Arran Road, the conditions improve, with a vehicle to capacity ratio of 0.51 to 0.76. The future year indicates a significant increase in traffic with a vehicle to capacity ratio of 1.01 to 2.65 on the section from Ivan Church Road to Arran Road. South of Arran Road, the vehicle to capacity ratio increases to 0.77 to 0.85.

### Safety/Crash Rates

The safety concerns along US 319 are not directly related to the specific crash rates on the facility. Wakulla County, as a whole, has experienced an increase in crashes since 2005. However, the major concern with safety in the identified sections of US 319 in Crawfordville are related to bicycle and pedestrian safety. There are no existing facilities for bicycles or pedestrians that provide access from residential areas and/or employment areas to other retail, commercial and office locations. With the emphasis that Wakulla County has expressed through their Comprehensive Plan and public meetings within the Regional Mobility Plan process, this

multimodal access is an identified community goal. To enhance and promote multimodal usage, safety is a primary factor, and the implementation of these service roads incorporate bicycle and pedestrian facilities, providing access to services and amenities within the corridor. In addition to the presence of multimodal facilities, the reduction of turning movements is also a safety improvement for bicycles and pedestrians. The proposed project also includes streetscaping and the implementation of a landscaped median which also helps to calm traffic by notifying the driver that they are entering or have entered a community.



Source: Florida Highway Safety and Motor Vehicles

## Transit

The Crawfordville area and Wakulla County only has an on-demand transit system that primarily serves the transportation disadvantaged and underserved populations. However, the desire to implement transit service from Crawfordville to Tallahassee and Leon County, providing commuters with travel options, was expressed as one of the major concerns and issues during the development of the Regional Mobility Plan. The adopted plan includes an express bus service along US 319 from south Tallahassee to Crawfordville.

A key component of a successful transit system is accessibility to the system for users. Transit users must be able to comfortably walk or bike to transit stops. Multimodal usage is promoted and enhanced through community character and viable, safe and pleasant facilities. The implementation of the service roads along with bicycle and pedestrian facilities will greatly improve the experience and ability of pedestrians and bicyclists to access and utilize the transit system. In addition, the proposed streetscaping and landscaping will provide a sense of community and community character that typically enhances multimodal activity, including transit usage.

## Access to Intermodal Facilities and Freight Activity Centers

US 319 in the Crawfordville area is not a major truck route. Wakulla County is primarily rural and agricultural and there are no distribution centers or other major freight generators. The majority of the heavy trucks are related to agriculture and silviculture industries.



## **ETDM PURPOSE AND NEED STATEMENT**

**PROJECT: Welaunee Boulevard**

**LOCATION: Leon County**

### **Project Description Summary**

This project, planned to be funded through a private development, is planned as a major north-south route to serve the Welaunee development located in northeast Leon County. This facility is planned to be a maximum of four lanes, with the potential for six lanes only north of Dove Pond should the need for additional capacity arise as the development builds out. The alignment of the proposed facility has not been finalized.

### **Introduction**

Much of the area in northeastern Leon County, north of Capital Circle and east of US 319 is owned by a single owner. This approximately 7,000 acres has historically been in silviculture or agricultural use. The owner of the property has worked with the governmental agencies on setting the stage for developing this area. The Tallahassee Leon County Comprehensive Plan was amended to expand the Urban Services Area to include the property, which was designated for mixed use in the early 1990's. Since that time, extensive plans for the development of the area have been undertaken.

This project is a result of the need for additional transportation infrastructure to serve the development. The development plans call for a finely grained network of local roads providing a high level of connectivity. Welaunee Boulevard, proposed for four lanes with the potential for six lanes only in the northernmost section, is anticipated to be the major "spine" road for the development, providing access to the new town center, as well as connectivity to the major employment centers within downtown and southeastern Tallahassee. The facility, included in the Cost Feasible Plan adopted in November, 2010, includes only private funding.

