connections

regional mobility plan 2045

NOVEMBER 2020

Capital Region Transportation Planning Agency

Multimodal Needs

Chapter 3

"When transportation and land use are planned in a collaborative way, there are greater opportunities to promote the efficient movement of people and goods in a variety of ways."

connections regional mobility plan 2045

Multimodal Needs

This chapter includes a multitude of items that serve as input values in the creation of the *Connections 2045 RMP* including:

- ***Growth Assessment*** – this section describes the identification of a preferred growth scenario that was used as the foundation for predicting where growth will occur and how it will likely be accommodated.
- ***Methods*** – this section describes the variety of means that can be used to respond to increased travel demand with an emphasis on multiple travel modes, the use of technology, and supporting policies.
- ***Complete Streets*** – this section reaffirms the philosophy of the Complete Streets movement, its role in design decisions, and application in the CRTPA region.
- ***Needs Plan*** – this section is an expression of performance related needs identified through existing plans and analysis.

Gaines Street near downtown Tallahassee

Trail construction in Wakulla County

A shaded street in Jefferson County

Growth Assessment

During the development of the 2035 RMP, a scenario planning process was used to identify a preferred method of accommodating future regional growth. For the *Connections 2040 RMP,* the process was further refined and updated as needed. After studying three possible growth scenarios, the CRTPA Board elected to move forward with the Quality Growth Plus Scenario, which was intended to address future sprawl development patterns and incorporated a series of growth management strategies. This scenario also included the identification of growth areas and activity centers, which included areas of planned development and population growth. This analysis was conducted at the planning level and was intended to identify areas of growth at the regional level, and as such, parcel by parcel comparisons were not considered within this analysis. This analysis was focused on how roadway network and transportation improvements are integrated with, and impact, current and future land use and development patterns.

Though originally developed for the *2035 RMP*, the growth areas remain relevant and were carried forward and modified within the *Connections 2040 RMP* and have been further revisited and refined during the development of the *Connections 2045 RMP*. Over the 10-year period, the region has experienced a great deal of growth and development in areas which had not been previously identified in the past. These newly identified growth areas needed to be integrated into the

Continued Use of the Identified Growth Areas within the *Connections 2045 RMP*

To build upon previous planning efforts, the CRTPA quality growth areas have been included in the project prioritization in the *Connections 2045 RMP*. As part of this update, identified projects were given prioritization points based on several factors, including their contribution to an identified quality growth plus area. Roadway projects anticipated to positively impact transportation in these Quality Growth Plus areas were given additional prioritization points. By prioritizing these transportation projects, future growth patterns can help reduce sprawl, and build more cohesive communities throughout the region. The roadway capital priority process is discussed in more detail in Chapter 4: Project Evaluation and Prioritization.

Integration of the Quality Growth Plus Scenario and Other Agency Planning Initiatives

In coordination with the foundation established through the preferred growth scenario, the development of additional focus areas has been ongoing across the region. The region's planning agencies and jurisdictions have been working to identify areas for improvement and increased development to ensure appropriate growth into the future. Throughout the region, individual local efforts for placemaking and prescribed growth have been undertaken and examples from the City of Tallahassee and Wakulla County are described below.

City of Tallahassee PLACE – Placemaking Initiatives

The Leon County City of Tallahassee Planning Land Management and Community Planning Department has identified areas within the Leon County that should have placemaking measures undertaken and these areas are generally consistent with the quality growth scenario areas. These areas are as follows:

- Frenchtown (Central Tallahassee)
- Miccosukee (northeastern Leon County)
- Huntington (northwest Tallahassee)
- Market District (northern Tallahassee)
- Midtown (central Tallahassee)
- Monroe Adams Corridor (southern Tallahassee)

Wakulla County Planning Department

Wakulla County has been planning the additional development of the Crawfordville Area through the incentivizing of infill development and a series of planned transportation improvements in the area. The Crawfordville area was one of the major quality growth areas identified for Wakulla County indicating that the earlier l planning efforts continue to be consistent with current development strategies. The planning effort is called the Crawfordville Town Plan and Land Use Assessment.

Additional Growth Areas

In addition to the areas identified through previous and existing planning efforts, the CRTPA has been experiencing growth in areas not originally identified within the Quality Growth Plus scenario. Leon County has been experiencing significant changes and development, particularly within the eastern and southwestern portions of the county. The extension of Weluanee Boulevard near Capital Circle Northeast will result in major developments, including a new interstate interchange and connections to the area north of I-10. The southwestern portion of Tallahassee, which has been historically the location of many Title VI populations, has been identified for a series of corridor, planning efforts and planned developments designed to improve the area. Figure 3-1 below depicts the previously identified growth (blue) areas with the additional areas of growth (orange).

Recent Areas of Major Growth

Welaunee Boulevard

This relatively new development extends Welaunee Boulevard toward I-10 with the eventual connection north of I-10. The first phase has extended the roadway from its location east of Capital Circle NW toward I-10, accompanied by additional residential developments. As part of this roadway extension, a new interchange with I-10 with supporting mixed use development is planned for the area. The transportation development in this area is sponsored heavily by the Blueprint Intergovernmental Agency under their Northeast Gateway project.

