



connections

regional mobility plan **2045**

NOVEMBER 2020



Capital Region Transportation
Planning Agency





State of the Region

Chapter 2

“This chapter provides a foundation for understanding the region’s economy, its people, and infrastructure.”

State of the Region

The State of the Region chapter highlights and assesses demographic, economic, and transportation elements in the study area. The report also includes a review of previous plans, policies, and regulations that are related to the future growth and transportation of communities in the region. The existing conditions highlighted in this chapter inform the creation of regional transportation strategies as for the *RMP*.

The CRTPA study area is located directly south of the southwest Georgia border, east of Panama City Beach, and west of Jacksonville. The study area is approximately 2,388 square miles and incorporates all of Gadsden, Jefferson, Leon, and Wakulla Counties in the Florida Panhandle. It contains 10 municipalities and is home to more than 382,000 people.

People

Population Growth

With an increase of over 21,000 people between 2010 and 2019, the Capital Region grew approximately 6% during that time period. While less than the state's growth rate of 12% during that time period, this increase in population has affected the regional transportation network. This growth was not evenly distributed across the study area, with Leon and Wakulla Counties experiencing at least a 7% population increase from 2010 to 2019. Jefferson and Gadsden Counties saw their populations decline. Leon County added the most people overall, with an increase of over 19,000 people (a 7% increase). The 2019 population by county within the CRTPA region is shown in Figure 2-2.

Figure 2-2: CRTPA Population by County (2019)

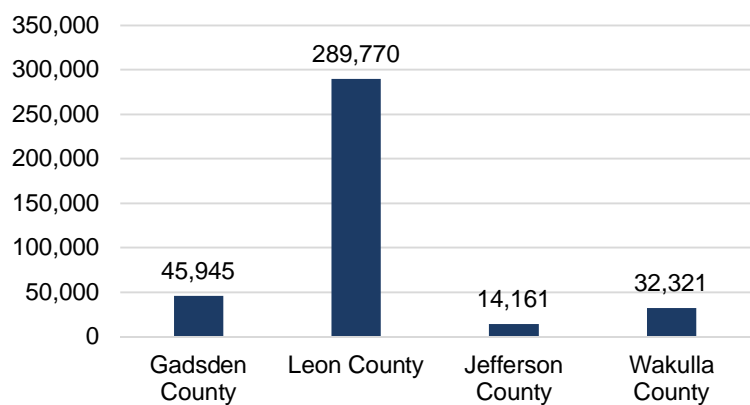


Figure 2-1: Population Information

382,197

2019 Population

1.8%

of the state of Florida's population

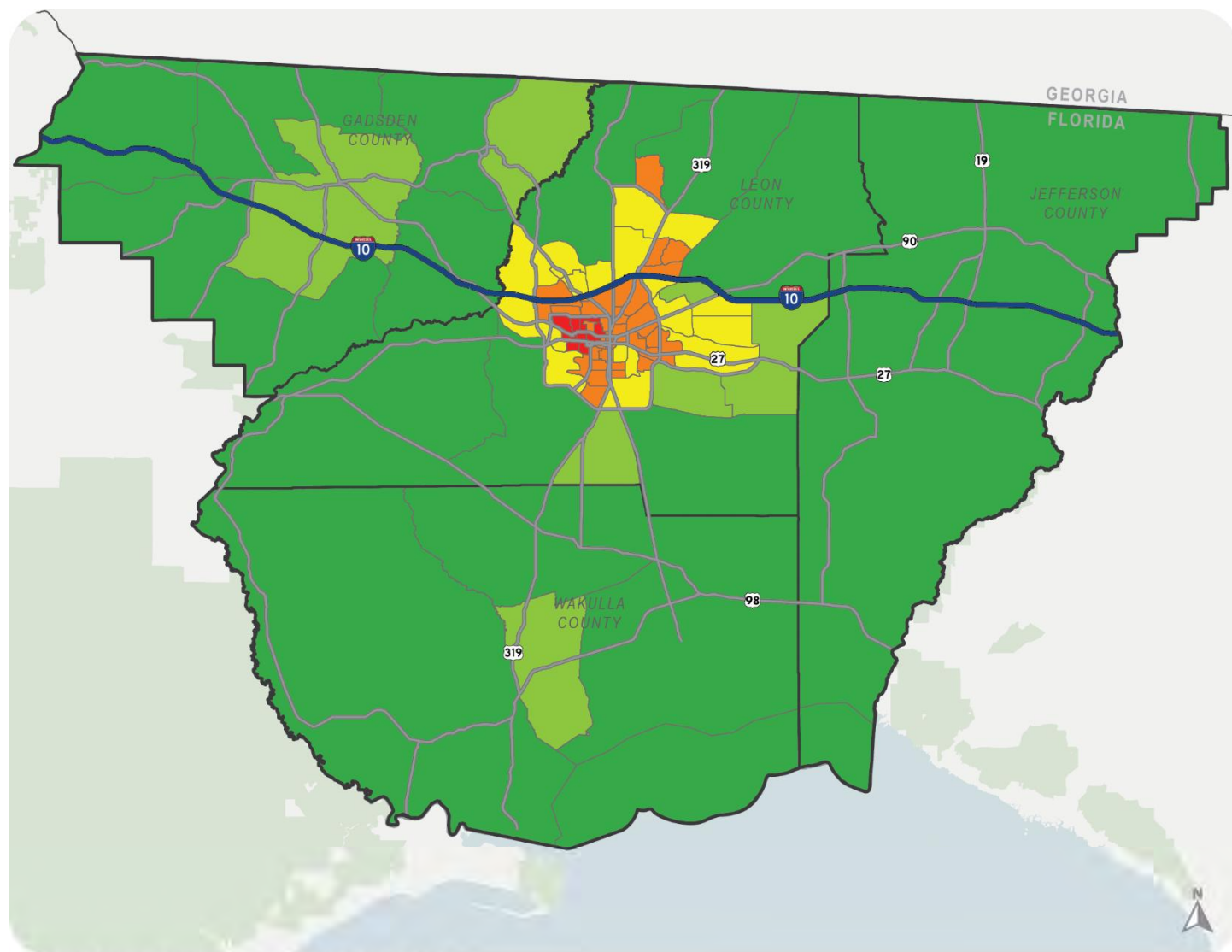
360,391

2010 Population

Population Density

Population density varies throughout the study area, with the highest concentrations around Tallahassee and much lower densities in the outlying counties. It should be noted that Gadsden, Jefferson, and Wakulla Counties have very large census tract areas. Because of this, the population density is less granular than that in Leon County. Based on population growth and area trends, the densest areas of the region are in and around Tallahassee, where the built environment takes on a more urban development pattern. Rural, undeveloped areas around the edges of the study area are predictably those that are unincorporated and lack most urban services. The CRTPA region's population density as of 2017 is shown in Figure 2-3.

Figure 2-3: Population Density



Source: American Community Survey 5-Year Estimates, 2017

Legend

- Less than 100 persons/sq. mile
- 100 to 400 persons/sq. mile
- 400 to 1,600 persons/sq. mile
- 1,600 to 6,400 persons/sq. mile
- Greater than 6,400 persons/sq. mile
- County Boundary

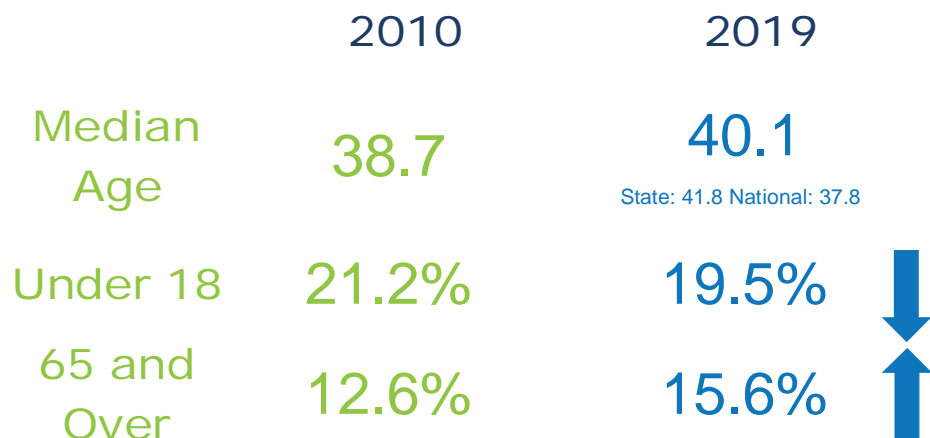
Note: Map generated October 2019

Demographic Trends

Aging Population

Reflecting state and national trends, the CRTPA community is aging. The study area's median age has increased from 38.7 years in 2010 to 40.7 years in 2017, reflecting an increased proportion of the population that is now retirement age or older. While the study area's population distribution is largely in balance with Florida and the United States as a whole, aging communities present significant mobility challenges in comparison with younger populations. Nearly 75% of older persons across the nation live in areas that require a high level of vehicular dependency, requiring the transportation system to be responsive to the needs of older residents particularly if residents choose to age in place. Maintaining the flexibility and foresight to accommodate a variety of lifestyles and ensuring that viable multimodal options exist for residents will be extremely important for the future health of the region.

Figure 2-4: 2010 vs. 2019 Age Trends



Source: American Community Survey 5-Year Estimates (2010, 2019)

