

June 18, 2018



**AGENDA ITEM 4 B 1**

**FISCAL YEAR 2020 – FY 2024  
REGIONAL MOBILITY PLAN  
ROADWAYS PRIORITY PROJECT LIST  
ADOPTION**

**TYPE OF ITEM: Consent**

**STATEMENT OF ISSUE**

At the May 15 CRTPA meeting, a discussion of the agency's scheduled June adoption of the Fiscal Year 2020 – FY 2024 Priority Project Lists (PPLs) occurred. This item seeks approval of the Fiscal Year 2020 – FY 2024 CRTPA Regional Mobility Plan (RMP) Roadways Priority Project List (PPL).

**CRTPE COMMITTEE ACTIONS**

On June 5, the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended CRTPA approval of the Roadways PPL.

**RECOMMENDED ACTION**

Option 1: Adopt the FY 2020 – FY 2024 CRTPA RMP Roadways Priority Project List.

**BACKGROUND**

The CRTPA annually adopts priority project lists (PPLs) to identify, in ranked order, the agency's transportation project priorities. The lists provide the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funding with those eligible transportation projects ranked highest by the CRTPA.

One of the lists scheduled for adoption in June is the RMP Roadways PPL which identifies roadway projects that were identified in the agency's long range transportation plan ("Connections 2040 RMP Roadway Cost Feasible Plan").

## The Latest

The Draft FY 2020 – FY 2024 RMP Roadway PPL proposes to update the currently adopted (FY 2019 – FY 2023) RMP Roadway PPL with the following changes:

- **PROJECT ADDITION:** Crawfordville Road (LL Wallace Road to beginning of 4-lane) (Wakulla County Line to LL Wallace Road) (Leon County): This project is proposed for addition to the PPL to reflect needed funding to complete the 4-laning of the facility within Leon County.
- **PROJECT UPDATE:** Capital Circle, Southwest (Orange Avenue to Springhill Road) (Project #4157829): This #2 ranked project was removed from list due to being fully funded and within the first three years of the TIP.
- **PROJECT RE ORDERING:** Thomasville Rd/Meridian Rd/7<sup>th</sup> Ave (Midtown Operational Improvements): This #10 ranked project is proposed to moved up to #6 to reflect current activities of the project (Midtown Area Transportation Plan).
- **PROJECT RE ORDERING:** Mahan Drive and Capital Circle, Northeast (Intersection Improvement): This #14 ranked project is proposed to move up to #7.
- **PROJECT REMOVAL:** Woodville Hwy/Natural Bridge Rd (Roundabout): This #17 ranked project is proposed to be removed and placed on the agency's Transportation Systems Management (TSM) PPL.
- **PROJECT REMOVAL:** Old Lloyd Rd/Gamble Rd (Roundabout): This #18 ranked project is proposed to be removed and placed on the agency's Transportation Systems Management (TSM) PPL.
- **PROJECT REMOVAL:** Wakulla Environmental Institute (US 98 to Crawfordville Road): This project was removed from the PPL.

In addition to the RMP Roadways PPL, the following other PPLs are scheduled for adoption in June:

**RMP Bicycle and Pedestrian PPL** – Identifies bicycle and pedestrian projects (Project source: Connections 2040 RMP Roadway Cost Feasible Plan)

**Regional Trails PPL** – Identifies regional trails projects (Project source: CRTPA 2040 RMP and Florida Office of Greenways and Trails)

**Transportation Systems Management (TSM) PPL** – Identifies low cost (typically intersection) improvements to the existing transportation system that can be constructed in less than two years and have gone through a required FDOT process in order to be considered eligible for funding (Project source: FDOT candidate project list developed in coordination with the CRTPA)

**StarMetro PPL** – Identifies transit projects consistent with StarMetro's adopted Transit Development Plan (Project source: projects identified by StarMetro and provided to the CRTPA for adoption)

**Tallahassee International Airport PPL** – Identifies Tallahassee International Airport projects consistent with the adopted Airport Master Plan (Project source: projects identified by The Tallahassee International Airport and provided to the CRTPA for adoption)

## **PUBLIC INVOLVEMENT**

Public meetings to present the CRTPA's Draft FY 2020 – FY 2024 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program(TIP) at this meeting) were held throughout the CRTPA region on May 23 & 24. **Attachment 2** provides the public comments received at these meetings.