Southwest Area of Tallahassee

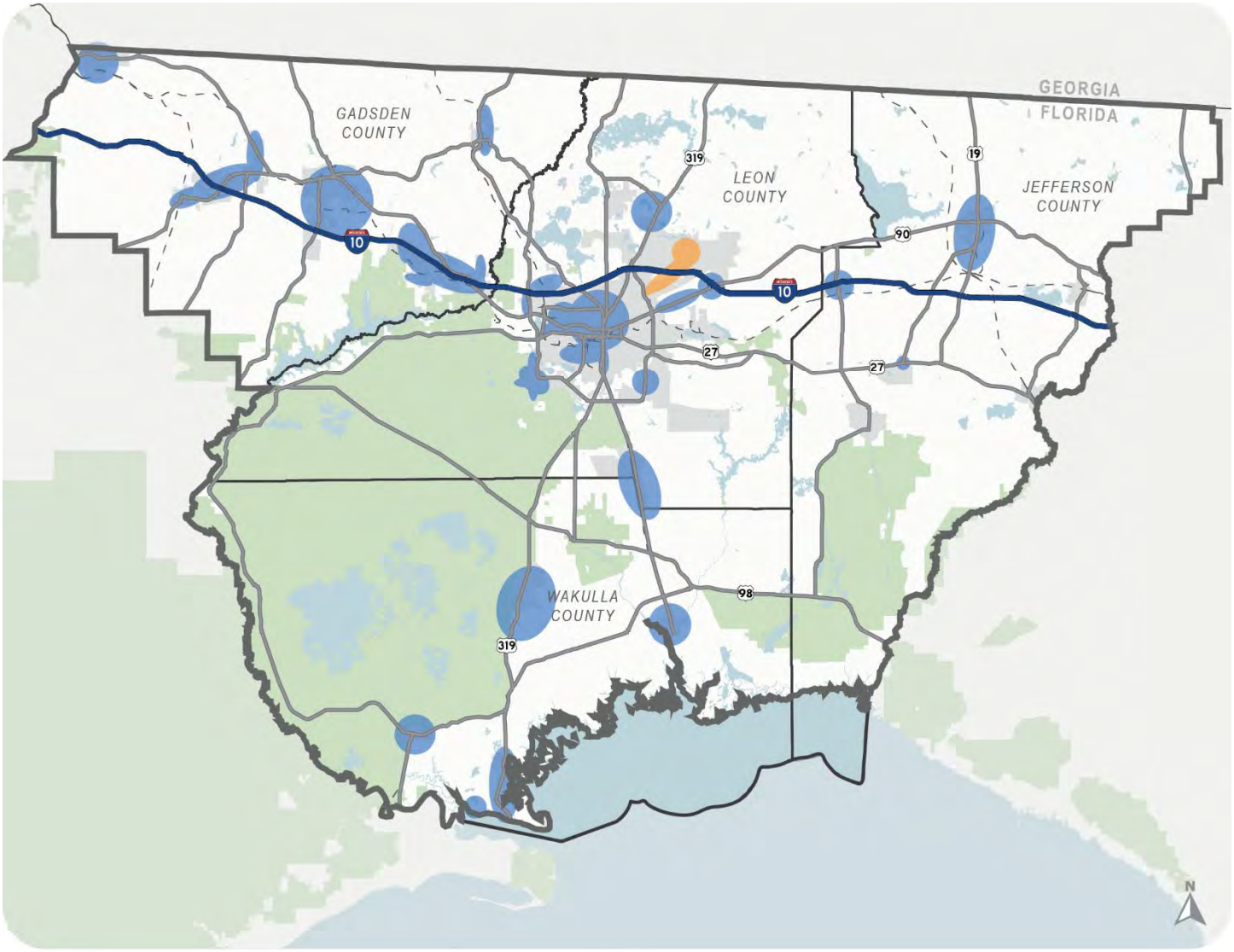
The southwest area has recently undergone several planning efforts to further understand the transportation and development potential in the area. The southwest area is expecting to see several new developments and roadway improvements between Airport and FSU/FAMU campus areas. General proposed improvements include roadway multimodal/aesthetic improvements, roadway widening, and potential infill development of some of the FSU properties. The suggested improvements are likely to improve multimodal mobility for the area's population. Two main planning activities are currently underway to determine potential transportation changes in this area:

- Southwest Area Transportation Plan
- Airport Gateway: Springhill Road and Lake Bradford Road

Eastern Tallahassee Corridor

The third area is the Eastern Tallahassee Corridor along US 90 (Mahan Drive) between Capital Circle Northeast and I-10. This corridor has been a priority within the region and was specifically identified within the Quality Growth Areas from the within the 2040 RMP growth scenarios. US 90 (Mahan Drive) has recently experienced major transportation updates and accompanying growth. This corridor serves as the most direct route between Tallahassee and Monticello, as well as a significant connection to I-10 for Tallahassee. Improvements to this corridor included roadway widening, aesthetic improvements and access management improvements to the area.

Figure 3-1: Areas of Growth



Legend

- Railroad
- Areas of New Growth
- Previously Identified Areas of Growth
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Methods

Active Transportation

The active transportation focus of the *RMP* embodies how local decisions can enhance the overall mobility and safety of cyclists and pedestrians in the region. The recommended plan incorporates information from previously adopted plans, discussions with stakeholders, and feedback from the community. For the *RMP*, there was a heavy focus on the updated Bicycle-Pedestrian Master Plans for each of the counties in the Capital Region. These plans, in addition to the aforementioned sources, indicate that demand for bicycle and pedestrian facilities for users of all levels and types in the CRTPA area is continuing to grow, a trend that was recognized in the previous iteration of the RMP. Underlying concepts of modal integration, livability, and connectivity are consistent themes in the active transportation strategies that follow. The needs plan for bicyclists and pedestrians coordinates closely with other elements, notably through an emphasis on incidental projects tied to roadway recommendations presented in Chapter 5: Cost Feasible Plan Development.