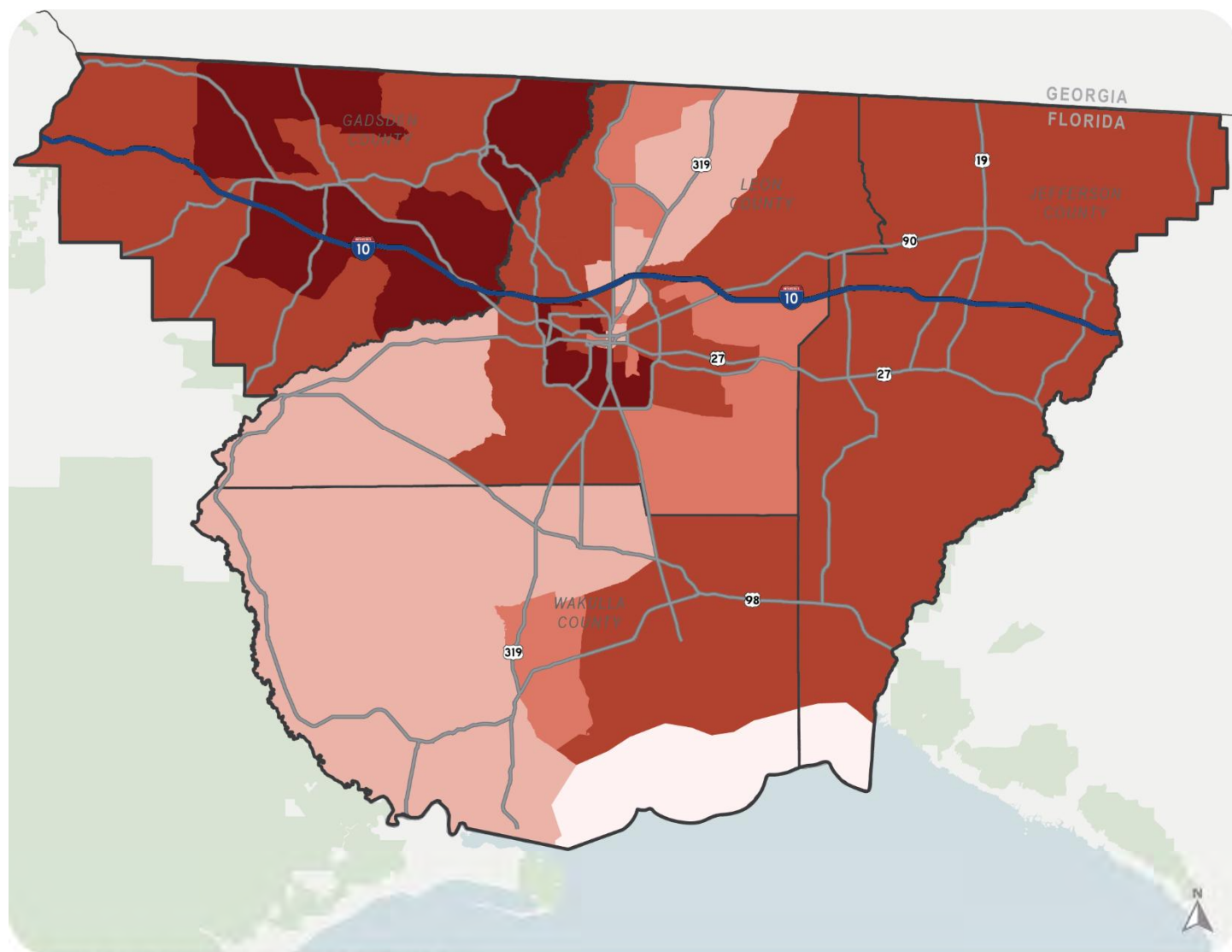
Minority Population

On average, 37.6% of the population within the CRTPA region identifies as a race other than white alone, with Gadsden County having the highest minority population. Figure 2-5 shows the percent minority population within the CRTPA region as of 2017. Gadsden County additionally has the highest concentration of people who identify as Hispanic/Latino. Areas around Greensboro and Gretna have the highest percentages with more than 50% of the population being Hispanic/Latino. Approximately 16.7% of the population within the CRTPA region was born outside of the United States, following both a state and national trend. The most common countries of origin are Cuba, Haiti, and Mexico. Figure 2-6 shows the percent Hispanic/Latino population within the CRTPA region as of 2017.

Community Resources

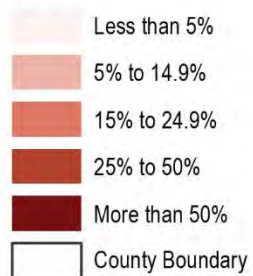
The CRTPA study area is adjacent to multiple national wildlife refuges and national forests. Connections to and from these locations are essential as they serve as focal points for recreational activities. Community resources (e.g., hospitals, schools, fire stations, etc.) often serve a different type of trip purpose but require special attention in terms of transportation. For example, approximately 20% of CRTPA's population are school-aged children and teenagers. Taking a look at how students travel to and from school can offer insight into whether safe routes exist for students to walk or bike. Having continued access to community facilities plays a vital role in maintaining and improving the quality of life for the residents. Figure 2-7 displays the community resources existing within the region.

Figure 2-5: Percent Minority Population



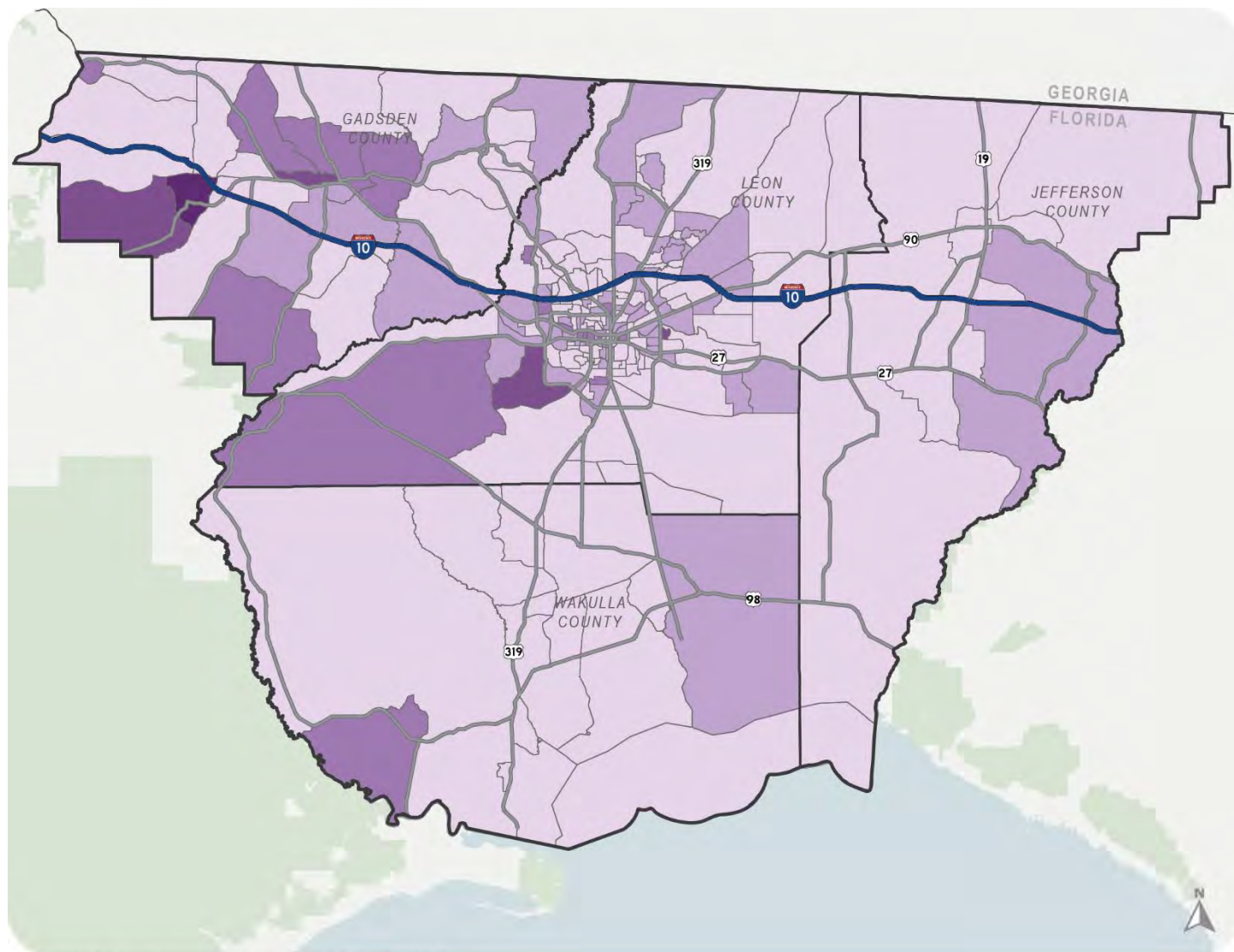
Source: American Community Survey 5-Year Estimates, 2017

Legend



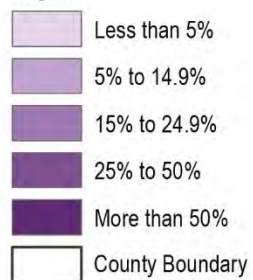
Note: Map generated October 2019

Figure 2-6: Percent Hispanic/Latino Population



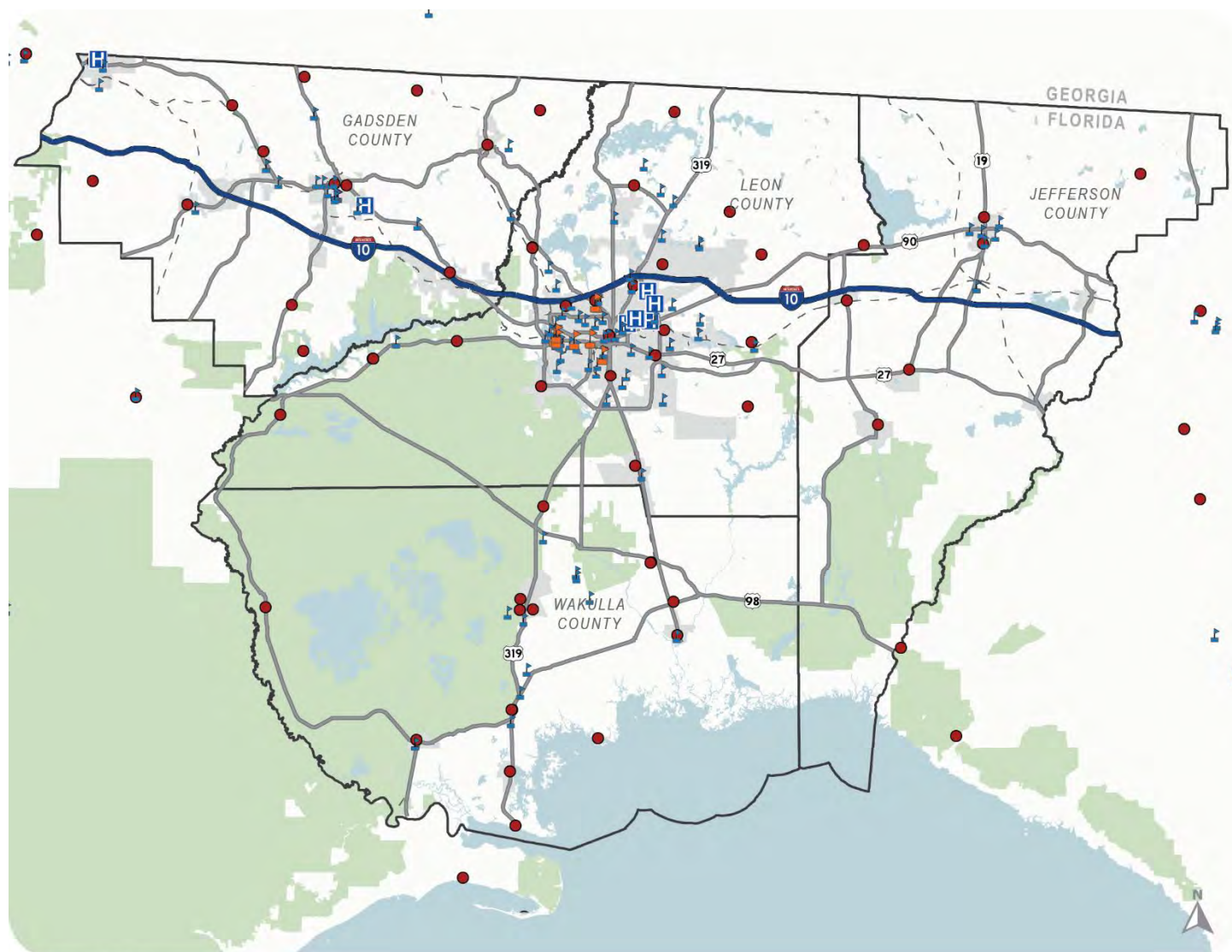
Source: American Community Survey 5-Year Estimates, 2017

Legend



Note: Map generated October 2019

Figure 2-7: Community Resources



Source: FDOT

Legend

-  Schools
-  Colleges and Universities
-  Hospitals
-  Fire Stations
-  Parks and Open Space
-  Bodies of Water
-  Municipal Boundaries
-  County Boundary
-  CRTPA Boundary

Prosperity

Employment Trends

Over the past several years, Leon, Wakulla, and Jefferson Counties have seen a 2% increase in job growth, while Gadsden County has seen a slight decrease. The region as a whole employs over 182,000 people. The top employers in the region are predominately composed of government, education, and health sectors. The State of Florida and Florida State University are the largest employers in the region, followed by Florida A&M University and the numerous medical facilities in the area. Table 1-1 provides an overview of the major employers in the Capital Region.