## **NEXT STEPS**

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

## **ATTACHMENT**

Attachment 1: DRAFT FY 2020 – FY 2024 RMP Roadways Priority Project List  
Attachment 2: Public Comments Received

Capital Region Transportation Planning Agency  
**DRAFT RMP Roadways Priority Project List**  
Fiscal Year 2020 - Fiscal Year 2024

**ATTACHMENT 1**

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding					Project/Strategy	County	SIS	Length (miles)	Funding Sought
1	1026	<b>Woodville Highway<sup>1</sup></b>		Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon	2.1	CST (\$17.4M) <sup>4</sup> CST (\$6.8M) <sup>4</sup>
		(Capital Circle, SE to Gaile Ave)	4240094	ROW	\$773,885								
		(Gaile Ave to Paul Russell Rd)	4240095	ROW	\$4.9M	\$ 1.1M							
2	1513	<b>Capital Circle, Southwest<sup>2</sup></b>		Phase	2019	2020	2021	2022	2023	Widen to 6 lanes	Leon	2.34	FULLY FUNDED*
		(Crawfordville Rd to Springhill Rd)	2197492	ROW	\$4.7M	\$3M							
				CST				\$32.6M					
3	1540	<b>Crawfordville Road</b>		Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Wakulla	3.6	ROW (\$34.1M) <sup>4</sup> CST (\$27M) <sup>4</sup>
		(N. of Alaska Way to Lost Creek Bridge)	2204956	ROW					\$2.6M				
4	308	<b>Crawfordville Road</b>		Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Wakulla	4.4	ROW (\$30M) <sup>4</sup> CST (\$41M) <sup>4</sup>
		(Lost Creek Bridge to East Ivan Rd)	2204953										
5	1554	<b>Orange Avenue<sup>2</sup></b>		Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon	4.3	Design
		(Capital Circle, SW to Monroe St)	4379021	PD&E	\$1.5M								
6	75	<b>Thomasville Rd/Meridian Rd/7th Ave<sup>3</sup></b>	-	Phase	2019	2020	2021	2022	2023	Intersection Improvements	Leon	-	PD&E
		(Midtown Operational Improvements)											
7	138	<b>Mahan Dr and Capital Circle, NE</b>	-	Phase	2019	2020	2021	2022	2023	Intersection Improvements	Leon	Y	Feasibility Study
		(Intersection Improvements)		-	-	-	-	-	-				
8	1365	<b>Pensacola Street (West Side Student Corridor Gateway<sup>1</sup>)</b>	-	Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon	0.8	PD&E Reevaluation
				-	-	-	-	-	-				
		(Capital Circle, NW to Appleyard Dr)											
9		<b>Crawfordville Road</b>	-	Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon	1.7 2.1	PE (\$2.09M) <sup>4</sup> PE (\$1.8M) <sup>4</sup>
		(LL Wallace Rd to beginning of 4-lane)		-	-	-	-	-	-				
		(Wakulla County Line to LL Wallace Rd)		-	-	-	-	-	-				
10	383	<b>Lake Bradford Road/Springhill Road<sup>1</sup></b>	-	Phase	2019	2020	2021	2022	2023	Corridor Improvements	Leon	3.8	PD&E
		(Capital Circle, SW to Gaines Street)		-	-	-	-	-	-				
11	181	<b>Tharpe Street<sup>2</sup></b>	-	Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon	2.7	PD&E Reevaluation
		(Capital Circle, NW to Ocala Rd)		-	-	-	-	-	-				
12	179	<b>Bannerman Road<sup>2</sup></b>	-	Phase	2019	2020	2021	2022	2023	Widen to 4 lanes	Leon	1.7	PE
		(Tekesta Dr to Thomasville Rd)											