### **Regional Connectivity**

The proposed Welaunee Boulevard will provide additional connectivity from northern Leon County and southern Georgia into Tallahassee, which is the employment, population, and services center of the region. The project will extend from some point on US 319 in northern Leon County to Fleishman Boulevard and tie into the existing portion of Welaunee Boulevard that has already been constructed. In addition to the north-south connection, a new interchange where the facility crosses I-10 is also proposed. This new interchange provides direct access to the Interstate system and the movements east and west.

## **Plan Consistency**

As noted above, the project is included in the adopted Cost Feasible Plan adopted in November 2010. The project is included only for private funding and there is no specific timeframe as the roadway is dependent upon the schedule for the planned development. In addition to its inclusion in the Regional Mobility Plan, the project is also consistent with the Tallahassee Leon County Comprehensive Plan.

## **Emergency Evacuation**

The addition of a new north-south facility will enhance the emergency evacuation capacity for the region and will tie back into US 319, which is a designated evacuation route. In addition, the new proposed interchange at I-10 will also provide enhanced evacuation capability.

## **Future Population and Employment Growth in Corridor**

The Tallahassee Leon County area, unlike the majority of Florida over the last several years, has not experienced the declines in population, but rather has remained steady or increased in population growth.

The facility is anticipated to be the major route serving the planned 7,000 acre development. This development is anticipated to include a mix of housing and commercial and retail. Welaunee Boulevard will provide the direct access to the proposed town center area, as well as providing direct connections to the Capital Circle NE area and to northern Leon County, where population and retail growth continues to happen.

There has been a generalized site plan developed, which includes a variety of housing choices, ranging from high density multi-family to low-density estates. Several town center areas are planned along the proposed Welaunee Boulevard, as well as development around the new proposed interchange. This project will be the primary corridor providing residents with access to the area's schools, retail and services, as well as providing for an additional north-south through facility.

## **Future Traffic**

Plans for the development of the area have been underway for several years, with Phase 1 underway from 2002 to 2010 and Phase 2 from 2010-2020. The first phase was to include development in two specific areas; the entire tract is in the rough shape of a shoe and Phase 1 was anticipated to occur in the "heel" and "toe" areas. However, with the state of the economy in the mid to late 2000's, the development schedule has not been definitively redefined. This schedule has been pushed back with an undetermined horizon year.

As traffic impact analysis was performed in 2002 based on the proposed development of Phase 1. Within this analysis 56 roadway segments contained in the long range plan were projected to have a volume to capacity ratio of over 1.0 and 55 of these segments over 1.0 with the long range plan modified to reflect the proposed development. Of these 55 segments identified, 21 show the volume to capacity ratio lower with the development and 4 segments remained unchanged. The

remaining 30 segments include 16 that are designated as constrained and 12 indicated an increase of 8% or less. Only 2 segments show a significant increase of 13% and 17%. The proposed development, if built as planned with the proposed infrastructure elements, which includes Welaunee Boulevard, is expected to have little impact on the existing system.<sup>172</sup>

### **Safety/Crash Rates**

The project is a new facility, thus no safety information is available.

### **Transit**

There is no existing transit service in the area, however, transit is planned as a major element of the development.

### **Access to Intermodal Facilities and Freight Activity Centers**

The movement of freight is not expected to be a major truck route.

### **Relief to Parallel Facilities**

The proposed facility will be expected to provide some relief to the congestion experienced on the existing facilities within the area which occurs primarily during peak hours. The facility is expected to relieve the parallel canopy roads as well as some traffic from US 319.

### **Bicycles and Sidewalks**

Bicycle and pedestrian facilities are planned to be an integral part of the development's transportation system, including Welaunee Boulevard through a combination of off-road facilities, on road bicycle lanes and sidewalks. The plans for the development include land use patterns and urban design features that will both foster and comfortably accommodate multimodal usage. A multi-use trail system is planned to serve the development in addition to other bicycle and pedestrian facilities and will incorporate connections to the Miccosukee Greenway as frequently and efficiently as possible.

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<sup>172</sup> Critical Area Plan, January 17, 2002.