Table 1-1: Major Employers in the CRTPA Region

Employer
State of Florida
Florida State University
Florida A&M University
Capital Regional Medical Center
Coastal Plywood Company
Correction Department, Chattahoochee
Florida State Hospital

Education

Eighty-five percent of residents in the Capital Region have attained a high school diploma or higher, 2% lower than the state and national averages. Twenty-seven percent of residents have a bachelor's degree or higher, which is on par with the state average.

K-12 Education

There are over one hundred schools within the CRTPA region ranging from preschool to high school, and special academies to private institutions. With regard to public school, each county operates its own school system and together the four counties educate over 43,000 students. Adult education and home schooling is offered, as well as schools that specialize in particular subjects such as art or math.

Post-Secondary Education

There are six post-secondary institutions in the Capital Region: Florida State University, Florida A&M University, Flagler College (Tallahassee Campus), Keiser University, Lively Technical College, and Tallahassee Community College. Combined, close to 100,000 students are educated in a variety of fields. Both Florida State University and Florida A&M University are large employers in the region and contribute greatly to the economic vitality of the area.



Health

The Capital Region has two main hospitals, Tallahassee Memorial Hospital and Capital Regional Medical Center, both of which are located in Tallahassee. Both hospitals boast a wide variety of services ranging in everything from cancer care, cardiac rehabilitation, mental health, and robotic surgery. Additionally, Tallahassee Memorial Hospital, in partnership with Florida State University's College of Music, offers one of the most comprehensive and nationally recognized training programs for music therapy. The region as a whole has a high density of mental health and psychiatric clinics, the two most prominent being Florida State Hospital and Apalachee Center.

On average, 89% of the region has health care coverage, with Leon County having the highest percentage with 92.5% of the population having health care. When looking at health risks, Gadsden County has the highest prevalence of diabetes in the state, Leon County is the most at-risk county in the state for sexually transmitted diseases, and Jefferson County is the second most at risk county in the state for violent crimes.



Income and Housing

The poverty levels on average in the region are slightly higher than the Florida average, as shown in Figure 2-8. Generally, Gadsden County has the highest percentage of residents below the poverty line, while Wakulla County has the lowest. As shown in Figure 2-9, the median household income in the Capital Region is \$49,234, while slightly lower than both the state and national average, the region overall has a moderate income level. Wakulla County has the highest median income with \$57,866, followed by Leon County with \$51,642.

Generally, a significant percentage of homes in the CRTPA region are rented. Wakulla County has the highest home ownership percentage at 80.4%, which is higher than both the state and national averages. Leon County has the lowest rate of home ownership, likely in part due to the number of university students in the area.

Figure 2-8: Percent Below Poverty Line

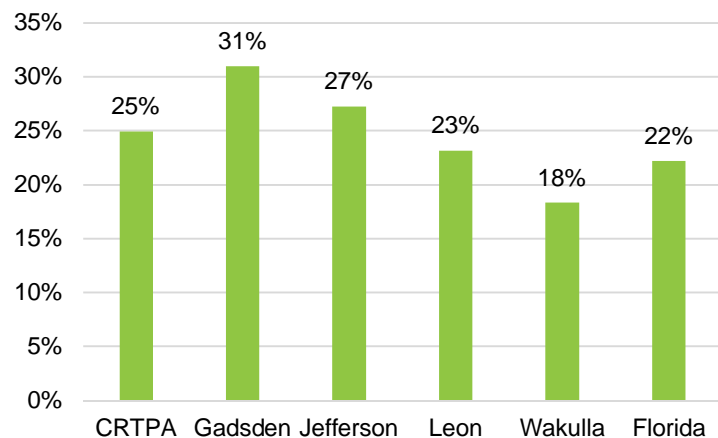
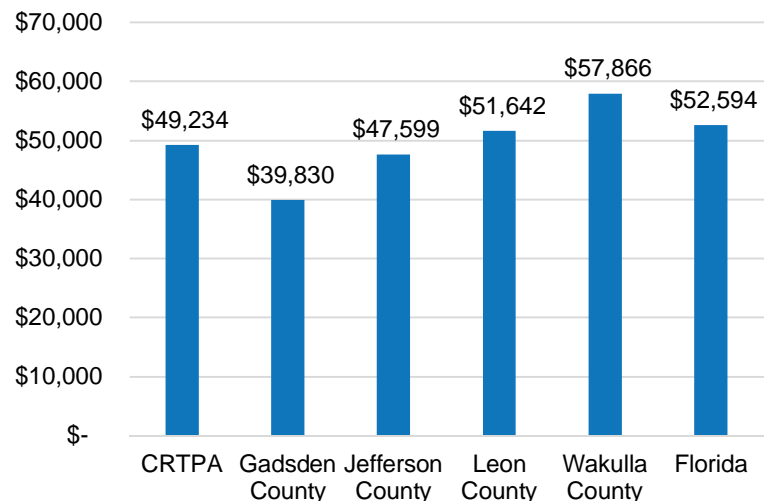


Figure 2-9: Median Household Income



Mobility

Commuting Patterns

The Interstate 10 (I-10) corridor runs through three of the four Capital region counties, which connects the area with the western half of the panhandle and Mobile, Alabama, as well as the northern part of the state to Jacksonville in the west. I-10 is a key corridor not only within the region but also the state, as it provides connection to multiple ports, acts as an emergency evacuation route, and provides a true east/west connection across the northern part of the state. Other essential corridors in the region are US 319, US 27, and US 90, which connect surrounding cities to Tallahassee.

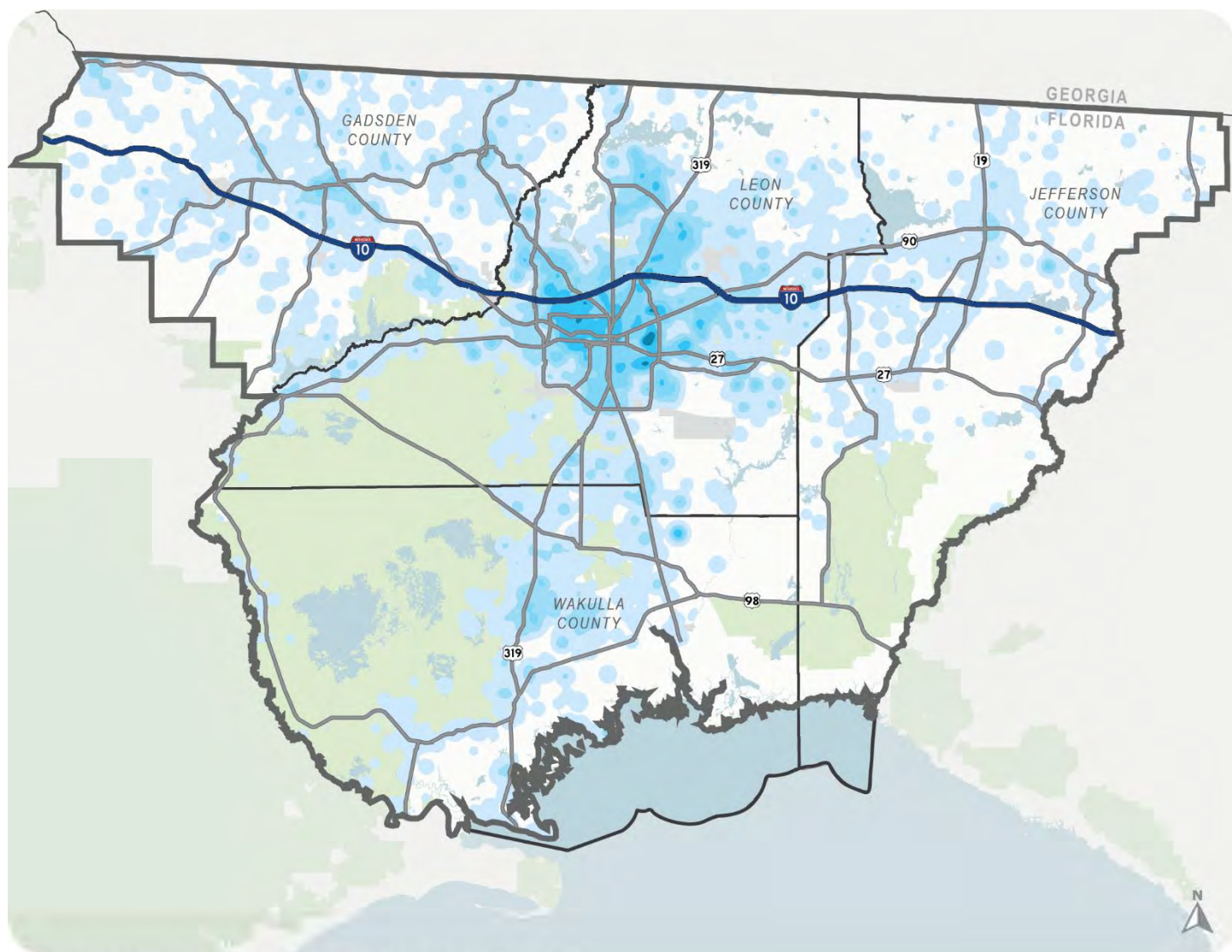
Travel Patterns

As of 2017, 52,945 people commute into the region for work, but live outside of the CRTPA boundary; 126,667 live and work within the CRTPA boundary; and 29,929 live within the CRTPA boundary but commute outside of the area for work. Figure 2-11 shows a regional outlook of where workers in the CRTPA area live, and Figure 2-12 depicts where CRTPA residents work.