Capital Region Transportation Planning Agency

**DRAFT RMP Roadways Priority Project List**

Fiscal Year 2020 - Fiscal Year 2024

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	SIS	Length (miles)	Funding Sought
13	369	Welaunee Blvd Extension <sup>1</sup> (Fleischmann Rd to south of I-10)	Blueprint	Phase	2019	2020	2021	2022	2023	New 4 lane road	Leon		2.25	CST
				PD&E	\$625,000									
				PE	\$250,000	\$1M								
14	1571	Welaunee Blvd Extension <sup>1</sup> (South of I-10 to Shamrock St)	Blueprint	Phase	2019	2020	2021	2022	2023	New 4 lane road	Leon		2	ROW/CST
				PD&E	\$625,000									
				PE	\$250,000	\$1M								
15	137	Welaunee Blvd/I-10 Interchange		Phase	2019	2020	2021	2022	2023	New Interchange	Leon	Y	-	PD&E
				-	-	-	-	-	-					

<sup>1</sup> [Blueprint Gateway Project](#)

<sup>2</sup> [Blueprint Regional Mobility Project](#)

<sup>3</sup> [Blueprint Community Enhancement District](#)

<sup>4</sup> FDOT Long Range Estimate (LRE)

\* Fully Funded Projects are retained on the list above until such funding is within the first three (3) years of the TIP.

**ABBREVIATIONS:**

PD&E - Project Development and Environment Study

PE - Preliminary Engineering (Design)

ROW - Right-of-Way

CST - Construction

SIS - Strategic Intermodal System (FDOT roadway designation)

**FULLY FUNDED PROJECTS (NOT YET CONSTRUCTED):**

	382	Capital Circle, Southwest <sup>2</sup> (Springhill Rd to Orange Ave)	4157829	Phase	2019	2020	2021	2022	2023	Widen to 6 lanes	Leon	Y	4.1	FULLY FUNDED
				CST			\$56.5M							



FY 2019 - FY 2023 Transportation Improvement Program (TIP)  
FY 2020 - FY 2024 Transportation Project Priority Lists (PPLs)

MAY 23 & 24, 2018  
**WRITTEN COMMENT FORM**

Please work with FDOT and city/county planners to make narrow traffic lanes in urban areas. Use that space to benefit of pedestrians & cyclists.

Please support the Comprehensive Operations Analysis for StarMetro, so they can make better informed operational decisions.

NAME: Tom Clark ADDRESS: 1515 Payne St.  
Tallahassee, FL 32303

PLEASE MAIL COMMENTS TO THE FOLLOWING ADDRESS BY FRIDAY, JUNE 15:

**CRTPA**  
**300 S. ADAMS STREET, A-19**  
**TALLAHASSEE, FL 32301**  
**ATTN: GREG BURKE**  
**OR**

SEND AN EMAIL TO:  
**greg.burke@crtpa.org**

Your comments will be provided to the CRTPA at the June 18 Board Meeting.

PERRY MORRIS ~ interested in a connector trail from  
Shell Point / Spring Creek / Live Oak / Oyster Bay area to  
the new Coastal Trail





FLORIDA STATE UNIVERSITY  
REAL ESTATE FOUNDATION

May 25, 2018

Capital Region Transportation Planning Agency  
Attn: Nick Maddox, Chair  
300 S. Adams Street, A-19  
Tallahassee, FL 32301

Dear Chairman Maddox,

On behalf of Florida State University, we would like to call attention to two specific infrastructure projects that are essential to student/pedestrian safety as well as the future economic development opportunities in southwest Tallahassee.