Bicycle crossing for the St. Marks Trail in Leon and Wakulla Counties

Walking and biking are key elements to a healthy community's transportation system and were strongly emphasized by the public during this planning process. Incorporating pedestrian and bicycling infrastructure into future roadway design plans, as well as identifying stand-along bicycle and pedestrian projects, enhances walkability and bikeability. The availability of active transportation facilities and amenities, and how they connect to one another within our communities, plays an important role in encouraging the use of alternative modes of travel to the automobile.

Types of Users

To integrate the bicycle and pedestrian network into the overarching vision for the transportation system, the types of users and facilities must be understood. Types of users can be described in terms of trip purpose and skill level. Different reasons for traveling by bike or foot, combined with the varying levels of skill, require a flexible and responsive approach to bicycle and pedestrian planning. Table 3-1 describes the differences in trip purpose, while Table 3-2 provides more detail on the types of bicycle users based on skill level.

Table 3-1: Trip Purpose

Utilitarian
• Non-discretionary travel where user is traveling to a specific location (e.g. work, school, home) • Those without access to or ability to drive vehicles • Includes elderly, children, persons with disabilities • Varying skill level
Recreational
• Discretionary travel where user is using alternative modes to travel for fun • Those who prefer a healthy, active lifestyle regardless of access to personal vehicles • Includes persons of all ages and abilities • Varying skill level

Table 3-2: Types of Users

Strong and Fearless • Typically the most experienced on road • Can safely ride on typical arterials have higher traffic volumes and speeds • Most prefer shared roadways in lieu of striped bike lanes and paths	
Enthused and Confident • Generally experienced and confident cyclists • Can safely ride on the road, however, at lower speeds than Strong and Fearless users • Most suited to on-street facilities including a designated bicycle lane or signage and sharrows	
Interested but Concerned • Would like to ride their bike more often, but have safety concerns caused by vehicles • Prefer separated facilities such as a buffered bicycle lane on roads with low speeds and low volumes. • The majority of cyclists typically fall into the category.	
Children and Elderly • Typically made up of lesser skilled individuals and those using their bicycle exclusively for leisure • Under no circumstances will these users use an on-street bicycle facility • A completely separated bicycle facility such as a multi-use path would be ideal for these users.	

Types of Facilities

Careful attention must be given to each facility type, particularly how each type and its users fit into the overall system-wide multimodal transportation network. There are a wide variety of bicycle and pedestrian facilities that may be acceptable depending on roadway conditions, such as traffic volumes, speed limit, aesthetics, noise, and right-of-way availability. Additionally, recommended facility types may vary depending on the users that are being accommodated. Generally, when providing bicycle facilities for a wide variety of skill levels, separated facilities will serve the largest number of bicyclists. For pedestrian facilities, sidewalks should be buffered from the roadway and should maintain ADA-compliance of 5-feet. Bicycle and pedestrian facility types are described in more detail below in Table 3-3.

Table 3-3: Types of Facilities

Sidewalk	Striped Bike Lane
• Dedicated space within right-of-way for pedestrians • Should include a landscaped buffer from roadway • Typical width – 5’ preferred (ADA compliant) • Best suited for pedestrians 	• Exclusive-use area next to the outermost travel lane • Typical width – 7’ (preferred) • Best suited for Enthused and Confident and Strong and Fearless bicyclists 
Paved Shoulder	**Shared Lane Markings (Sharrows)**
• Additional pavement adjacent to travel lane • Extends service life of road and provides greater safety and comfort for bicyclists • Typical width: 5’ (no minimum width required) • Best suited for Strong and Fearless bicyclists 	• Pavement markings on lanes to indicate shared space for bicyclists and motorists • Should be used on roads where bicycle lanes are desirable but impossible due to pre-existing constraints • Typical spacing – 100-250 feet along corridor • If speeds and traffic volumes are low, this facility would be ideal for any type of bicyclist; however, if they are high, this facility is best suited for Enthused and Confident, and Strong and Fearless 
Shared Use Path	
• Separated from traffic and located in open space (greenway) or adjacent to road with more setback and width than sidewalks (side path) • Typical width: 10’-14’ (preferred) • Best suited for Children and Elderly, and Interested but Concerned, but can be used comfortably by all types of bicyclists	

Transit

Transit recommendations for the *RMP* were limited due to StarMetro's upcoming Comprehensive Operational Analysis (COA) and Transit Development Plan (TDP). High level recommendations related to possible future locations of transit stops and service were provided through input gathered from the public. Once StarMetro's TDP is complete, the recommendations on specific transit route changes and additions, and amenities will be reflected in this RMP and will satisfy Federal and State eligibility requirements for financial assistance. Below is some additional information regarding regional transit recommendations.

Transportation Disadvantaged and Choice Riders

Transit serves two types of riders: Transportation Disadvantaged and Choice Riders.

Transportation Disadvantaged

Transportation disadvantaged include riders who are too young to drive, the elderly, persons with disabilities, or those without the financial means to own and operate a personal vehicle. This lack of access makes it imperative that transit opportunities are provided to accommodate them.

Choice Riders

Choice riders include those who use transit options by their own volition; they do not own a personal vehicle by choice or choose to use transit instead of drive on a regular basis. They use transit as a means for commuting to work, and for social, medical, and other personal trips. They may make this decision to save money or because of environmental principles. Transit use may also be more convenient or comfortable for them.

Transit and Urban Form

People are more likely to use transit when service is convenient, dependable, and easy to use. While this level of service requires a complete network of roads, sidewalks, and bikeways, it also requires connections to the places people need to go at a time when they need to get there. The design of communities can contribute to the effectiveness and efficiency of transit service. Compact-walkable places are transit supportive places. They create environments and places where the convenience and experience for all riders is increased (and have a greater likelihood of attracting new riders). Generally, the development types that result in the greatest amount of transit ridership include transit-oriented development, transit-ready development, and single-use transit destinations.