Figure 2-10: Commute Flow



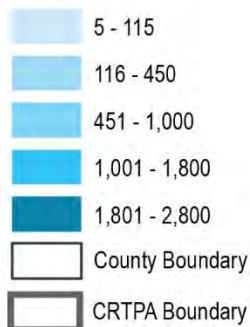
Figure 2-11: Where CRTPA Workers Live



Source: U.S. Census Bureau, Center for Economic Studies, On the Map 2017

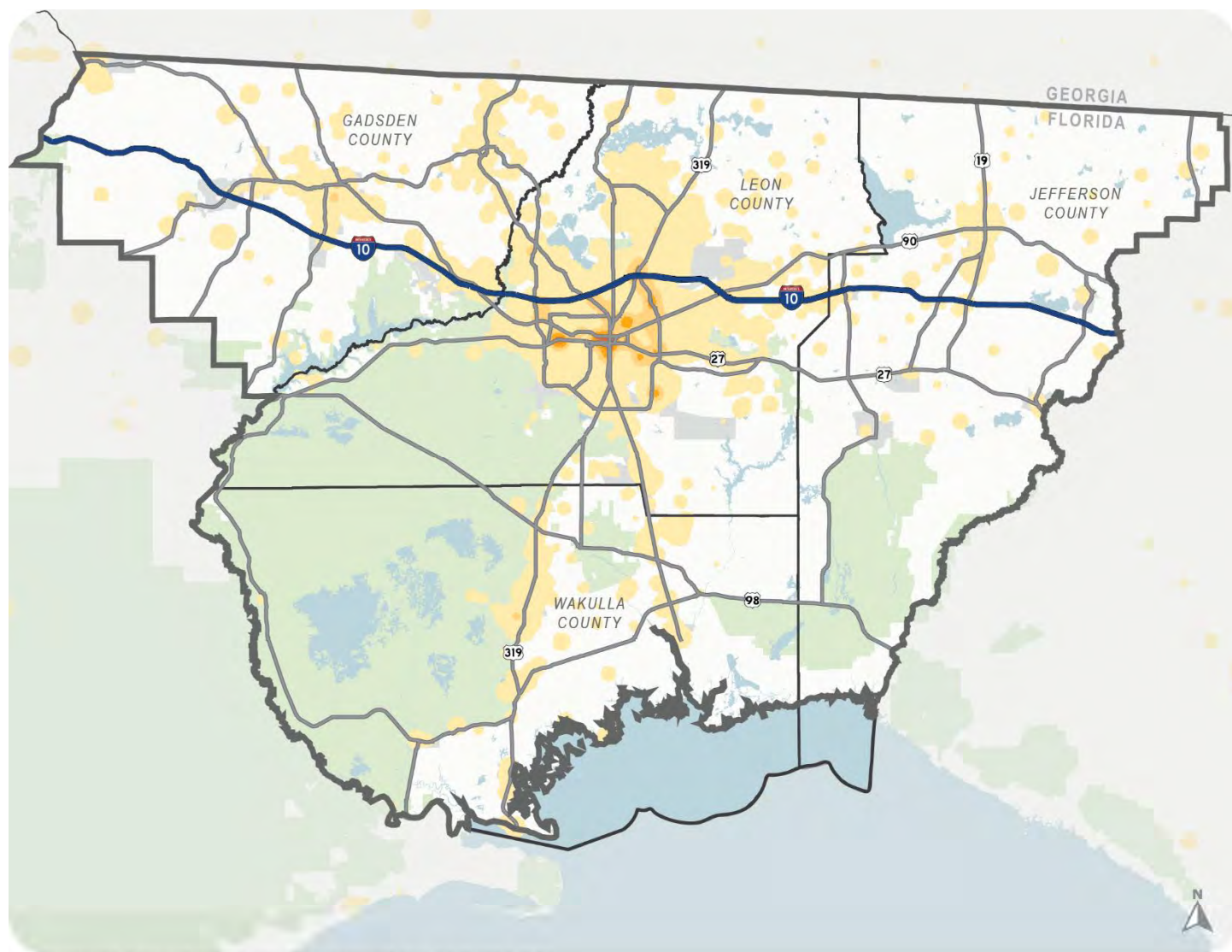
Legend

Homes per Sq. Mile



Note: Map generated October 2019

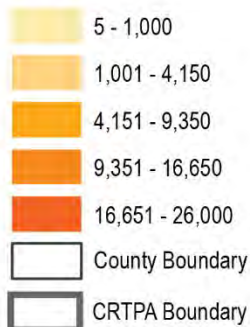
Figure 2-12: Where CRTPA Residents Work



Source: U.S. Census Bureau, Center for Economic Studies, On the Map 2017

Legend

Jobs per Sq. Mile



Note: Map generated October 2019

Getting to Work

The average commute time in the Capital Region is 27 minutes. This is slightly more than both the state and national averages (26.1 minutes for both). Residents of Wakulla County generally have a longer commute time at 31 minutes. Additionally, 1.76% of commuters in the area have what is known as a “super commute” or a commute in excess of 90 minutes. Capital Region residents predominately drive alone to work, but do carpool at a slightly higher percentage than the rest of the state. Additionally, most residents commute to work via auto (93.19%). This is higher than the statewide average of 88.4% commuting by auto. Figure 2-13 shows the means of transportation to work for residents of the CRTPA region.

Vehicle Access

The majority of households in the Capital Region have access to two cars, which is consistent with both state and national trends. Inversely, 2.46% of households within the region own no cars. Geographic areas with lower vehicle ownership generally coincide with the overall lower median income areas, indicating that low vehicle ownership may be out of necessity rather than by choice. The availability of travel options such as transit service should be considered as a high priority within these areas. Figure 2-14 provides more information on the households without access to vehicles in the CRTPA region.

Figure 2-13: CRTPA Region Means of Transportation to Work

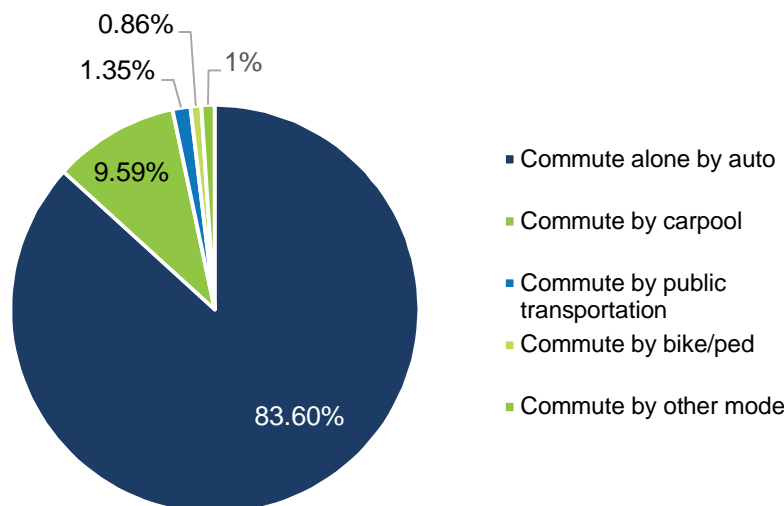
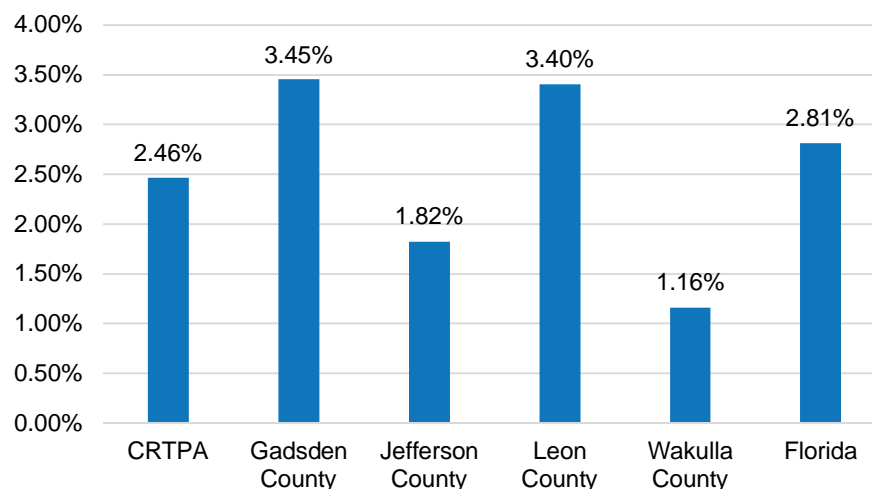


Figure 2-14: Households without Access to Vehicles



Network Characteristics

Annual Average Daily Traffic (AADT)

The corridors with the highest AADT, as shown in Figure 2-15, reflect the most frequently traveled roads in the area. AADT data for 2018 was obtained from FDOT. These roads include major freeways and arterials such as Interstate 10, US 319, US 90/Tennessee Street, Old Bainbridge Road, US 19, US 98. The roads with the most travelers per day all fall within Tallahassee city limits. The highest traffic volumes are experienced on Interstate 10 from US 27 to US 319 with an AADT of more than 69,500.

Congestion

Figure 2-16 below shows the existing 2015 Volume-to-Capacity (V/C) Ratios in the CRTPA region. Roadways considered to operating at or above capacity are shown in orange and red. It is important to note two things about travel demand model generated volume-to-capacity ratios. One, the map shows the daily volume-to-capacity, so travel in the peak hour may be worse than the aggregate full day. Second, the volume-to-capacity ratios depicted on this map represent links only. If the volume on the roadway exceeds the capacity ($V/C > 1.0$), the link is considered to be congested. While also a contributing factor to congestion levels, delay associated with poorly operating intersections is not represented in this analysis. It is possible, therefore, for a road to operate at a higher V/C ratio than shown in the map if the intersections are not operating at full efficiency along a corridor.

Model Note: Small variabilities in the distribution of population and employment in the more rural areas can potentially lead to higher V/C ratios being shown in the model. Additionally, more rural areas tend to have fewer traffic analysis zones (TAZs) with fewer loading points onto the network, which can sometimes lead to certain segments showing up higher than they are in real live conditions. The information in the model is used as a guide for recommendation development but is further vetted with local knowledge and available FDOT traffic data. The model used for existing conditions data and prioritization is an interim model. The final model is still under development.

Bridges

Bridges represent critical components of a safe and efficient transportation system. As a result, deficient bridges can introduce safety and congestion concerns along a properly operating corridor. The Federal Highway Administration (FHWA) requires bridge inspections every two years with updated bridge sufficiency ratings. The sufficiency rating is determined by evaluating factors that indicate a bridge's ability to maintain and remain in service. The ratings go from 0 to 100, where a score of 0 represents a bridge entirely deficient while a score of 100 represents a structurally acceptable bridge. A bridge with a score of under 50 is considered as a candidate for replacement. According to the FDOT Bridge Inventory – 2019 Annual Report, the relative percentage of bridges in need of repair or replacement within the CRTPA region is higher than percentages across the state. In 2019, FDOT reported that only 2.9% of all bridges were structurally poor and 7.7% were in fair condition, meaning they need maintenance. Figure 2-17 shows the bridge sufficiency ratings for the CRTPA region as of 2018.