**Gaines/Stadium/Lake Bradford Intersection:**

As partners in the local community, we are excited to see such an amazing transformation along the Gaines Street Corridor. The surge in development has created a new and vibrant landscape between the campuses of FAMU and FSU. However, with this new development comes the responsibility to plan for and implement appropriate student/pedestrian safety measures. Of particular importance is the intersection of Gaines St./Stadium Dr./Lake Bradford Rd. ("Intersection"). There are two new student housing projects under development adjacent to the Intersection that will considerably increase the burden on the Intersection, thus necessitating road improvements. Fortunately, because these projects are still in their development stages, an opportunity to address the complexity of the Intersection exists, but becomes increasingly more challenging as time passes. Accordingly, we are requesting that the redesign of the Intersection be elevated in importance and be included on a Project Priority List ("PPL") for future inclusion on the CRTPA's Transportation Improvement Plan ("TIP") at the next available opportunity. (FSU previously elevated concerns over student safety relating to this intersection in a June 2016 letter to Rick Fernandez. **See attached.**)

For the past several years, there has been discussion about modifying the Intersection to promote the safe passage of pedestrians, cyclists and vehicles alike. FSU's 2016 letter expressed concerns over the complexity of this intersection specifically pertaining to student safety and the forthcoming student housing development called Stadium Enclave that is now under construction on the site of the old concrete plant. The impetus for this concern is the funneling of students to the Intersection that currently requires traversing 10 lanes of traffic across five landing areas. The challenge was exacerbated by the CSX rail spur that precluded students from efficiently crossing Gaines St. further to the east at one of the two-lane crossings. Recently, the developer of the Stadium Enclave acquired the CSX spur. It is our understanding that the purpose of this acquisition is to create additional access points to Gaines Street and to develop a bicycle alley along the corridor.

Based on conversations with FDOT dating back to last year, it is our understanding that improving the Intersection is very challenging and there are limited opportunities for modification. Further, it is our understanding that the right solution will likely involve a holistic review of the traffic patterns around the Intersection as well as the adjoining streets, including, but not limited to Stadium, Gaines, Lake Bradford,



Jackson Bluff, Eppes, Airport, Hendry, and Woodward. Because CSX has sold their property and the intention, at least in part, is to construct some type of access point, it is our recommendation that the Intersection be elevated in importance and be designated on a PPL.

**Orange Avenue Widening:**

During the Sept 19, 2017, meeting of the CRTPA Board, the study to widen Orange Avenue moved up to the #6 priority on the Transportation Improvement Program for FY 2019-2023. The expansion of this roadway to include additional traffic lanes, bike lanes, sidewalks, multimodal trails, improved lighting, and other necessary improvements is key to enhancing safety and the future economic growth of southwest Tallahassee.

Recently, the staff of the Blueprint IA conducted dozens of community outreach meetings to receive public comment on the amendment of the Blueprint 2020 Airport Gateway Project. At each of these meetings, there were numerous comments from residents of neighborhoods such as Callen, Providence, Lake Bradford and other local communities expressing their concerns about the current traffic and pedestrian challenges along the Orange Avenue corridor. We echo those concerns, and encourage your continued attention to the priority of this project to start design as soon as possible. Florida State University supports transportation improvements that enhance the safety of students and other pedestrians around the University campus and surrounding community.

In closing, we respectfully request the CRTPA Board carefully consider the challenges and opportunities presented with each of these road segments.

Specifically, we request that CRTPA extract from the Southwest Area Transportation Plan the Gaines St./Stadium Drive/Lake Bradford Rd. Intersection and elevate this intersection to a Project Priority List to be included in the next TIP.

We recognize that we are not intimately familiar with the CRTPA process, and we understand that what we are requesting may not be the most appropriate method of addressing the pressing concerns at the Intersection. If we have missed the mark, we ask that the CRTPA direct its staff to bring forward a recommendation for the most expeditious path to include the Intersection in the earliest possible TIP.