Transit-Oriented Development

Transit-oriented developments (TODs) provide a mixture of residential and commercial uses focused around premium transit facilities. Development around the transit includes higher densities and mixture of uses. The design of such places maximizes access to transit and supports walking and biking between destinations.

Transit-Ready Development

Targeted locations in communities where transit service is desired but not yet present can benefit from the creation of transit-ready developments and supporting infrastructure. Compact, walkable places with a mixture of uses can be encouraged through design guidelines and codes with the intent of creating a vibrant environment where multiple travel modes co-exist. Ultimately, increased demand resulting from place-making principles being applied in the public and private realms create a setting where the provision of future transit service is successful.

Single-Use Transit Destinations

While transit-oriented and transit-ready developments represent ideal urban form for transit destinations, many existing single-use locations in the study area are viable long-term facilities. FSU, FAMU, regional hospitals, public service facilities, and regional shopping destinations are places with build-in demand. The scale of these destinations generates sufficient travel demand that can be accommodated by public transportation. These types of locations represent places where access to public transportation continues to be an important priority.

For more information regarding existing and planned transit service in the region, please see the StarMetro 2015 Transit Development Plan.

System Management and Intelligent Transportation Systems

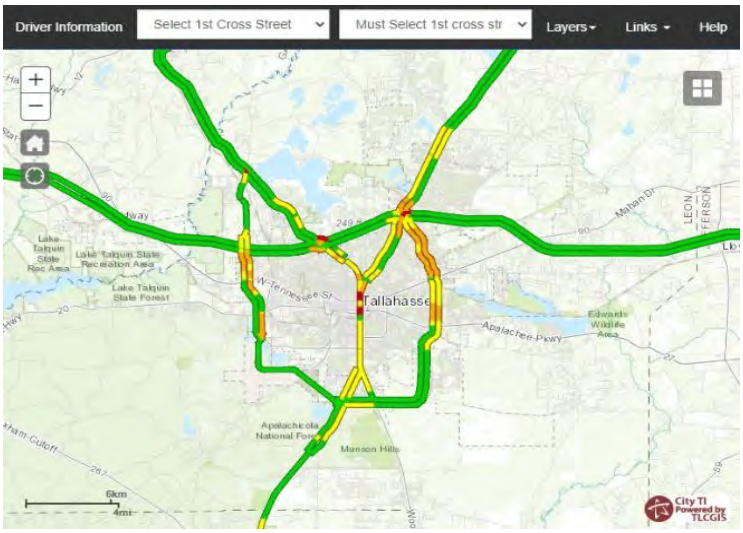
Systems management can be described as the gathering, organization, and transfer of transportation related data within the region. This information is gathered through multiple sources to provide both active information (such as traffic cameras) and transportation data (congestion, crashes, traffic volume, etc.) to be reactive to travel patterns. Typically, Systems Management is also described by transportation systems management (TSM) and intelligent transportation systems (ITS), which are often used interchangeably.

Within the CRTPA region, the most significant systems management effort has been organized within the Tallahassee Regional Transportation Management Center (RTMC). This groundbreaking facility has bundled the efforts of Leon County, City of Tallahassee, FDOT, and portions of Gadsden County into a single structure to improve cohesion and response times to traffic congestion. Both the Tallahassee Advanced Traffic Management System (TATMS) and FDOT Sunguide® Freeway Management System (FMS) are located and managed within this facility to consolidate the region's ITS technologies. TATMS is the local traffic management system that controls approximately 350 signals within the area including those owned by:

- The City of Tallahassee
- Leon County
- Gadsden County
- Florida State University
- FDOT

A success of the RTMC was the development of the joint participation agreement between the City of Tallahassee and FDOT for the development of the facility and management of the systems. As part of this agreement, the FDOT FMS was established in the region to monitor I-10 within Leon and Gadsden County using the following tools:

- Traffic Monitoring Cameras
- Traffic Incident detection stations
- Dynamic messaging signs
- A weather information station
- Fiber optic communication infrastructure



Source: Talgov.com/Traffic

In addition to the FMS features listed above, the TATMS uses these tools and makes information available to the general public. This information can help with route planning and for the instantaneous visualization traffic conditions around the area through traffic cameras or mapping software. Similar to the FMS tools described above, the following tools are available to the public to identify current conditions and make informed travel decisions. The image at right depicts the driver information map with real-time congestion levels on major roadways within the area.

Tallahassee Intelligent Transportation System (ITS) Master Plan

The City of Tallahassee recently completed an Intelligent Transportation System (ITS) Master Plan. Project recommendations were developed based on a needs assessment as well as stakeholder input, direction from the City, and industry best practices. Present and future needs were identified based on a review of current data and served as the foundation for the project recommendations developed. The project development approach consisted of analyzing data to identify needs, consider various ITS solutions, and determine the feasibility of the projects. The recommended projects include strategies, technologies, and staffing that will allow the City of Tallahassee to progress towards achieving the vision developed for the ITS Master Plan: *Maximize the transportation system efficiency and performance using innovative technologies and regional collaboration to promote reliable mobility throughout the vibrant capital city region*. To better incorporate these recommendations, the CRTPA cost feasible plan includes a funding set-aside for ITS projects in Tallahassee, as well as across the four-county region.

Systems Management Recommendations

Increase the regional coordination of ITS technologies.