Out of 403 bridges:

19 (4.7%)

Candidate for replacement

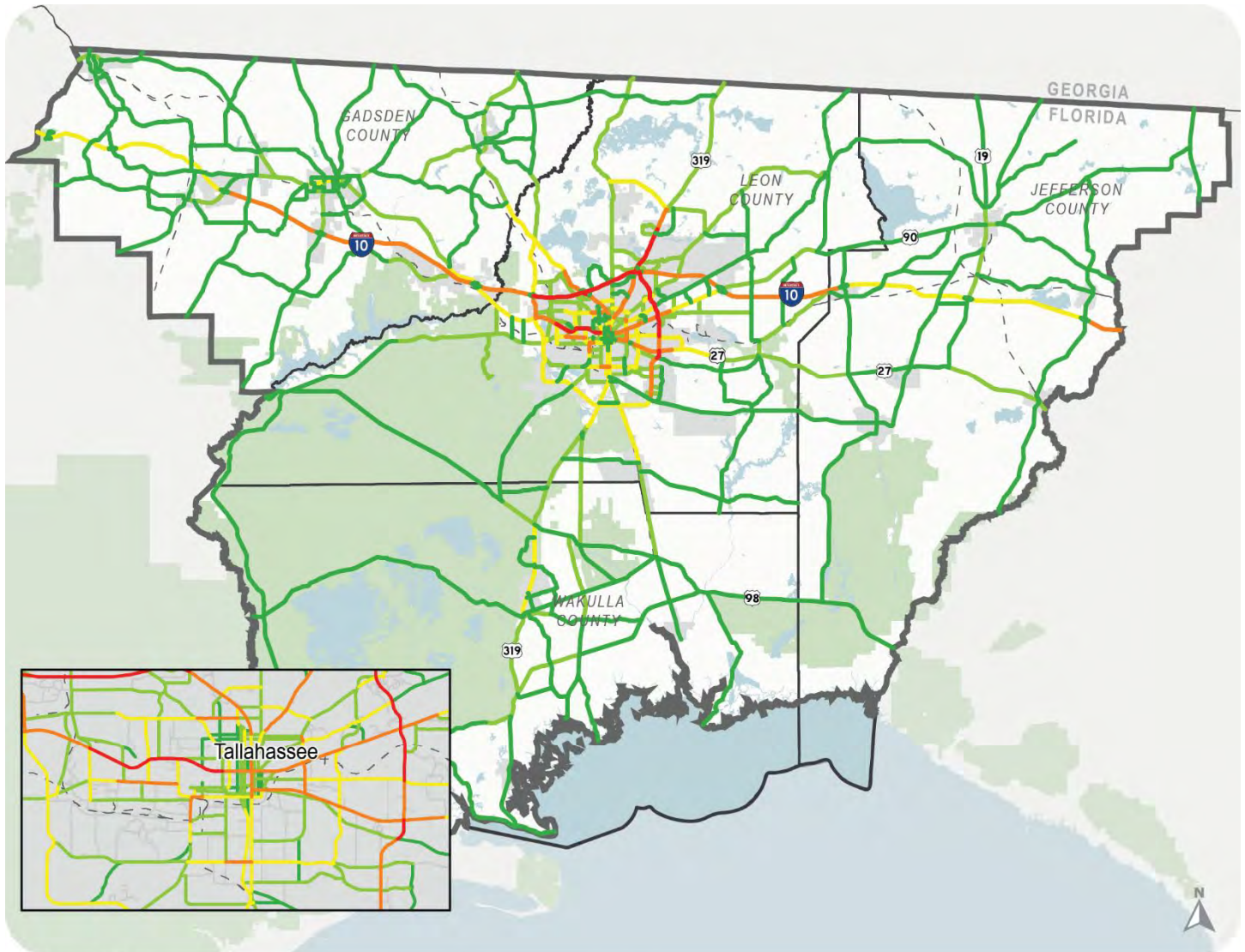
91 (22.5%)

Candidate for maintenance

293

Structurally acceptable

Figure 2-15: Annual Average Daily Traffic

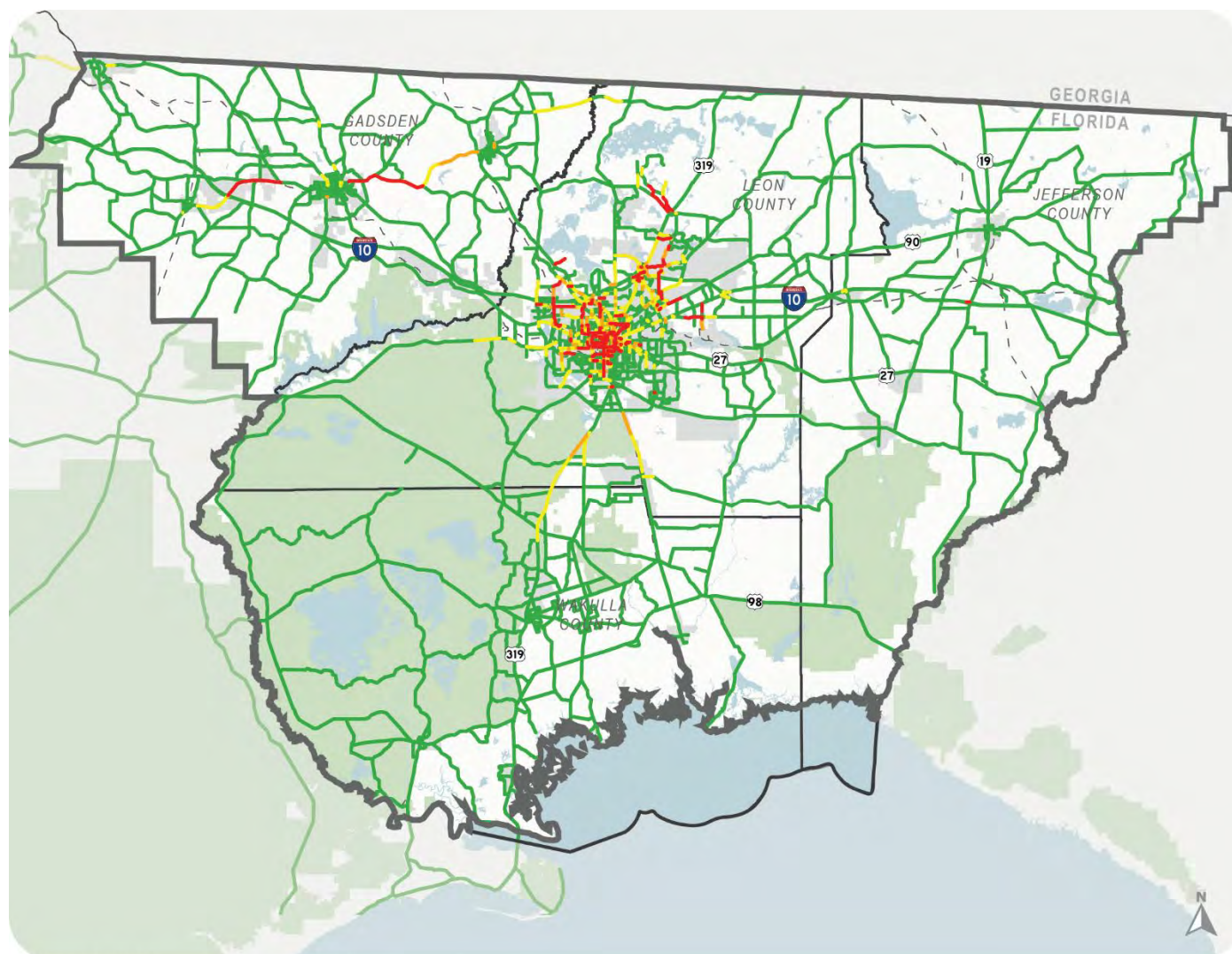


Source: FDOT

Legend

- Less than 5,000
- Between 5,000 and 15,000
- Between 15,000 and 25,000
- Between 25,000 and 40,000
- Greater than 40,000
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Figure 2-16: 2015 Volume-to-Capacity Ratio

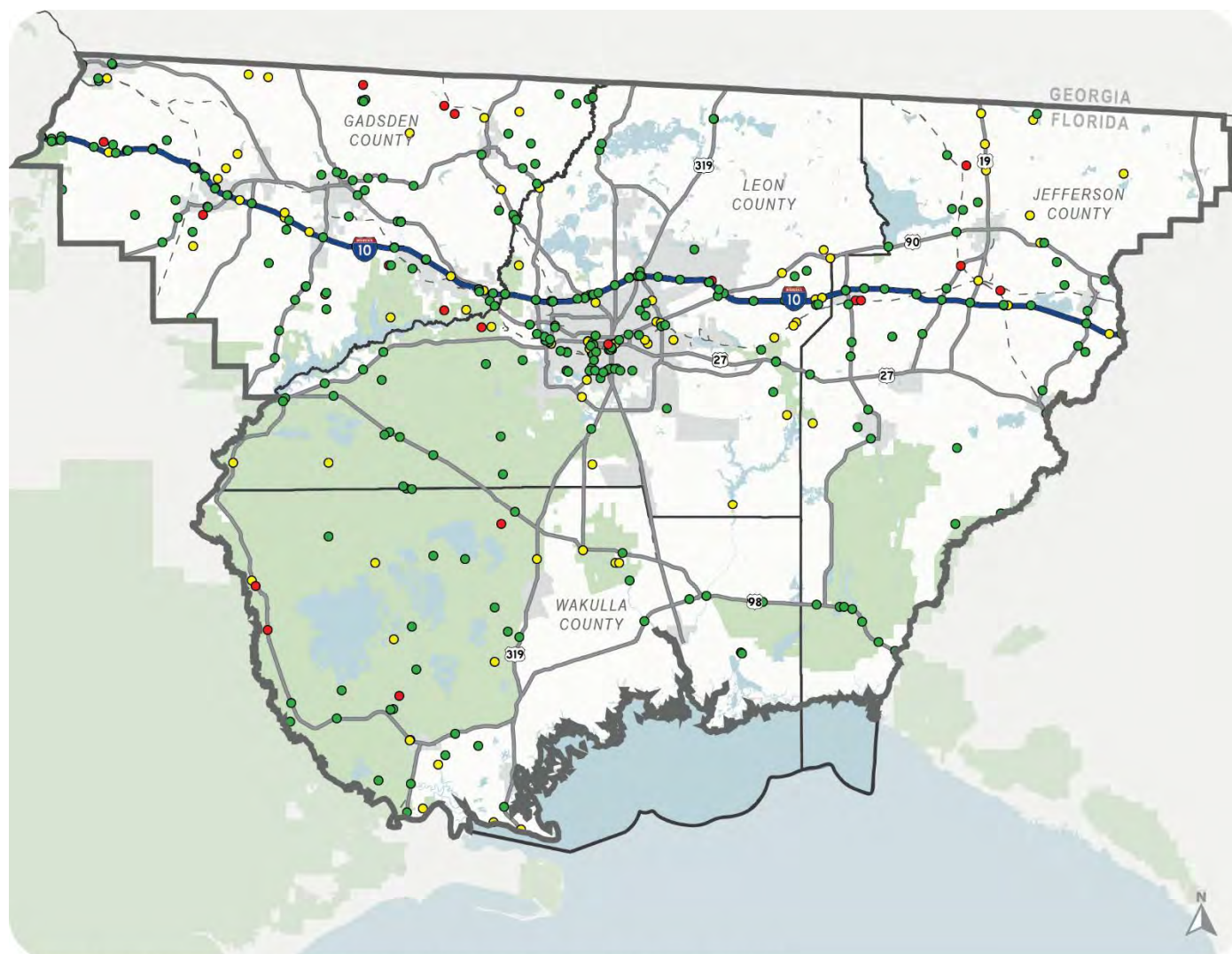


Source: CTRPA Regional Travel Demand Model

Legend

- Less than 0.80
- 0.81 - 1.00
- 1.01 - 1.20
- Greater than 1.20
- Municipal Boundaries
- County Boundary
- CTRPA Boundary

Figure 2-17: Bridges – Sufficiency Rating (2018)



Source: Florida Geographic Data Library - U.S. Department of Transportation, Bureau of Transportation Statistics

Legend

- Good (Not Eligible for Funding)
- Fair (Needs Repair)
- Poor (Needs Replacement)
- ▬ Municipal Boundaries
- ▬ County Boundary
- ▬ CRTPA Boundary

Safety

When assessing transportation safety within the CRTPA region, it is important to consider both the frequency and severity of crashes. The majority of crashes within the region are in and around Tallahassee, with particularly high crash frequencies on Apalachee Parkway, Capital Circle, Pensacola Street, and Tennessee Street. Other roads with high crash frequencies outside of Tallahassee include:

- US 90
- US 27
- US 319
- US 19



Total Number of Crashes by County (2016)

- Gadsden County 671
- Jefferson County 294
- Leon County 6,893
- Wakulla County 338

Most Common Causes of Crashes (2016)

- Drove too fast for conditions (wet, icy, snow, etc. road surface)
- Failed to keep in proper lane
- Failed to yield right of way
- Followed too closely
- Operated vehicle in careless fashion
- Ran red light

Table 2-2 provides insight into the total crashes in each county that involved specific circumstances such as impaired or distracted driving, bicyclists or pedestrians, or teenage or older drivers. A better understanding of the areas of highest crash frequency within the CRTPA region can be found from the crash density map shown in Figure 2-18.

Table 2-2: Total Number of Crashes Involving Particular Circumstances (2016)






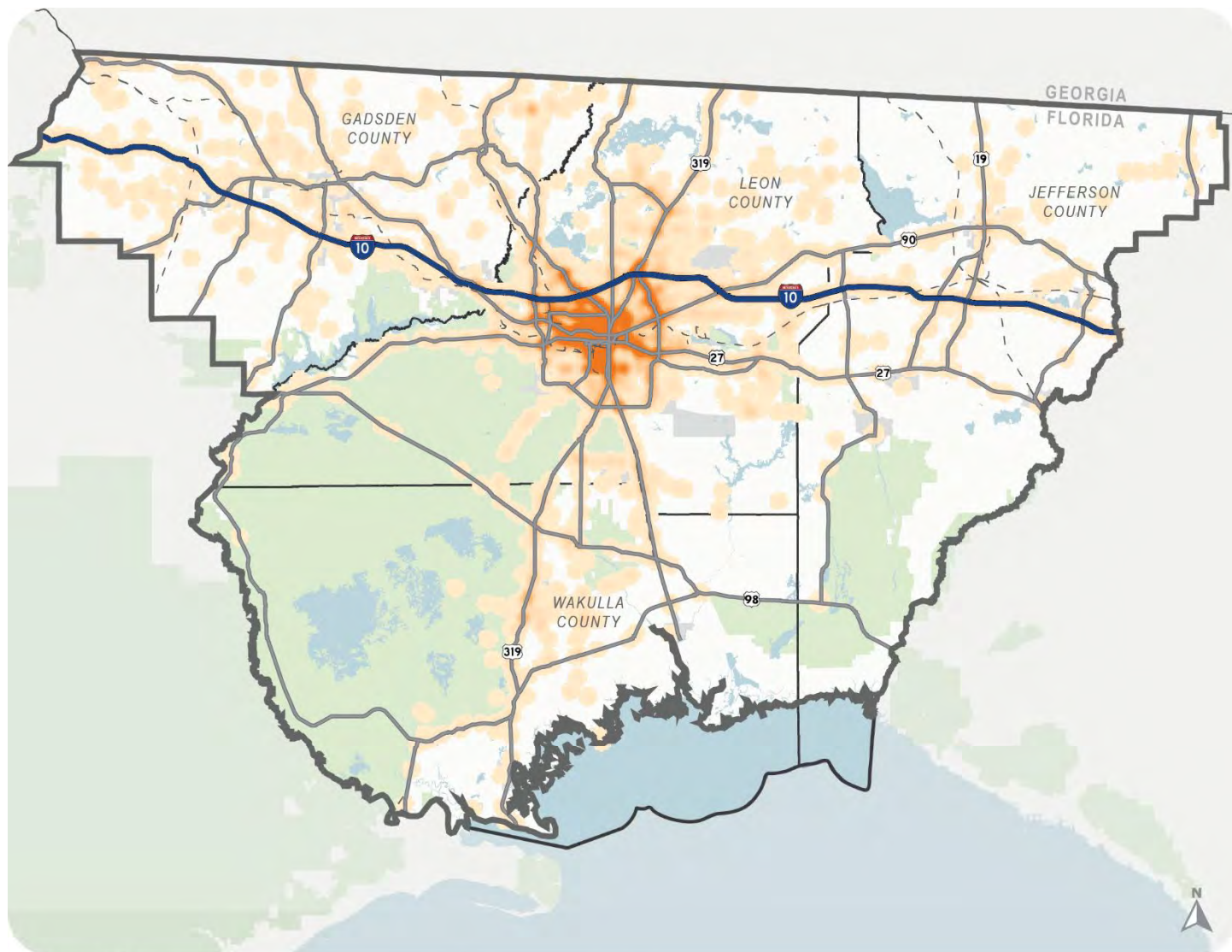
	Gadsden County	Jefferson County	Leon County	Wakulla County
Impaired Driving 	36	17	148	18
Distracted Driving 	103	36	984	75
Crashes Involving Bicyclist and/or Pedestrian 	9	2	223	2
Crashes Involving Teen Driver 	67	39	1,189	70
Crashes Involving 65+ Aged Driver 	89	48	918	48

Figure 2-18: 2016 Crash Density



Source: FDOT

Legend

- High : 100
- Low : 0
- Railroad
- Bodies of Water
- County Boundary
- CRTPA Boundary

Transit

Several services provide public transportation within the Capital Region. StarMetro operates transit in and around Tallahassee with 15 routes operating on weekdays, 4 routes operating nights, and a variation thereupon during weekends. Additionally, StarMetro operates Florida State University's (FSU) Seminole Express transit. Eight routes that connect throughout the campus and into downtown Tallahassee are provided to students, faculty, and staff at no cost. FSU affiliates can ride on all regular StarMetro routes free of charge with a valid university ID. The existing transit routes in the region as of 2017 are shown in Figure 2-19.



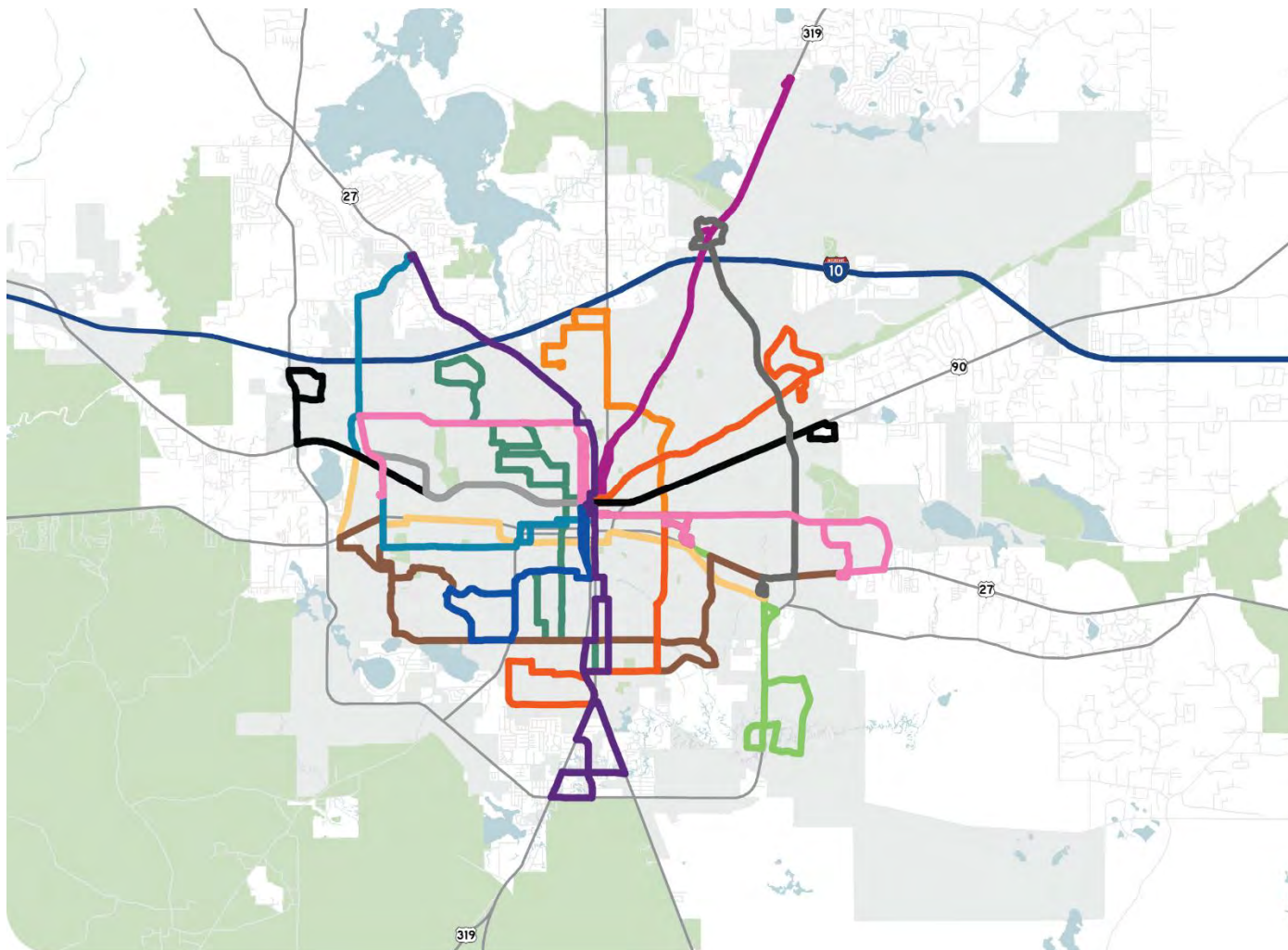
Outside of Tallahassee, Big Bend Transit, in coordination with Commuter Services of North Florida, provides transit services to more rural areas of Leon, Gadsden, and Jefferson Counties. In addition to paratransit and van pool amenities, Big Bend Transit operates the Quincy Shuttle (weekday service within the City of Quincy), the Gadsden Express (weekday and Saturday service between Quincy and Tallahassee), and the Gadsden Connector (weekday service between Havana and Chattahoochee). Each of these routes is \$1 per trip, with Saturdays being \$3 per trip on the Gadsden Express.

Active Transportation

The Capital Region has a relatively robust network of bicycle and pedestrian facilities. Dating back to the early 1990s, the region has planned for alternative networks to allow residents to connect to key destinations through non-motorized means. Most recently, the 2011 CRTPA Trails Plan and county-specific plans for all four counties (including the recently completed Tallahassee-Leon County Bicycle and Pedestrian Master Plan) addressed the creation of a network of hard-surface paths that focused on creating commuting routes.

In total, there are approximately 166 miles of bikeways, including designated bike lanes, buffered bike lanes, and sharrows. Additionally, there are over 1,600 miles of other shared bicycle and pedestrian facilities made up of trails and multi-use paths. Furthermore, there are over 400 miles of exclusive pedestrian facilities within the region. Figure 2-20 provides a map of the region's existing bicycle and pedestrian facilities.

Figure 2-19: Existing Transit (2017)

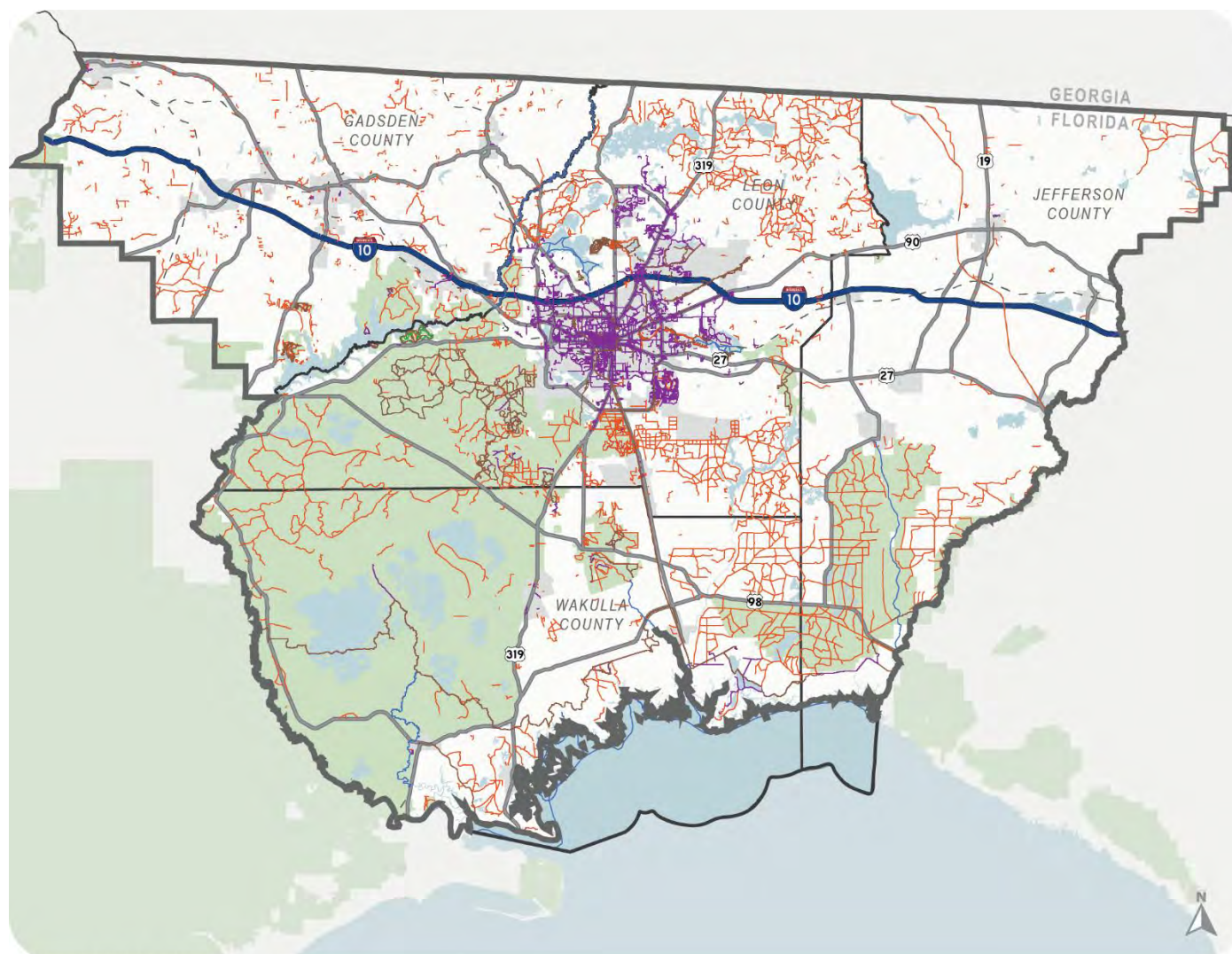


Source: StarMetro 2017

Legend

Big Bend	Live Oak
Dogwood	Moss
Evergreen	Park
Red Hills	San Luis
Canopy	Tall Timbers
Azalea	SouthWood
Forest	Bodies of Water
Gulf	Parks and Open Space
Killearn	Municipal Boundaries

Figure 2-20: Existing Bicycle and Pedestrian Facilities



Source: C RTPA, OSM Road Network

Legend

- Bicycle
- Equestrian
- Blueway
- Other
- Pedestrian
- Railroad
- Bodies of Water
- Municipal Boundaries
- County Boundary
- C RTPA Boundary

Air, Rail, and Freight

The CRTPA region offers several forms of travel with relation to freight. The area is home to one major airport with several auxiliary airports and airfields/landing strips scattered throughout the four counties. Tallahassee International Airport, located off Capital Circle SW (State Route 263) in Tallahassee, offers commercial flights to six major cities on three airlines. The airport additionally provides cargo services to FedEx with destinations in Memphis, Orlando, and Tampa. Generally, the airport has seen a significant uptick in traffic since 2014 with total enplanements and deplanements increasing by 13% in 2018. Figure 2-21 shows enplanement growth at the Tallahassee International Airport between 2014 and 2018.

Interstate 10 acts as the main freight route in the region, linking Gadsden, Leon, and Jefferson Counties to those in the east and west. The route leads to both the Port of Pensacola and Jaxport while also providing nearby access to the Port of Port St. Joe, making it a key corridor for freight transportation.

There are more than 150 miles of rail lines in the Capital Area. CSX Railroad runs services on these facilities through operating agreements or short line partnerships with smaller companies. There are no CSX commodity-handling facilities within the study area; however, there is a Georgia Pacific panel products facility outside of Lowry, not far from the study area boundary.

A map of the region's air, rail, and freight facilities is shown in Figure 2-22.



Figure 2-21: Enplanements Growth at the Airport

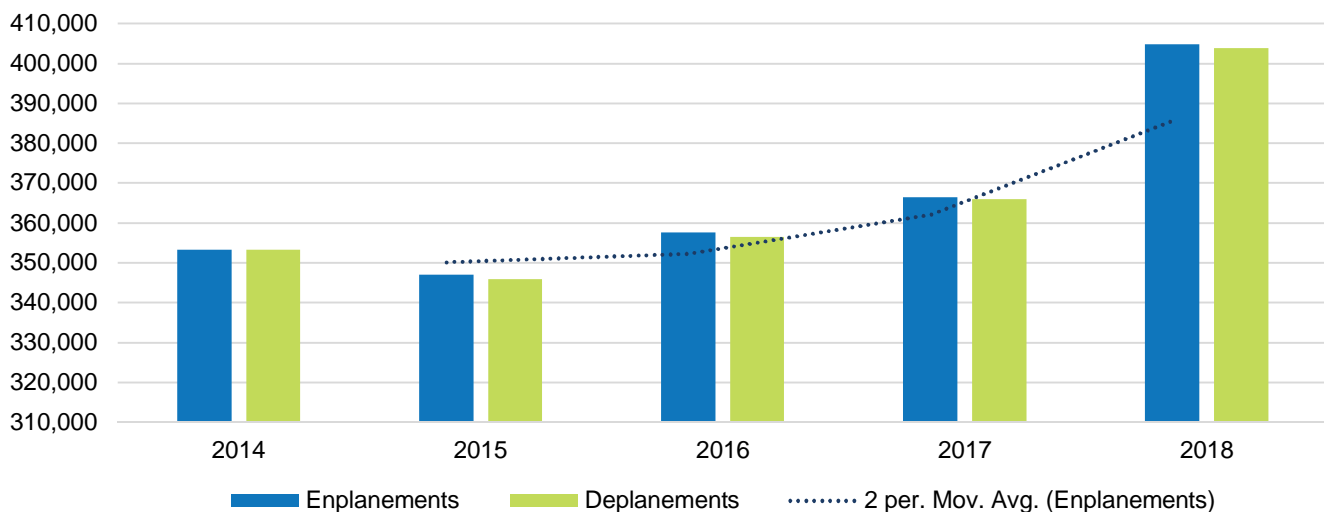


Figure 2-22 Existing Air, Freight, and Rail Facilities



Source: FDOT, USDOT

Legend

-  Airports
-  Railroad
-  Freight Route
-  Bodies of Water
-  Municipal Boundaries
-  County Boundary
-  CRTPA Boundary

Environment

Like much of the state, the CRTPA region has a variety of environmental concerns. There is a high concentration of wetlands, particularly in the southern part of the study area moving toward the coast. Additionally, the area has several marine protected areas through the Florida Department of Environmental Protection, the Florida Fish and Wildlife Conservation Commission, and the U.S. Fish and Wildlife Service. Generally, these areas follow along the coastline, the Ochlockonee River, the Aucilla Wildlife Management Area, and the Aucilla River. Furthermore, near the Flint Rock Wildlife Management and Aucilla Wildlife Management Areas, Frosted Flatwoods Salamanders are listed as a threatened species. Special consideration should be taken for projects that fall within these areas as they are at a higher risk for general environmental endangerment. Figure 2-24 shows the areas of environmental consideration in the CRTPA region.

Figure 2-23: Key Environmental Characteristics

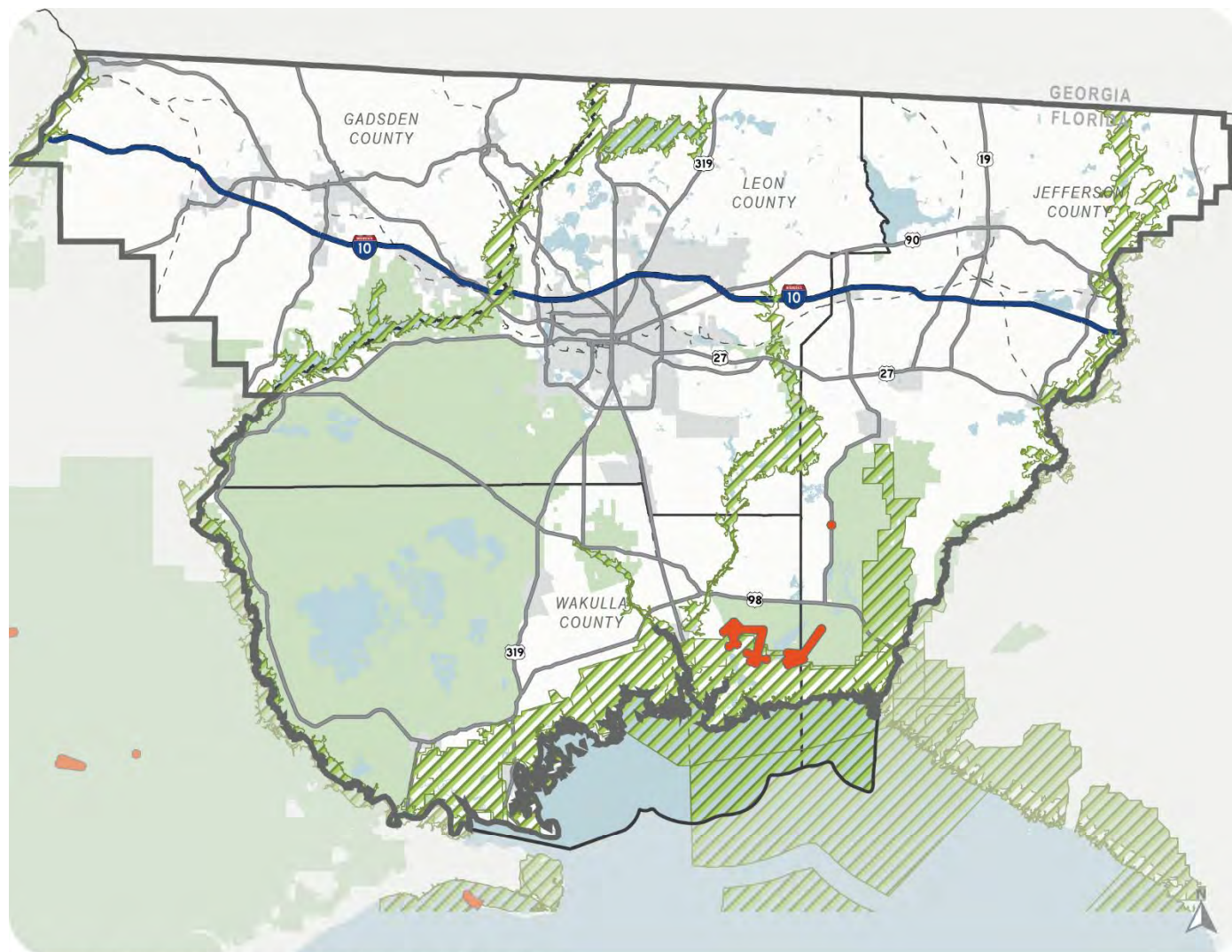
More than 147,200,000

acres of Marine Protected Areas in the CRTPA Region

More than 530,000

acres of wetlands in the CRTPA region

Figure 2-24: Environmental Considerations



Source: U.S. Fish and Wildlife Service, National Marine Protected Areas Center

Legend

- Endangered Species Critical Habitat Areas
- Marine Protected Areas
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Previous Planning Efforts

The *Connections 2045 Regional Mobility Plan* will build on previous planning efforts completed in the Capital Region. The many municipalities involved in this region have completed a wide range of planning efforts that will affect future transportation recommendations, including comprehensive plans, long range transportation plans, corridor studies, and transit plans. Table 2-3 below captures the most recent and major studies that affect the region.

Table 2-3: Previous Planning Efforts

Name	Date	Description
Crawfordville Town Plan	2006	The Crawfordville Town Plan identifies the steps to implement the town's overall vision. The plan is a consolidation of past visioning efforts with steps and suggestions for recommendations and implementation.
The Trails Plan	2011	The Trails Plan addresses the need for a connected hard-surface trail system within and throughout the CRTPA region. The plan describes a system that is intended to provide a commuting alternative for residents seeking alternative transportation options with an emphasis on limiting exposure to cars along the route.
Gadsden County Bicycle and Pedestrian Facilities Master Plan	2012	The Gadsden County Bicycle and Pedestrian Facilities Plan outlines projects that Gadsden County is interested in pursuing locally and through the CRTPA planning process. The plan focuses on improving the quality of existing and future facilities while creating connections to schools, jobs, and other key destinations.
Wakulla County Bicycle, Pedestrian, and Blueways Master Plan	2012	The Wakulla County Bicycle, Pedestrian, and Blueways Master Plan identifies specific project and policy recommendations that focus on improving the quality and quantity of multimodal facilities in Wakulla County. The plan was supplemented with the following: an engineering study, design guidelines, a marketing plan, a bicycle route map, and a mobile application to help provide the County with a ready-to-implement plan.
Comprehensive Plan 2025 Jefferson County Florida	2012	The Jefferson County Comprehensive Plan describes the policies and objectives for development in Jefferson County. The plan is separated into the following ten sections: Future Land Use, Traffic Circulation, Housing, Utilities, Conservation, Coastal Management, Recreation and Open Space, Intergovernmental Coordination, and Capital Improvement.
Jefferson County Bicycle, Pedestrian and Master Plan	2013	The Jefferson County Bicycle and Pedestrian Master Plan was developed in an effort to connect the City of Monticello with rural unincorporated areas of the County to key destinations in the area. It identifies desirable destinations, routes and facilities, priority projects for future funding, and consistent design guidelines for all bicycle and pedestrian infrastructure.
Connections 2040 Regional Mobility Plan	2015	The Connections 2040 RMP is the long range transportation plan for the region that addresses all modes of transportation including: road, bike, pedestrian, transit, and freight. The plan examines transportation opportunities in the four-county area (Gadsden, Jefferson, Leon, and Wakulla counties).
Tallahassee-Leon County Greenways Master Plan	2015	The Tallahassee-Leon County Greenways Master Plan identifies 29 separate greenway projects and proposes 139 miles of trails within the area. This plan builds off of previous planning efforts dating back to 1993. US 27/Main Street is a four-lane divided Rural Principal Arterial that is the major north-south route through the Town of Havana. The Town of Havana was interested in identifying potential treatments within the downtown area between 9th Avenue and 5th Avenue to improve the pedestrian experience and manage traffic, as well as improving the aesthetics of the corridor in support of the overall goals of the Town.
Town of Havana: Main Street Assessment		
Tallahassee-Leon County 2030 Comprehensive Plan	2017	The Comprehensive Plan is comprised of multiple Elements, each addressing certain aspects of the community. Each Element is made up of

Name	Date	Description
		aspirational goals, measurable objectives, and strategic policies. Goals are the long-term ends to which programs and activities are ultimately directed. Objectives are specific, measurable, intermediate ends that are achievable and mark progress towards goals. Policies are programs and activities conducted to achieve identified objectives and goals.
Wakulla County Comprehensive Plan	2018	The Wakulla County Comprehensive Plan lays out the policies and objectives for development in Wakulla County. The plan is separated into the following twelve sections: Future Land Use, Concurrency Management System, Housing, Infrastructure, Transportation, Coastal Management, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvement, Economic Development, Public School Facilities.
Traffic and Operations Analysis – Corridor Studies		This effort was focused around the analyses of Pensacola Street, Tharpe Street, and Bannerman Road within the City of Tallahassee. Each of these corridors were identified for this technical analysis to identify potential projects to improve mobility and efficiency without major capacity expansions. Based on the safety and congestion analysis, a list of projects to address both safety and congestion issues, as well as pedestrian and bicycle accessibility and connectivity, was developed for each corridor. In addition to the identified projects, a broad range of strategies, policies, and engineering solutions were developed to address the identified needs.
CRTPA Congestion Management Process	2018	The Congestion Management Process (CMP) was developed to evaluate and address congestion in the MPO region with mitigation strategies designed to improve both recurring and non-recurring congestion on critical corridors within the Capital Region Transportation Planning Agency CRTPA boundary. The CMP update provided the development of tools and strategies focused on the reduction of peak hour vehicle miles of travel, reduction of congestion, safety improvements, the improvement of connectivity between employment centers and areas with concentrations of transportation disadvantaged populations, and support access to jobs. The final CMP included specific, project based solutions to address the areas of identified congestion and safety concerns.
Southwest Area Transportation Plan	2019	The purpose of this transportation plan was to study potential alternatives on Orange Avenue, Springhill Road, South Lake Bradford Road, and North Lake Bradford Road. Major areas of focus include improving student safety, improving bicycle and pedestrian travel, enhancing access management, protecting adjacent neighborhoods, and improving transit service.
Midtown Area Transportation Plan	2020	Located just north of downtown Tallahassee, the Midtown area provides a vibrant mixture of commercial uses surrounded by close-in neighborhoods. As the area has grown in vibrancy, increased private sector investment has occurred as has public sector transportation proposals to improve the mobility of the area. The Midtown Area Transportation Plan builds upon the above efforts by identifying and reviewing potential changes to the transportation network to enhance Midtown's mobility. The Plan has been completed in two phases to study traffic operations and multimodal needs while gathering public feedback.
Tallahassee-Leon County Bicycle and Pedestrian Master Plan	2020	The goal of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) is to make traveling as a bicyclist or pedestrian safer and easier within Tallahassee and Leon County. Additionally, the Plan is to provide connectivity to other transportation systems, reduce vehicle conflicts, promote a healthier mode choice, and provide equity for transportation disadvantaged populations.