Respectfully,



Kevin Graham  
Executive Director - FSU Real Estate Foundation

CC: Greg Slay  
Reese Goad  
Ben Pingree  
Kyle Clark  
Dennis Bailey  
Dustin Dailey



June 20, 2016

Rick Fernandez  
Office of the City Manager  
300 South Adams Street  
Tallahassee FL 32301

In light of the City of Tallahassee Commission's discussion of the sale of the 2.64 acre parcel (adjacent to the Cemex Construction parcel) to ZAC, LLC (also referred to as Zimmer Development) (commonly referred to herein as "Developer") which will serve to augment the real property proposed for the development of a student housing complex located in the southeast quadrant of Gaines Street and Lake Bradford Road, Florida State University ("University") offers its comments. The University requests the City of Tallahassee consider and adequately address significant concerns the University has regarding student safety prior to providing final development approvals.

While the University does not generally object to the sale of the 2.64 acres to the Developer or the proposed development of new student housing proximate to campus, the University does have very real concerns regarding student safety. The proposed development, once constructed, will increase student pedestrian traffic required to cross Gaines Street in order to access FSU's campus. Pedestrian traffic that attempts to cross Gaines at Lake Bradford must traverse up to 10 lanes of traffic with divided medians and navigate five landing areas in a complicated and non-traditional intersection.

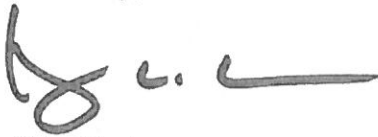
In a meeting dated September 18, 2015, the University, the FSU Real Estate Foundation, Developer, Developer's counsel, Moore Bass Consulting and the City of Tallahassee gathered to discuss development issues associated with the Developer's proposed student housing development plan. During the meeting, members of the University's Facilities Department and the FSU Real Estate Foundation expressed concerns over the risk the development project posed to student safety. This concern was driven primarily by the Developer's representation of up to 900 new beds and the need to direct student traffic north along Lake Bradford Road and across Gaines Street in order to access the University's campus. The University distinguished its concern related to this project from other student housing recently built along the southern border of Gaines Street based on the stop lights and crosswalks that were designed and constructed further east along Gaines to facilitate student pedestrian traffic proximate to those properties. At the conclusion of the meeting, Zimmer indicated that they would respond back to the University with information that adequately addresses our concerns over student safety. To date, the University has not received any additional information from Zimmer, their legal counsel, or other consultants involved in the project.

It is our understanding that since the September 2015 meeting the City has been in regular discussions with the Developer to modify and improve the development program. The University has not been a part of these subsequent discussions, but understands that there has been progress on many of the aesthetic aspects of the project. It is also our understanding that the scale of the project has been reduced from +/-900 student housing beds to approximately 600. The University strongly encourages the City to maintain a high standard for architectural and aesthetic elements of new developments proximate to campus as well as a requirement for strict compliance by the development community.

The University has not been informed of any measures proposed to ensure student safety in this heavily trafficked area. Thus, the University requests that, in light of the inherent danger this development project presents, the City require the Developer to implement a pedestrian traffic plan that safely routes the future residents of the proposed student housing development across Gaines Street. One potential solution is to cause pedestrian traffic to route east out of the proposed development and to cross Gaines Street at Stone Valley. This is a much less complicated intersection where students will only be required to traverse two lanes of traffic. Similarly, for pedestrian traffic that must cross Gaines Street at Lake Bradford, the University suggests that the City perform a peak hour analysis and consider the adequacy of the existing cross walks, landing areas, signal timing and other factors that contribute to a safe pedestrian experience. We would also be open to other discussions and proposed routes to further enhance student safety.

As previously indicated, our concern is specifically focused on student safety. The University is anxious to see that pedestrian access across Gaines Street is properly addressed. It is the University's hope that the City shares these concerns about this heavily traveled intersection (approximately 25,000 cars per day), and will ensure the safety of the students entrusted to us as well as the safety of the other future occupants of the proposed housing community. The University requests the City consider its concerns and respond in a manner that will sufficiently mitigate the increased risk this proposed development presents.

Sincerely,

A handwritten signature in dark ink, appearing to read 'K. Clark', with a stylized flourish at the end.

Kyle Clark

Vice President for Finance & Administration

CC: Wayne Tedder  
Judy Donahoe  
David Coburn  
Carolyn Egan  
Dennis Bailey  
Kevin Graham  
Will Butler