The CRTPA region has already embraced the development and maintenance of systems management technologies, however, both Jefferson and Wakulla County are not as actively involved in these efforts. It is recommended that efforts be made to aid their inclusion into the regional development of ITS. Funds may need to be set aside for the development

of infrastructure improvements necessary for additional ITS tools to be implemented within the entire region. As the area continues to grow, the inclusion of these historically rural counties will be of growing importance.

Continue to support and update ITS technologies already in use.

In addition to the expansion into Jefferson and Wakulla counties, efforts of extending the coverage within the areas already being serviced should be prioritized. This effort may include physical improvements such as new cameras and upgraded signals, or software updates to stay current with developing technologies.

Freight Transportation

Freight and the general movement of goods and supplies is an increasingly important feature of the overall transportation network. Several statewide efforts have been conducted (or ongoing) including the *Statewide Truck Parking Study*, the *Freight Mobility & Trade Plan*, and the *Motor Carrier System Plan*. FAF4 origin-destination data was referenced, and Interstate 10 proved to be the primary freight corridor through the Capital Region by tonnage and vehicle miles traveled. Areas of particular interest in the CRTPA region for freight include continued improvements to the I-10 corridor for more regional and statewide freight, as well as the ultimate build out of Capital Circle for more localized freight movements – primarily delivery vehicles. The proposed project recommendations within this report will inherently benefit the movement of freight throughout the region by improving the safety and general traffic flow throughout the region. However, the need for freight specific considerations will be necessary to ensure this transportation mode is supported. The following recommendations should be implemented to enhance and support freight movement throughout the region.

Freight Policy Recommendations

Identification and provision of truck parking areas within the region on federal, state, and local roadways.

The lack of sufficient truck parking is a nationwide issue that should be analyzed within the region. FDOT District 3 has taken part of the Truck Parking Availability System (TPAS) as part of the program to determine parking needs and usage in the area along I-10. The TPAS study is continuing with the intent of adding truck parking signage and counters at the weigh stations and rest areas along I-10. Though FDOT has conducted several studies and developed systems to address this issue at the statewide level, CRTPA should conduct its own freight parking study to determine the necessity of truck parking within the region. Truck parking, which includes both overnight and staging needs, may be included within the freight plan recommended in this section, however, a separate truck parking study may be necessary to adequately identify and address the concerns of the region.

Continue to promote and support the development of Systems Management and ITS technologies within the region.

With RTMC's regional approach to traffic management, the area is already benefiting from the implementation of ITS. The recommendation is to continue the support and development of these programs with additional effort intended for the development of freight related improvements.

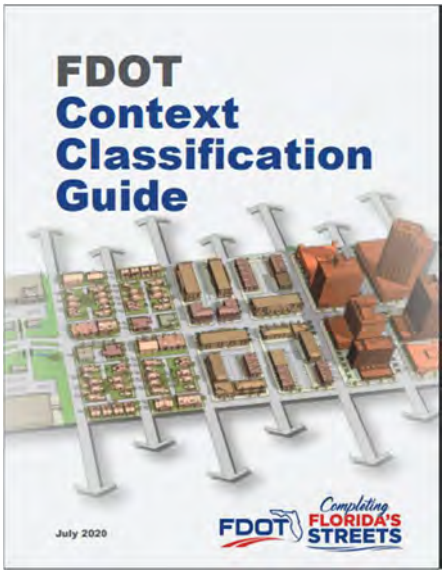
Promote the development and continued enhancement of e-commerce freight movement.

E-commerce is a growing freight category typically characterized by users receiving goods via direct orders from online processors. This freight category shares similarities with larger freight movement; however, a significant portion of this freight relies on the movement of lighter vehicles (not only large trucks) within the residential and business/commercial environment. The parking needs for these vehicles can also increase congestion as deliveries are made, particularly in the business and commercial areas.

Complete Streets

"Complete streets" are streets that are planned, designed, and constructed to accommodate multiple modes of travel and promote safety for all user types using the right-of-way. This approach allows all user types the appropriate space and facilities needed to safely travel to and from their desired destinations. In the State of Florida, Complete Streets guidance can be found in the *Context Classification Guide*, which was developed by the Florida Department of Transportation (FDOT). This guide promotes context sensitive transportation projects. FDOT encourages planners and engineers to consider surrounding land uses and the types of users that will use the road, and to create roadways that will allow connectivity for active transportation options. This approach can improve economic vitality, enhance placemaking, and increase accessibility to locations throughout a municipality, county, or region. To create a complete street, the community must be supportive, and planning and design professionals must coordinate effectively. A successful complete streets programs includes the following principles:

- Achieve community objectives.
- Blend street design with the character of the area served.
- Capitalize on a public investment by working diligently with property owners, developers, economic development experts, and others to spur private investment in the area.
- Design in balance so traffic demands do not overshadow the opportunity to walk, bicycle, and ride transit safely, efficiently, and comfortably.



FDOT Context Classification Guide provides guidance for Complete Streets initiatives

Rendering from the Midtown Transportation Plan which shows a Complete Streets approach through reconstruction of the existing roadway and multimodal facilities

Street Design Priority Matrix

The Street Design Priority Matrix assigns priorities to various transportation features for different types of street classifications with consideration for its character area (e.g. urban, suburban, or rural). Inspired by FDOT's Complete Streets Policy, it provided a useful reference tool during the creation of the recommendations. Developed for and included in the *Connections 2040 RMP*, the Street Design Priority Matrix remains relevant through the *Connections 2045 RMP* process and can continue to be used by staff during plan modifications.

	Freeway	*Principal Arterial*			*Minor Arterial*			*Collector*			*Local*		
		Urban	Suburban	Rural	Urban	Suburban	Rural	Urban	Suburban	Rural	Urban	Suburban	Rural
Shared Vehicle Zone													
Multiple travel lanes	H	H	H	H	M	M	M	M	M	L	L	L	L
Width of travel lanes	H	H	H	M	H	H	M	H	H	M	L	L	L
Vehicle capacity at intersections	M	H	H	H	H	H	M	H	M	M	L	L	L
Design for large vehicles	H	H	M	M	H	M	M	M	L	L	L	L	L
Multimodal intersection design	H	H	H	M	H	H	M	H	H	M	M	M	L
Bicycle Zone													
Bicycle lanes	L	M	M	L	H	M	L	H	H	L	L	L	L
Wide lanes / paved shoulders	L	H	H	M	M	M	M	M	M	M	L	L	L
Sharrows	L	L	L	L	M	M	L	H	M	L	L	L	L
Parking/Transit Zone													
On-street parking	L	L	M	L	M	M	L	H	H	L	H	L	L
Bus pullouts	L	H	M	L	M	M	L	M	L	L	L	L	L
Green Zone													
Landscaping	H	H	H	M	H	H	L	H	H	L	H	M	L
Lighting	H	H	H	L	H	H	L	H	H	L	H	M	L
Street furniture	L	M	M	L	M	M	L	M	M	L	L	L	L
Bus shelters	L	H	H	L	H	H	L	H	H	L	L	L	L
Sidewalk Zone													
Wide sidewalks	L	H	M	L	H	M	L	M	M	L	L	L	L
Standard sidewalks	L	M	H	L	H	H	L	H	H	L	H	M	L
Multiuse Paths	L	L	M	M	M	M	L	L	M	L	L	L	L
Median Zone													
Narrow medians	L	H	M	L	H	M	L	H	M	L	L	L	L
Wide medians	H	L	M	H	L	M	H	L	M	L	L	L	L
Other Elements													
Access management	H	H	H	M	H	H	M	M	M	M	L	L	L

H High Priority M Medium Priority L Low Priority

Needs Plan

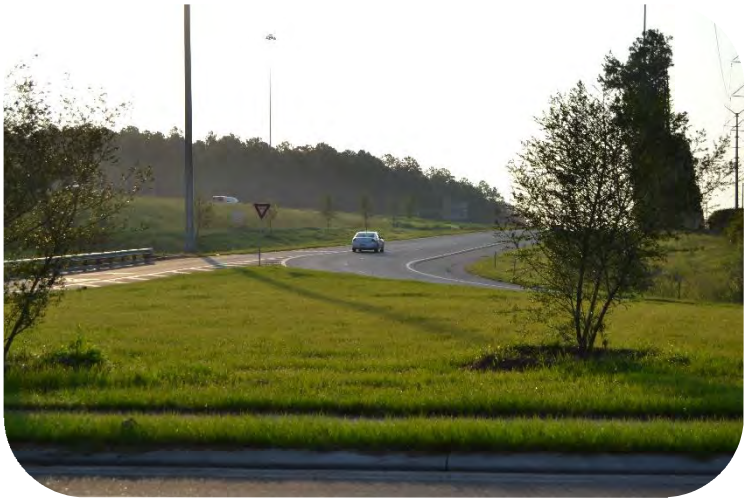
The path to creating a cost feasible plan includes a process that allows for unconstrained visioning, technical analysis, and financial assessment. The key outcome from this process is the creation of the Needs Plan. The Needs Plan is derived from an unconstrained vision of desired projects based on the existing and projected future deficiencies along with feedback received from the public. An Opportunities Plan was created as part of the *Connections 2040 RMP* to represent this fully unconstrained vision. As a subset of the Opportunities Plan, the Needs Plan was carefully identified to respond to documented mobility needs. The *Connections 2045 RMP* is an update to the previous plan and as such uses the needs plan from that plan as its starting point. Many of the needs in the previous plan still remain relevant. This approach helps ensure that the *Connections 2045 RMP* makes the best use of available resources. With this information, an updated Needs Plan was developed to identify specific needs for the *RMP* and future planning horizon.

Needs Plan Development

In continuing the process for the *RMP*, the recommended network was evaluated based on its response to the mobility needs of the region. The first step in developing the final roadway needs list was to review the projects for connectivity to the regional transportation system. The RMP is required by federal legislation to include a financially constrained or balanced project list, with project costs matching the anticipated revenues through the 2045 plan horizon year. The cost and number of projects identified within the region outweigh the projected local, state, and federal funding levels discussed in Chapter 5: Cost Feasible Plans Development. Due to the financial constraints of the region, potential projects were considered for inclusion in the Needs Plan. Once in the Needs Plan, the projects were prioritized to determine their applicability within the Cost Feasible Plan.

- The ***Needs Plan*** represents the consolidated list of projects that will be further prioritized to identify the cost feasible projects.
- The ***Cost Feasible Plan*** represents the financially constrained list of projects that represent stronger regional needs when compared to other projects.
- The ***Unfunded Plan*** represents the remainder of the projects that have been planned and identified in the region that did not represent as strong of a need during the RMP analysis.

Downtown Havana in Gadsden County, Florida



On-ramp for Interstate 10 in Leon County, Florida

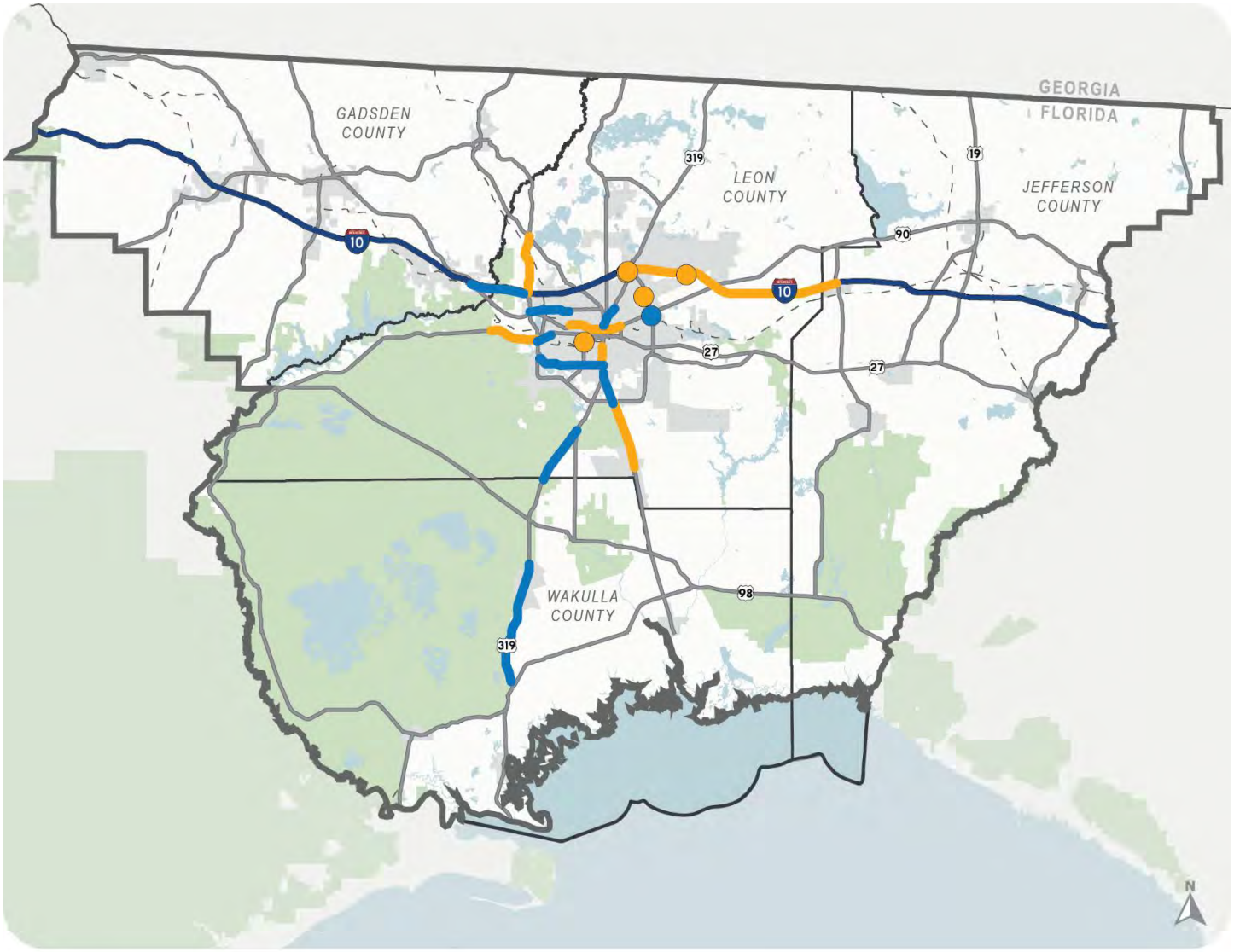
Project Identification

Roadway Projects

The development of the roadway Needs Plan consisted of vetting and enhancing the needs documented in the *Connections 2040 RMP*. The types of projects being considered for this Needs Plan range in size from small intersection projects to roadway widenings and new roadways and incorporate the accommodation of bicycle and pedestrian amenities wherever possible. A variety of additional sources were considered beyond the previous plan to ensure that the Needs Plan represents the latest and greatest needs of the region. These sources include projects within other recently completed plans, areas with identified needs, and public comments. The primary sources for the identification of projects include the following:

- 2020-2024 Transportation Improvement Program (TIP)
- Connections 2040 Regional Mobility Plan
- Blueprint Intergovernmental Agency (BP IA)
- FDOT Work Program
- Congestion Management Process Report (CMP)
- 2019 Update Tallahassee-Leon County Bicycle and Pedestrian Master Plan
- Local Jurisdiction and Agency feedback
- Public Involvement
- Data Analysis

Figure 3-3: Roadway Needs Plan



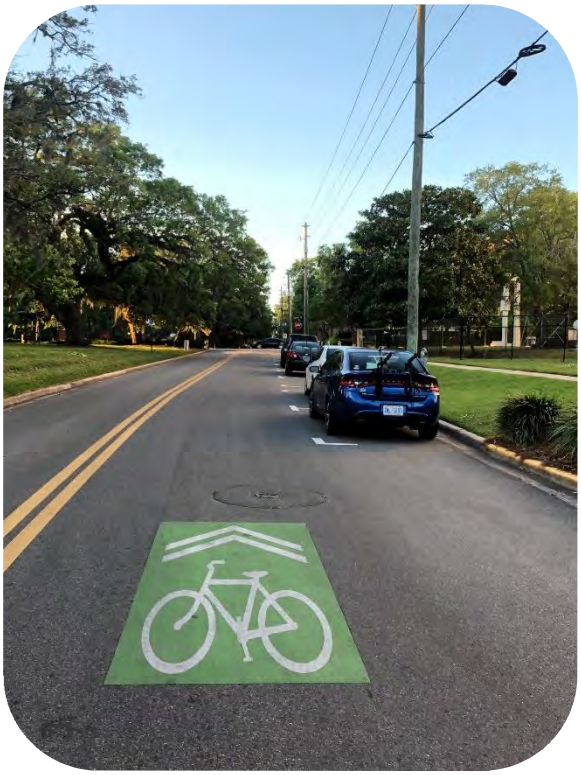
Legend

- Unfunded Intersection Recommendation
- Cost Feasible Plan Intersection Recommendation
- Cost Feasible Plan Roadway Recommendation
- Unfunded Roadway Recommendation
- Railroad
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Bicycle, Pedestrian, and Transit Projects

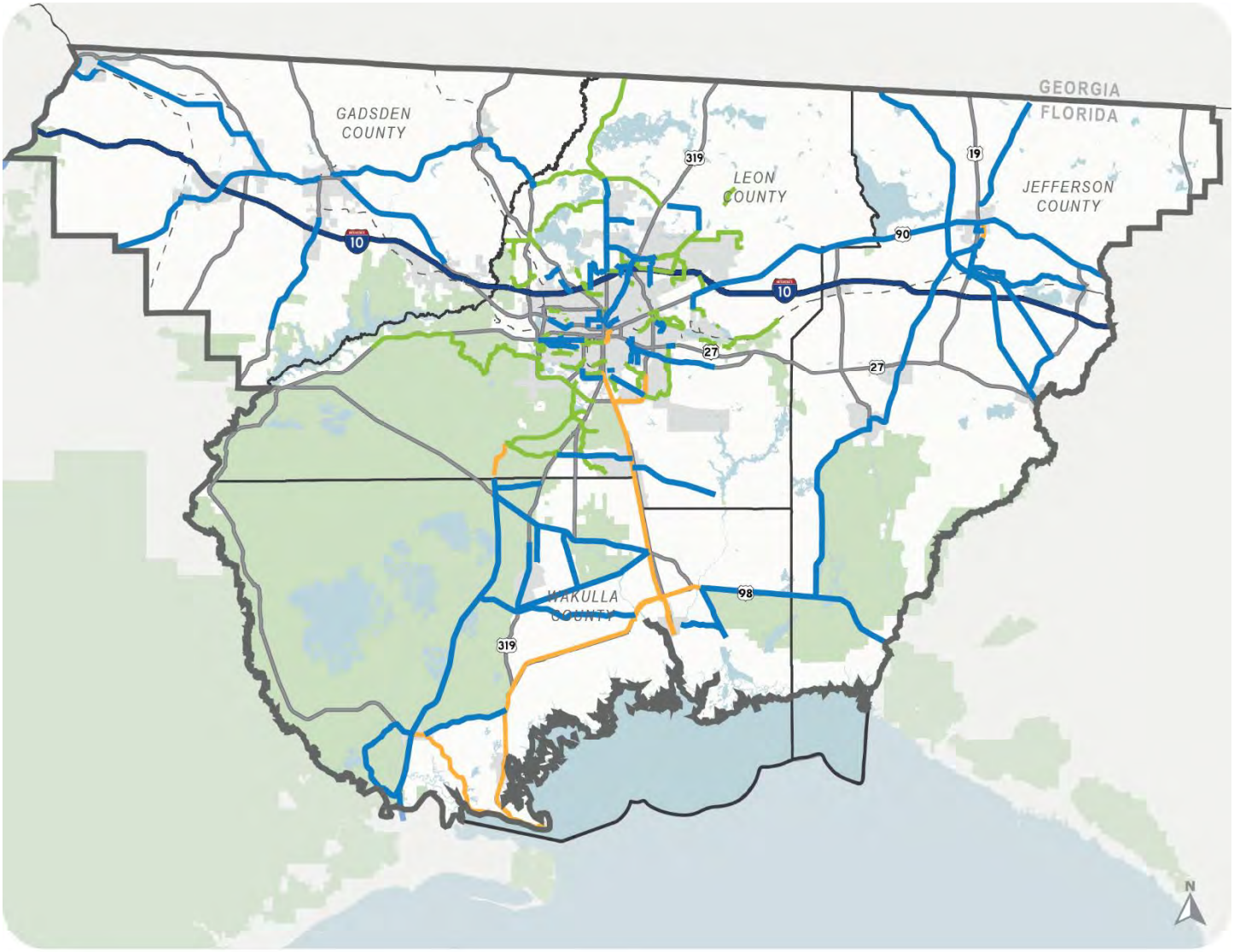
The bicycle and pedestrian portion of the Needs Plan were identified using updated Master Plan documents from each of the four counties in the Capital Region; Gadsden, Jefferson, Leon, and Wakulla. This provided an accurate and current list of the needs identified by members of the public, as well as local leadership and professionals in these communities. Additionally, many projects from the previous iteration of the RMP still remain. Public engagement also allowed residents to identify specific locations and corridors for alternative transportation amenities and improvements. Transit projects were based on the need to provide basic connectivity between cities in the four-county region to enhance opportunities and access for people living in rural communities. Transit needs will be further expanded upon when StarMetro's Comprehensive Operations Analysis (COA) and Transit Development Plan (TDP) which are completed in late 2021.

Once the final list of roadway, bicycle, pedestrian, and transit projects were finalized, each of the projects were mapped in GIS. Bicycle and pedestrian needs are shown in Figure 3-4. Unlike roadway projects, the bicycle and pedestrian Needs Plan projects were not prioritized since funding and implementation of these projects will be jointly achieved through partnerships with local agencies and municipalities. More information on this process can be found in Chapter 5: Cost Feasible Plan Development.



Sharrows on a downtown street in Tallahassee, Florida

Figure 3-4: Bicycle and Pedestrian Needs Plan



Legend

- Bike-Ped RMP Projects
- TLC Greenways Master Plan Projects
- Existing Trails
- Railroad
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary