



300 S. ADAMS STREET
TALLAHASSEE, FL 32301
www.crtpa.org

**CITIZEN'S MULTIMODAL ADVISORY
COMMITTEE**

11:30 AM – 1:30 PM
2nd Floor Conference Room

RENAISSANCE BUILDING
435 N Macomb Street
Tallahassee, Fl. 32301

September 3, 2019

1. AGENDA MODIFICATIONS

2. CONSENT

A. Minutes of the June 4, 2019 CMAC Meeting

The minutes of the June 4, 2019 TAC Meeting have been prepared for CMAC approval.

Recommended Action: *For CMAC approval.*

B. Fiscal Year 2018/2019 & 2019/2020 Unified Planning Work Program (UPWP) Amendment

The UPWP is proposed to be amended to add \$108,383 in Federal Transit Administration (FTA) funds for FY 2018/19.

Recommended Action: *For CMAC approval.*

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is #711.

3. PRESENTATIONS/DISCUSSION/ACTION

A. Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2019 – FY 2023 TIP is proposed to be amended to reflect the addition of the following project:

- Section 5303 FTA Planning Grant Funding (Project # 4217162): Provide Section 5303 FTA Planning funding in FY 2020 (CRTPA Region).

Recommended Action: *Recommendation of approval.*

B. Transportation Alternatives Subcommittee

CRTPA Staff will provide an overview of the tasks and responsibilities associated with serving on the Transportation Alternatives Subcommittee, and will be seeking three (3) volunteers to serve on the subcommittee.

Recommended Action: *For committee information and volunteering.*

C. Southwest Area Transportation Plan - Corridor Reports

The Southwest Area Transportation Plan Corridor Reports for North Lake Bradford Road, South Lake Bradford Road and Springhill Road will be presented for committee information and recommendation of approval.

Recommended Action: *Recommendation of approval.*

D. Monticello Bike Trail Extension Feasibility Study

The Monticello Bike Trail Extension Feasibility Study will be presented for CRTPA Committee consideration and comment.

Recommended Action: *For committee review.*

E. **2045 Regional Mobility Plan (RMP)**

A presentation and update on the development of the 2045 Regional Mobility Plan will be provided.

Recommended Action: *For committee information.*

4. OPEN FORUM FOR PUBLIC COMMENT

Citizens are invited to address the committee.

5. INFORMATION

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

September 3, 2019



Committee AGENDA ITEM 2A

COMMITTEE MEETING MINUTES

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The minutes of the June 4, 2019 Committee Meeting has been prepared for review and approval.

RECOMMENDED ACTION

Option 1: Recommend approval of the June 4, 2019 Committee Meeting Minutes.

ATTACHMENTS

Attachment 1: Minutes of the June 4, 2019 Committee Meeting.



MINUTES

of the

June 4, 2019

Citizen's Multimodal Advisory Committee (CMAC)

Held in the Renaissance Building 435 N. Macomb Street, Tallahassee, Fl. 32301
2nd Floor Conference Room * 11:30 am – 1:30 pm

Attendance

Members: Mr. Terry Basham, Mr. Hans Van Tol, Mr. Chad Hanson, Ms. Wanda Carter, Mr. Roger Holdener, Ms. Mary Kay Falconer, Mr. Dan Beaty, Mr. Neil Fleckenstein

Others: Mr. Greg Slay, Mr. Greg Burke, Mr. Jack Kostrzewa, Ms. Lynn Barr, Ms. Yulonda Mitchell

1. AGENDA MODIFICATIONS: NONE

2. CONSENT

The Minutes of the April 2, 2019 CMAC Meeting were approved with a quorum. The Motion was made by Mr. Hans VanTol, with a second provided by Mr. Dan Beaty.

3. PRESENTATIONS/DISCUSSION/ACTION

A. The Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Amendment was presented for a proposed amendment to reflect the addition of the following projects:

- SR 8 (I-10) 90) (from west of US 90 to Leon County Line/Ochlockonee River) (Project #2225305): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10.
- SR 8 (I-10) 90) (from Gadsden County Line to west of Capital Circle (SR 263) (Project #2225306): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10.
- SR 8 (I-10) 90) (from east of Capital Circle (SR 261) to Jefferson County Line) (Project #4065853): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10 (Leon County).

The proposed amendment passed unanimously with a quorum present. The motion was made by Mr. Hans VanTol with a second by Mr. Dan Beaty.

B. The CRTPA FY 2020 – FY 2024 TIP was developed for Board adoption. The CMAC recommended approval with a quorum present. Mr. Hans Van Tol made the motion with a second being made by Mr. Neil Fleckenstein.

C. Fiscal Year (FY) 2021 – FY 2025 Priority Project Lists (PPLs)

The Draft FY 2021 – 2025 Priority Project Lists were presented to the CMAC for their recommendation of approval, and all of them gained a recommendation of approval with a quorum present. The Lists were voted upon separately, the voting member who provided the motion and second have been provided under each list below.

1. Regional Mobility Plan (RMP) Roadways Priority Project List
(Motion of approval: Mr. Chad Hanson; Second: Mr. Dan Beaty)
2. Transportation Systems Management (TSM) Priority Project List
(Motion of approval: Ms. Wanda Carter; Second: Mr. Hans Van Tol)
3. Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List
(Motion of approval: Mr. Neil Fleckenstein; Second: Ms. Wanda Carter)
4. Regional Trails Priority Project List
(Motion of approval: Mr. Chad Hanson; Second: Ms. Wanda Carter)
5. StarMetro Priority Project List
(Motion of approval: Mr. Hans Van Tol; Second: Mr. Terry Basham)
6. Tallahassee International Airport Project Priority List
(Motion of approval: Mr. Hans Van Tol; Second: Mr. Roger Holdener)

D. 2040 Regional Mobility Plan (RMP) Amendment

At the request of the Florida Department of Transportation, CRTPA staff sought approval of an amendment to the Connections 2040 Regional Mobility Plan to include three (3) Project Development and Environment (PD&E) studies on Interstate 10 in Gadsden, Jefferson and Leon Counties. The projects were added by the FDOT to the Strategic Intermodal System (SIS) which prompted the request to amend the 2040 RMP to include them (listed below):

- ✓ Interstate 10 (222530-5) from West of the US 90 interchange to the Leon County Line (\$1,050,000)
- ✓ Interstate 10 (222530-6) from Gadsden County Line to West of Capital Circle, Northwest (\$630,000)

- ✓ Interstate 10 (406585-3) from East of Capital Circle, Northeast to West of SR 59 (\$2,100,000)

The proposed amendment passed unanimously with a quorum present. The motion was made by Mr. Neil Fleckenstein with a second by Mr. Dan Beaty.

4. OPEN FORUM FOR PUBLIC COMMENT : None

5. INFORMATION

CRTPA Staff reminded CMAC members of the public meeting that evening at the Tallahassee Senior Center from 6 pm – 7:30 pm regarding the Thomasville Road/Midtown project.

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Mary Kay Falconer, CMAC Chair, asked CRTPA Staff about the ability to postpone the September CMAC Meeting to a later date. CRTPA Staff explained the problems with moving the date including coordination of materials and presentations for differing days of committee meetings (not holding the TAC and CMAC on the same date), and more importantly, the overlap in the meeting date for the CMAC being beyond that which enables their comment and recommendations on items included in the CRTPA Board Agenda. The CMAC September Meeting date remained unchanged as September 3, 2019.

The Meeting Adjourned at 1:05 PM



September 3, 2019

COMMITTEE AGENDA ITEM 2 B

**FY 2018/19 – 19/20 UNIFIED PLANNING WORK PROGRAM (UPWP)
AMENDMENT**

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the FY 2018/19-19/20 UPWP to add \$108,383 in Federal Transit Administration (FTA) funds for FY 2018/19. The funds will be used to cover personnel costs for FY 2018/19 and are the remaining balance on Contract ARL-33 which is due to expire on September 30, 2019.

RECOMMENDED ACTION

- Option 1: Approve the proposed amendment to the UPWP.
- Option 2: As desired by the committee.



September 3, 2019

COMMITTEE AGENDA ITEM 3A
FISCAL YEAR (FY) 2020 – FY 2024
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) to add the following projects:

- Section 5303 FTA Planning Grant Funding (Project # 4217162): Provide Section 5303 FTA Planning funding in FY 2020 (CRTPA Region).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt a resolution amending the FY 2020 – FY 2024 Transportation Improvement Program to reflect:

- **ADD NEW PROJECT:** Section 5303 FTA Planning Grant Funding (Project # 4217162): Provide Section 5303 FTA Planning funding in FY 2020 (CRTPA Region)

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's Transportation Improvement Program reflects those projects in the region that have received state and federal funding within the State Work Program. Subsequent to adoption, the TIP is occasionally formally amended to reflect project changes such as the addition or deletion of a project as well changes to existing projects related to funding or project scope.

The CRTPA was recently contacted by the Florida Department of Transportation to amend the current TIP to include FTA Section 5303 Planning grant funding for FY 2020.

Specifically, the following project is proposed to be added to the TIP:

- SR 8 Section 5303 FTA Planning Grant Funding (Project # 4217162): Provide Section 5303 FTA Planning funding in FY 2020 (CRTPA Region); funding amount: \$131,046

Subsequent to Board approval, the FY 2020 – FY 2024 TIP will be updated to reflect the projects addition.

ATTACHMENT

Attachment 1: TIP project page

Capital Region TPA Planning FTA 5305 Grant



Project #: 4217162

Work Summary: MODAL SYSTEMS PLANNING **SIS?:** No

Lead Agency: MANAGED BY CAPITAL REGION **Length:** n/a

County: LEON

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PLN	DU	104,836	0	0	0	0	104,836
PLN	DPTO	13,105	0	0	0	0	13,105
PLN	LF	13,105	0	0	0	0	13,105
Total		131,046	0	0	0	0	131,046

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 131,046

Project Description: This project was amended into the TIP at the September 16, 2019 meeting and provides FTA Section 5305 planning grant funding.



September 3, 2019

COMMITTEE AGENDA ITEM 3B

**CRTPA TRANSPORTATION ALTERNATIVES
SUBCOMMITTEE**

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking three (3) members from each of the CRTPA's two committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) to serve on the agency's Transportation Alternatives (TA) Subcommittee. The TA Subcommittee is anticipated to meet several times from fall 2019 to spring 2020 to: (1) review the current TA adoption criteria and, (2) review and rank TA applications that will be solicited throughout the CRTPA region.

RECOMMENDED ACTION

Option 1: Approve three members from each of the two CRTPA Committees to serve on the Transportation Alternatives Subcommittee.

HISTORY AND ANALYSIS

The CRTPA annually adopts priority project lists that identify the ranked order of projects for which the agency is seeking transportation funding. Once adopted, the lists are provided to the Florida Department of Transportation as that agency develops the Annual Work Program. One of these lists, the Transportation Alternatives PPL is proposed for adoption at today's meeting and contains projects that were solicited and reviewed as part of the CRTPA Transportation Alternatives Program (TAP).

As a background, the CRTPA TAP was established in 2013 subsequent to the creation of the Transportation Alternatives Program associated with the July 6, 2012 signing of P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) by President Obama.

Transportation Alternatives are federally funded programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public

transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (which includes the CRTPA), the MPO agency must run the competitive grant process, necessitating the creation of the CRTPA TAP.

The CRTPA receives approximately \$310,000 annually in TA funding explicitly dedicated to the CRTPA region. In addition, other TA funding is available for placement on TA projects within the CRTPA region. This funding, which is outside of the dedicated amount to the CRTPA, is placed on projects at the discretion of the Florida Department of Transportation.

Consistent with CRTPA Board direction, solicitation of new TA projects occurs biennially with the CRTPA most recently soliciting new applications in early 2018. New applications are scheduled to be solicited once again in early 2020.

CRTPA Transportation Alternatives Program Process

Guiding the CRTPA TAP is the CRTPA TAP Subcommittee. The subcommittee, comprised of 6 members (3 from the CRTPA's Citizen's Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)), review and recommend a ranking of the TA applications to the CRTPA Board.

The received applications are reviewed and ranked based upon the adopted CRTPA's TAP Evaluation Criteria (approved at the March 21, 2016 CRTPA meeting), as follows:

ADOPTED CRITERIA

PROPOSED EVALUATION CRITERIA		MAXIMUM POINTS
1	SAFETY (Describe how the project will improve public safety for all transportation users)	20
2	CONNECTIVITY (Describe how the project facilitates or improves multimodal linkages)	20
3	ACCESSIBILITY (Describe how the project contributes to enhanced mobility options for transp. disadv.)	20
4	PUBLIC BENEFIT (Describe how the project improves the public travel experience and travel options)	20
5	REGIONAL PLAN (Describe how the project relates to the adopted plans of the region)	5
6	PROJECT CONSTRUCTABILITY (Is right-of-way required?)	5
7	LEVERAGING OF FUNDS (Is there a commitment of local funding?)	5
8	COMMUNITY SUPPORT	5
Maximum Total Points		100

CRTPA TA Subcommittee

As noted, the purpose of the TA Subcommittee is to review and rank the TA applications that are received by the CRTPA. Related to this process will be the review of the adopted TA evaluation criteria upon which eligible TA applications will ranked.

The following provides a generalized CRTPA 2019/20 TA Solicitation calendar with meeting dates of the TA Subcommittee highlighted in yellow:

- **October/November 2019** – TA Subcommittee Meeting (Noon – 1:30) (Review adopted criteria)
- December 2019 - Announcement of TA Applications Open Period
- January/February 2020 –TA Informational Public Meeting (3 PM; Tallahassee City Hall)
- March 2020 – TA Applications DUE
- **March 2020** – TA Applicant Interviews
- **March 2020** – TA Applicant Interviews (continued)
- **April 2020** – TA Subcommittee Recommended Application Ranking (Noon – 1:30)



September 3, 2019

AGENDA ITEM 3 C

SOUTHWEST AREA TRANSPORTATION PLAN CORRIDOR REPORTS FOR NORTH AND SOUTH LAKE BRADFORD ROAD AND SPRINGHILL ROAD

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The purpose of this item is to present the Draft Southwest Area Transportation Plan (SATP) – Lake Bradford Road (North and South) and the Springhill Road Reports to the CRTPA Committees for consideration and acceptance.

RECOMMENDED ACTION

Option 1: Accept the North Lake Bradford Road, South Lake Bradford Road and Springhill Road Corridor Reports

HISTORY AND ANALYSIS

The Southwest Area Transportation Plan (SATP) is a joint project between the Capital Region Transportation Planning Agency (CRTPA) and the Blueprint Intergovernmental Agency (IA) that addresses transportation issues in southwest Tallahassee and Leon County.

This agenda presents the final three corridor plans to the CRTPA Board for approval. The three corridors include:

North Lake Bradford Road – Orange Avenue to Stadium Drive (**Attachment 1**),
South Lake Bradford Road – Orange Avenue to Capital Circle, Southwest (**Attachment 2**), and
Springhill Road – Capital Circle, Southwest to North Lake Bradford Road (**Attachment 3**).

In addition to the three corridors studies, included as **Attachment 4**, is the Public Involvement Summary.

The fourth Corridor, Orange Avenue, was presented and approved at the April 16, 2019 Board meeting.

The corridor information presented on the following pages are highlights from the corridor reports shown as **Attachments 1, 2, and 3**. Further information regarding details and graphics addressing a multitude of topics from land use to corridor inventories can be found in these attachments.

North Lake Bradford Road

The North Lake Bradford Road Corridor is comprised of a five-lane section from Springhill Road to North Lake Bradford Road (Segment 1) and then transitions to a two-lane section from Springhill Road to Stadium Drive (Segment 2). Segment 2 includes two-lanes in each direction with the “fifth” lane being the dual left turn lane, often referred to as a “suicide lane”. Additional details regarding the corridor is outlined on the following pages with a map of the corridor shown as **Figure 1**.

Figure 1 – North Lake Bradford Road Corridor



Pedestrian Opportunities

Short-term

- Maintenance of existing sidewalk along length of corridor.
- RRFB at Pineview Elementary School to promote access and safety of students.
- Addition of a crosswalk somewhere between Airport Drive and Pepper Drive

Following FDOT Access Management Study

- Median islands to serve as pedestrian refuges.

Following Airport Gateway Survey

- Widening of sidewalks to 8-feet to serve a dual purpose amongst bicyclists and pedestrians.
- If right of way permits, a 10-foot to 12-foot multi-use path.

“Provide upgraded pedestrian and bicycle access to North Lake Bradford Road”

~ Public Comment from District Forum #1

Bicycle Opportunities

Following Airport Gateway Survey

- Widening of sidewalks to 8-feet serve a dual purpose amongst bicyclists and pedestrians.
 - If right of way permits, a 10-foot to 12-foot multi-use path.
-

“Make bike lanes look different than the travel lanes on North Lake Bradford Road and Springhill Road”

~ Public Comment from District Forum #2

Transit Opportunities

- Improve amenities along the corridor from Low to Medium according to **Table 1**.
 - Provide covered seating for stops at McCaskill Avenue, Levy Avenue, Hutchison Street.
 - Provide better route options for transit users along this corridor.
-

“North Lake Bradford Road needs sheltered bus stops with benches”

~ Improvement requested by Callen Neighborhood Residents

Table 1 – Transit Amenity Levels

Transit Amenity Level	Amenities
Low	Limited seating, structure
Medium	Seating, structure/shelter, trash cans, lighting
High	Ample seating, structure/shelter, trash cans, lighting, wayfinding, bicycle racks

Roadway Opportunities

North Lake Bradford Road from Springhill Road to Gaines Street

- Improved access management along the corridor with the addition of a raised median along the corridor to provide friction and encourage slower travel speeds while managing left turning movements throughout the four-lane corridor.
 - Narrow the outside travel lane to 11-feet.
-

“Maintain access to businesses from medians”

~ Comment from District Forum #2 about potential medians on North Lake Bradford Road

Summary of Opportunities

Through a combination of data collection, traffic analyses, and stakeholder and public outreach as part of the Southwest Area Transportation Plan, a set of preferred alternatives for North Lake Bradford Road are provided for consideration and inclusion in the Airport Gateway Project and FDOT's upcoming 3R (resurfacing, reconstruction and rehabilitation) project. These alternatives are presented by user type: pedestrian, bicyclists, transit riders, and motorists. Pedestrian and Bicycle improvements include maintenance and widening of sidewalks, and a multi-use path if future surveys and studies determine that it is feasible given the limited right of way along the corridor. Transit alternatives are related to improving existing amenities and providing more bus routes. These improvements are critical for accommodating residents in the area who are mobility constrained and or may not have access to a vehicle. Recommendations regarding motorists includes the construction of a raised median to improve and control access management from Springhill Road to Gaines Street and narrowing the travel lanes to be consistently 11-feet. Because of upcoming projects, surveys, and studies, these recommendations are made with the understanding that feasible alternatives may change.

Typical Sections

Figure 2 and **Figure 3** show two typical sections for North Lake Bradford Road due to the varying existing conditions and future needs of each segment of the corridor.

Next Steps

Through extensive public outreach and stakeholder input, a variety of possible multi-modal improvements were identified for North Lake Bradford Road. The improvements include the need for safer and more connected pedestrian facilities such as continuous sidewalks on the eastern side of the corridor, wider sidewalks, a multi-use path along the entirety of the corridor, and pedestrian crossings near schools and high traffic areas. Public and stakeholder input also indicated the desire for better bicycle facilities and transit amenities to accommodate the variety of user types often seen along North Lake Bradford Road. Future traffic volumes indicate that the roadway segment from Springhill Road to Gaines Street is expected to operate over capacity by the year 2045. The crash rates over the last five years show rates that are above the statewide average for similar facilities. Most crash types are rear-end crashes, which can often be indicative of congestion and poor access management. The coupling of the existing crash rates and types and the projected future capacity constraint supports the need for the outlined improvements.

The recommended alternatives identified in this corridor plan are based on both data analyses along with public and stakeholder input. With the Airport Gateway Project set to begin design in late 2019, including a design survey for the corridors, it is recommended that specific improvements be determined through survey, design, additional analyses during those efforts. It is also recommended that improvements outside of the curb and gutter be considered through these analyses as well. Location for medians and access management may be addressed during FDOT's (resurfacing, reconstruction and rehabilitation (3R) project where they are conducting an access management

study. These two projects will better determine the location and types of improved facilities for North Lake Bradford Road.

Figure 2 – North Lake Bradford Road (Stadium Drive to Springhill Road) Typical Section

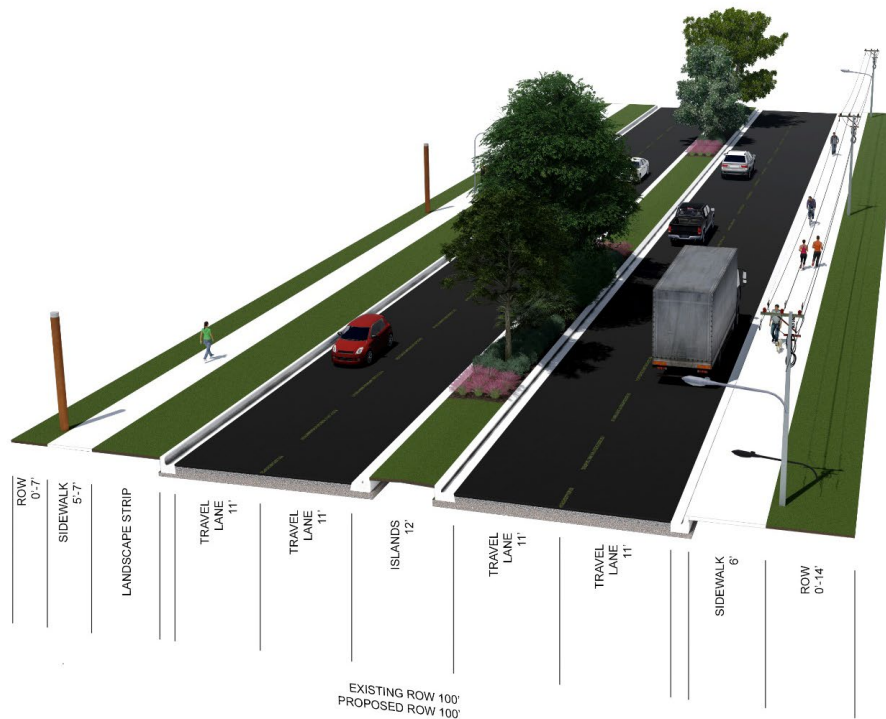
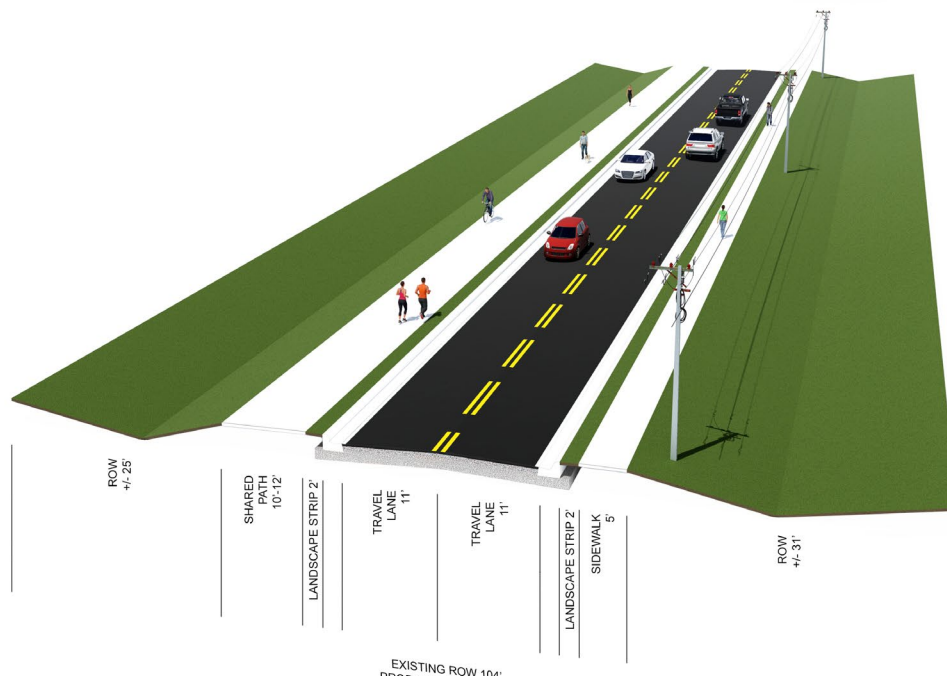


Figure 3 - North Lake Bradford Road (Springhill Road to Orange Avenue) Typical Section



South Lake Bradford Road

South Lake Bradford Road Corridor is a two-lane Leon County Road that begins at Orange Avenue and terminates at Capital Circle, Southwest. The south-end of South Lake Bradford Road will be realigned as Capital Circle, Southwest is widened to six lanes in 2021/2022. A highlighted South Lake Bradford Road corridor is shown as **Figure 4**. There may be alterations to the intersection of Orange Avenue that will occur as a component of Blueprint's Airport Gateway process. The Southwest Area Transportation Plan will be used as a starting point for the development of the Airport Gateway road system.

Figure 4 – South Lake Bradford Road



Project Considerations

The Blueprint Intergovernmental Agency approved an Airport Gateway Project amendment in March 2018 to allocate funding to the following corridors for improvements related to transportation, sense of place, and safety:

South Lake Bradford Road (Leon County road)

Capital Circle, Southwest to Orange Avenue

North Lake Bradford Road

Orange Avenue to Gaines Street

Orange Avenue

South Lake Bradford Road to new gateway road alignment

For the Orange Avenue Corridor Plan, the section between South Lake Bradford Road and the proposed new north/south corridor should consider opportunities related to a possible new intersection and upgraded multi-modal facilities through the Airport Gateway project.

Springhill Road (Leon County road)

Capital Circle, Southwest to Orange Avenue

FSU Road

Orange Avenue to North Lake Bradford Road; accessing North Lake Bradford Road via Stucky Avenue (not a part of the Southwest Area Transportation Plan).

Public Involvement Feedback

Through the extensive outreach conducted focusing on gathering input for South Lake Bradford Road, the overall sentiment from participants was related to a desire to maintain calm and nonintrusive traffic conditions throughout the corridor. Some residents expressed a deep interest in maintaining the road as is with no improvements, while others were open to minor improvements that would slow traffic and provide some limited bicycle and pedestrian facilities. Suggestions related to landscaping and lighting consistent with a rural corridor were highly supported by the residents. Through traffic between Capital Circle, Southwest and Orange Avenue was also brought up as a major concern. Residents frequently see motorists ignoring the posted speed limit and using the paved shoulder to swerve to avoid speed bumps, which was perceived as highly unsafe for pedestrians and bicyclists in the area, and especially for neighborhood children walking to and from the bus stop without adequate sidewalks. Overall, residents were very engaged and proactive, requesting two separate presentations at their scheduled neighborhood association meetings to get a better grasp of what this project sought to do and how it would impact South Lake Bradford Road. The team worked with the residents of the South Lake Bradford Road area extensively to ensure that any proposed improvements were supported by the community and provided renderings and exhibits to reach common ground.

Pedestrian Opportunities

These recommendations will be further investigated as Blueprint furthers develops the plans for the South Lake Bradford Road corridor.

- Addition of a 6-foot sidewalk on either the east or west side of the corridor
- Addition of a 10-foot multi-use path on either the east or west side of the corridor
- Addition of a 6-foot sidewalk on both sides of the corridor
- Addition of pedestrian crossings at potential round-a-bout locations which are undetermined
- Addition of a Rectangular Rapid Flash Beacon (RRFB) pedestrian crossing at Cathedral Drive school bus stop if not addressed by round-a-bout
- Addition of a RRFB pedestrian crossing at Kennedy Drive school bus stop

“Crossings for pedestrians are needed on South Lake Bradford Road”

~ Public Comment from District Forum #2

Bicycle Opportunities

These recommendations will be further investigated as Blueprint furthers develops the plans for the South Lake Bradford Road corridor.

- Addition of a 10-foot multi-use path on either the east or west side of the corridor

“Keep traffic slow.”

~ Public Comment from District Forum #1

Roadway Opportunities

These recommendations will be further investigated as Blueprint furthers develops the plans for the South Lake Bradford Road corridor.

- Reduce lane width to 10 -10 ½ feet to encourage slower speeds.
- Include a 2-foot ribbon curb providing friction for the driver while maintaining the rural residential character of the roadway.
- Construct no less than two roundabouts along the corridor to encourage the local use of the corridor and slow travel speeds.

“Keep traffic calming measures in place”

~ Part of a comment regarding South Lake Bradford Road, District Forum #1

Summary of Opportunities

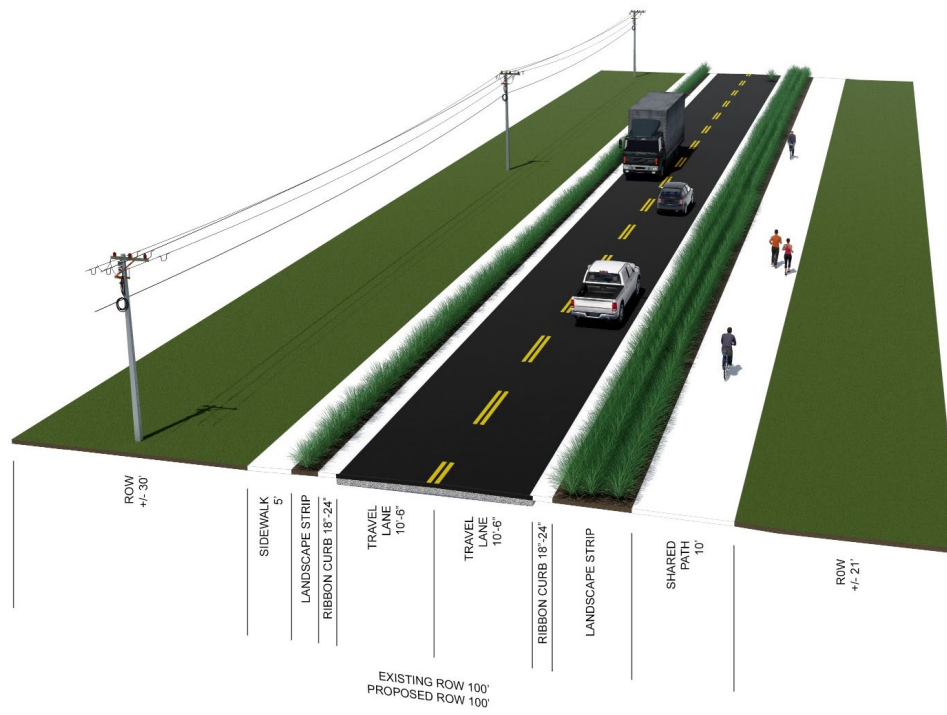
Through a combination of data collection, traffic analysis, and stakeholder and public outreach, a set of preferred alternatives for South Lake Bradford Road are provided for consideration into the Airport Gateway Project. Because of high public interest and engagement with the surrounding community of South Lake Bradford Road, the desire to maintain the rural character of the road while also promoting safety was a core focus of these recommended alternatives. These alternatives are presented by user type; pedestrian, bicyclists, and motorists. Pedestrian and bicycle improvements include the addition of both sidewalks and a multi-use path to address safety concerns on the corridor and provide facilities that serve a dual-use and accommodate both bicyclists and pedestrians. These facilities will also provide for multi-modal transportation trips for residents in the area by connecting to multi-use paths on nearby corridors, as well as make connections to points of interest like the FSU Reservation. In providing these, efforts will be made to maintain native

landscaping and swales. Recommended alternatives regarding motorists include reducing lane width from 11 feet to 10 ½ feet, and the addition of a ribbon curb consistent with layouts associated with rural corridors instead of curb and gutter. Multiple roundabouts are also recommended to encourage slower approach speeds and create a safer environment for pedestrian traffic, especially neighborhood children walking to and from the bus stop. Roundabouts will also provide much needed pedestrian facilities such as crosswalks and refuges.

Typical Section

Figure 5 shows a typical section for South Lake Bradford Road. The community preferred typical is consistent with what is displayed in **Figure 5** which contains a sidewalk and multiuse path. This typical section was designed with the feedback that was received from district forums and the neighborhood association meetings with the communities surrounding South Lake Bradford Road.

Figure 5 – South Lake Bradford Road Typical Section



Next Steps

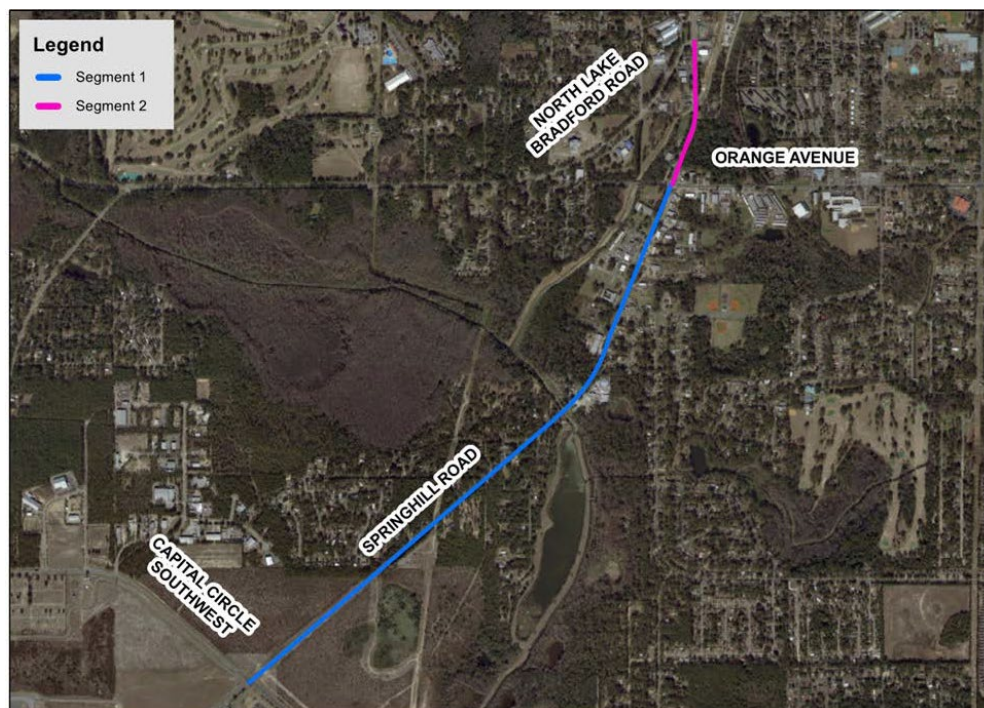
Through extensive public outreach and stakeholder input, a variety of possible multi-modal improvements for South Lake Bradford Road have been proposed. The improvements address the need for safe and more connected pedestrian facilities such as continuous sidewalks, multi-use path along the entirety of the corridor, and pedestrian crossings near high traffic areas. Public and stakeholder input indicated the desire to maintain the rural atmosphere of the road and recommended alternatives in this corridor plan are consistent with a rural corridor. Ribbon curbs, roundabouts, and reduced lane widths are suggested to address the community's request as well as accommodate different user types maintain the rural residential character, discourage non-local traffic and slow through traffic speeds.

Future traffic volumes indicate that the roadway segment from Capital Circle, Southwest to Orange Avenue is expected to operate under capacity by the year 2045. Although there is not a capacity concern there is a concern by residents pertaining to the effectiveness of the existing traffic calming devices (speed bumps) installed along the corridor. The suggested traffic calming measures could encourage drivers to travel at slower speeds while maintain the existing character of the roadway. The recommended alternatives identified in this corridor plan are based on both preliminary data analyses along with public and stakeholder input. With the Airport Gateway Project set to begin design in September 2019, including a design survey for the corridors, it is recommended that specific improvements be determined through survey, design, additional analyses during those efforts. South Lake Bradford Road is not a FDOT maintained roadway and is not slated for any resurfacing or improvement projects as such, and it is recommended that these alternatives be adopted by Blueprint, and that the location for the roundabouts, pedestrian crosswalks, and a multi-use path be refined through the Airport Gateway Project's implementation.

Springhill Road

The Springhill Road Corridor is comprised of a two-lane section from Capital Circle, Southwest to Orange Avenue (Segment 1) and then transitions to a five-lane section from Orange Avenue to North Lake Bradford Road (Segment 2). Segment 2 includes two-lanes in each direction with the “fifth” lane being the dual left turn lane, often referred to as a “suicide lane”. Additional details regarding the corridor is outlined on the following pages with a map of the corridor shown as **Figure 6**.

Figure 6 – Springhill Road (North Lake Bradford Road to Capital Circle, Southwest)



Project Considerations

The Blueprint Intergovernmental Agency approved an Airport Gateway Project amendment in March 2018 to allocate funding to the following corridors for improvements related to transportation, sense of place, and safety:

South Lake Bradford Road (Leon County road)

Capital Circle, Southwest to Orange Avenue

North Lake Bradford Road

Orange Avenue to Gaines Street

Orange Avenue

South Lake Bradford Road to new gateway road alignment

For the Orange Avenue Corridor Plan, the section between South Lake Bradford Road and the proposed new north/south corridor should consider opportunities related to a possible new intersection and upgraded multi-modal facilities through the Airport Gateway project.

Springhill Road (Leon County road)

Capital Circle, Southwest to Orange Avenue

FSU Road

Orange Avenue to North Lake Bradford Road; accessing North Lake Bradford Road via Stucky Avenue (not a part of the Southwest Area Transportation Plan).

Public Involvement Feedback

Through the outreach conducted focusing on gathering input for North Lake Bradford Road, South Lake Bradford Road and Springhill Road, many participants brought up the fact that Springhill Road does not offer sidewalks on both sides of the road south of Orange Avenue, and no sidewalks at all south of Springsax Road. Several comments suggested the need for sidewalks along the entire corridor to accommodate pedestrians and include the addition of bicycle facilities to better connect the area to other places of interest. Several people made comments that the congestion associated with the Orange Avenue intersection caused large queue lengths and increased capacity at that intersection is desired. Business owners also indicated that they are open to improvements but would like to maintain access to their businesses.

Pedestrian Opportunities

Capital Circle, Southwest to Orange Avenue

- Maintain sidewalk connectivity along entire length of corridor.
- Provide pedestrian crossing at Springsax Road.
- Addition of a 5 to 6-foot sidewalk on either the east or west side of the corridor.
- Addition of a 10 to 12-foot multi-use path on either the east or west side of the corridor.

Orange Avenue to North Lake Bradford Road

- Maintain sidewalk connectivity with sidewalks on North Lake Bradford Road.

“Sidewalks are needed on both sides of Springhill Road, and add lights”

-Sticky note comment received at District Forum #1 about Springhill Road

Bicycle – Opportunities

Capital Circle, Southwest to Orange Avenue

- Addition of a 10-foot multi-use path on either the east or west side of the corridor.

Orange Avenue to North Lake Bradford Road

- On-street 7-foot buffered bike lanes.

“Include a bike lane on Springhill Road that is distinct from the travel lane”

-Comment from District Forum #2

Roadway – Opportunities

Capital Circle, Southwest to Orange Avenue

- Maintain two-lane road, with addition of wide landscaped median for future corridor improvements.

Orange Avenue to North Lake Bradford Road

- Removal of the two-way left-turn lane and construct a raised median.

“Improvements, beautification and widening of Springhill Road are needed for increased vehicle, bicycle, and pedestrian traffic”

-Comment from District Forum #1

Summary of Opportunities

Through a combination of data collection, traffic analyses, and stakeholder and public outreach, a set of preferred alternatives for Springhill Road are provided for consideration into the Airport Gateway Project. These alternatives are presented by user type: pedestrian, bicyclists, and motorists for each segment of the corridor. It is understood that the recommended opportunities in this plan will be further evaluated as a part of Blueprint’s Airport Gateway Project.

Springhill Road - Capital Circle, Southwest to Orange Avenue

This segment of the corridor is currently a two-lane roadway with limited pedestrian facilities, and no bicycle facilities. Recommended alternatives for this section include a sidewalk on one side of the corridor and a multi-use path on the other. This combination of facilities will provide connectivity that is lacking for both pedestrians and bicyclists to facilities on Capital Circle, Southwest and future

improvements on Orange Avenue and North Lake Bradford Road. Activities that occur along this corridor related to recreational facilities and businesses require crosswalks for pedestrians, especially at the intersection of Springhill Road and Springsax Road. With Blueprint having funds available for right-of-way acquisition in the area, multi-modal facilities may be feasible despite current right-of-way constraints. Roadway improvements include the maintenance of a two-lane road, with the addition of a wide landscaped median to accommodate future corridor improvements. Further evaluation and concept refinement should occur as a part of Blueprint's Airport Gateway Project.

Springhill Road - Orange Avenue to North Lake Bradford Road

This segment of Springhill Road is currently a four-lane roadway with sidewalks and a paved shoulder. Pedestrian recommended alternatives include maintenance of sidewalks to ensure long-range connectivity between the southern section of Springhill Road and North Lake Bradford Road. The inclusion of a 10 to 12-foot shared use path should be considered to provide connectivity for bicyclists between Springhill Road and North Lake Bradford Road.

Typical Section

Figure 7 and **Figure 8** shows two typical sections. **Figure 7** is related to the segment of Springhill Road between Capital Circle, Southwest to Orange Avenue, and shows a two-lane corridor with a wide, landscaped median, a multi-use path, and a sidewalk. **Figure 8** shows a typical section for the segment of Springhill Road between Orange Avenue and North Lake Bradford Road made up of a four-lane road, planted median, a multi-use path, and a sidewalk.

Figure 7 - Springhill Road Typical Section (Capital Circle, Southwest to Orange Avenue)

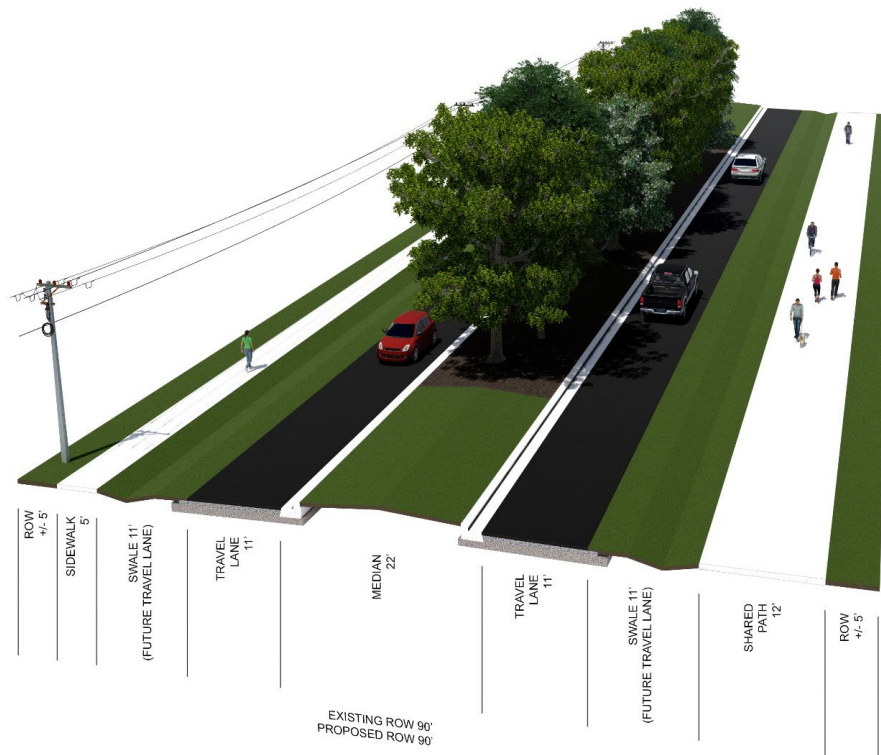


Figure 8 - Springhill Road Typical Section (Orange Avenue to North Lake Bradford Road)



Next Steps

Through extensive public outreach and stakeholder input, a variety of possible multi-modal improvements for Springhill Road have been identified and are recommended. The improvements include the need for safe and more connected pedestrian facilities such as continuous sidewalks, multi-use path along the entirety of the corridor, and pedestrian crossings near high traffic areas. Public and stakeholder input, as well as the desire for paths along the corridor, indicated the need for better pedestrian and bicycle to accommodate the variety of user types often seen along Springhill Road. Future traffic volumes indicate that the roadway segment from Capital Circle, Southwest to North Lake Bradford Road is expected to operate under capacity by the year 2045. The crash rates over the last five years show rates that are above the statewide average for similar facilities and majority of crash types are rear-end crashes which crashes are indicative of distracted driving and trailing cars too close. The coupling of the existing crash rates and types support the planning for the future widening of the southern segment corridor to four lanes. The recommended alternatives identified in this corridor plan are based on both preliminary analyses along with public and stakeholder input. With the Airport Gateway Project set to begin design in late 2019, including a design survey for the corridors, it is recommended that specific improvements be refined through survey, design, additional analyses. It is recommended that these alternatives be considered for adoption by Blueprint, and that the location of pedestrian crosswalks, and a multi-use path be refined through the Airport Gateway Project's implementation.

NEXT STEPS

- Any comments the Committee has will be forwarded to the CRTPA Board for consideration.
- The Project Team will continue to work with FDOT on the Orange Avenue PD&E Study.

OPTIONS

Option 1: Accept the North Lake Bradford Road, South Lake Bradford Road and Springhill Road Corridor Reports. (Recommended)

Option 2: Provide Other Direction.

ATTACHMENTS

- Attachment 1: North Lake Bradford Road – Orange Avenue to Stadium Drive Corridor Report
Attachment 2: S. Lake Bradford Road – Orange Avenue to Capital Circle, SW Corridor Report
Attachment 3: Springhill Road – Capital Circle, SW to N. Lake Bradford Road Corridor Report
Attachment 4: Public Involvement Summary

September 3, 2019



COMMITTEE AGENDA ITEM 3D

MONTICELLO BIKE TRAIL EXTENSION FEASIBILITY STUDY

TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

This item seeks a recommendation of approval of the Monticello Bike Trail Feasibility Study (see ***Attachment 1***) including the study's recommended alternative ("Alternative Option 1").

RECOMMENDED ACTION

Option 1: Recommend the CRTPA accept the Monticello Bike Trail Feasibility Study and recommended Alternative Option 1.

BACKGROUND

Initiated in late 2018, The Monticello Bike Trail Feasibility Study was developed by the CRTPA's planning consultant Kimley-Horn (KHA). The study analyzed the feasibility for extending the existing Monticello Bike Trail south to the Jefferson County Middle/High School (approximately 2 miles) as identified in both the Jefferson County Bicycle and Pedestrian Master Plan as well as the CRTPA 2040 Regional Mobility Plan.

As a background, the current Monticello Bike Trail begins at Jefferson Elementary School at Rocky Branch Road and continues for approximately 2 miles south to Nacoosa Road (Monticello City Limit). The southernmost portion of the trail (Martin Road and Nacoosa Road) is unpaved and is approximately .55 miles in length.

The feasibility study assessed opportunities for the Trail's southern extension consistent with the promotion of connectivity between local neighborhoods, places of interest, and schools. Furthermore, the study identifies the potential of the Trail to provide a connection to larger, regional trail networks proposed in the vicinity.

As detailed in the study,

“While the main purpose of this trail extension is to connect the City of Monticello to the Jefferson County Middle/High School, the potential for future connectivity to larger, more regionally expansive trail systems is high. Jefferson County offers visitors nature-focused recreation activities, historical sites, local businesses, and restaurants.

Regional trails that are being considered and are included in the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails Land Trail Priorities are:

- Tallahassee-Monticello Greenway Corridor, that runs along U.S. 90 west of Monticello
- Lake City to Monticello Corridor, which is also on U.S. 90 but east of Monticello
- Georgia to Cross City Corridor, which heads south along U.S. 19, past the limits of this proposed extension.

These potential future trails support the need for the Monticello Bike Trail extension to provide better connectivity to the economic center of the county.”

Ultimately, the feasibility study identified three (3) potential alternatives associated with the southern extension of the trail. All trail alternatives (1, 2, and 3) provide a connection between the current Monticello Bike Trail limit and Jefferson County Middle/High School and all begin at the southern terminus of the existing paved trail. Additionally, all alternatives either continue along the unpaved section to Nacoosa Road or head west on Martin Road and all alternatives use US 19 for a portion of the proposed extension. Furthermore, none of the alternatives require the acquisition of right-of-way. One of the identified constraints associated with the identification of the alternatives was the need to avoid use of the US 319 bridge (FDOT Bridges 540008 & 540048) over the railroad due to insufficient width to safely accommodate the addition of a trail.

The following details the trail alternatives:

- **Trail Alternative 1** – This alternative proposes use of the existing unpaved section of the Monticello Bike Trail from Martin Road to Nacoosa Road (with shared lane markings and signage to be installed on Nacoosa Road to U.S. 19). At U.S. 19, a multi-use path within the existing right of way on the east side of the corridor is proposed until the trail reaches Aucilla Highway where it will continue with shared lane markings along the roadway east, to Horne Road, until the entrance of Jefferson County Middle/High School. Shared lane markings will be placed along the entrance road to the school. The feasibility report recommends Alternative 1 as the preferred alternative.

- **Trail Alternative 2** – Alternative 2 proposes starting on the paved section of the Monticello Bike Trail where it ends at Martin Road. On Martin Road, the trail proceeds west with shared lane markings to US 19. Once on U.S. 19, the trail will follow the same proposed route southward as detailed above in Alternative 1.
- **Trail Alternative 3** – Alternative 3 proposes using less of U.S. 19 than Alternatives 1 & 2 through use of Old Drifton Road. The route could either begin at Martin Road and head west to U.S. 19 or the trail could continue south on the existing unpaved section of the trail to Nacoosa Road where it would head west to U.S. 19. Like the Alternatives 1 & 2, this alternative would include a multi-use path on the east side of U.S. 19. However, unlike the other two alternatives that continue to Aucilla Highway, Alternative 3 proposes using Old Drifton Road (located approximately 0.5 miles north of Aucilla Highway) and continuing along Horne Road to end at the school.


Additional information related to the above alternatives is provided in the report including benefits/challenges associated with each alternative as well as cost estimates.

NEXT STEPS

Pursuant to approval of the study's preferred alternative, next steps associated with the Monticello Trail Extension include environmental documentation. Given that no right-of-way is required, next steps will ultimately be less lengthy than if the project required such right-of-way.

ATTACHMENT

Attachment 1: Monticello Bike Trail Feasibility Study



MONTICELLO BIKE TRAIL EXTENSION FEASIBILITY STUDY

MAY 2019

Prepared for



Prepared by

Kimley»Horn



MONTICELLO BIKE TRAIL FEASIBILITY STUDY

Introduction

The Capital Region Transportation Planning Agency (CRTPA) is completing a trail feasibility study to determine a route for extending the Monticello Bike Trail south to the Jefferson County Middle/High School. This extension was identified in the Jefferson County Bicycle and Pedestrian Master Plan as a potential trail extension and connector. A feasibility study is designed to assess the practicality of a proposed trail or project, with consideration to various aspects including engineering, the environment, major barriers, and right of way limitations. Feasibility studies determine if the project is constructible from the outset of the process. These elements are outlined in more detail below.



Photo 1: Existing paved trail in Monticello

Currently, the existing Monticello Bike Trail begins at Jefferson Elementary School on Rocky Branch Road and continues for approximately two miles south to Nacoosa Road, which is also the Monticello city limit. A portion of the trail that is about .55 miles in length between Martin Road and Nacoosa Road exists but is unpaved. The trail at its current extent is shown in **Figure 1**. Several opportunities for the extension have been assessed and are detailed in this report. If feasible, the key purpose of extending the Monticello Bike Trail is to promote connectivity among local neighborhoods, places of interest, and schools. There is also potential to connect to the larger, regional trail network proposed in this area.

Currently, the existing Monticello Bike Trail begins at Jefferson Elementary School on Rocky Branch Road and continues for approximately two miles south to Nacoosa Road, which is also the Monticello city limit. A portion of the trail that is about .55 miles in length between Martin Road and Nacoosa Road exists but is unpaved. The trail at its current extent is shown in **Figure 1**. Several opportunities for the extension have been assessed and are detailed in this report. If feasible, the key purpose of extending the Monticello Bike Trail is to promote connectivity among local neighborhoods, places of interest, and schools. There is also potential to connect to the larger, regional trail network proposed in this area.

In Jefferson County, nearly 13.9% of the population was estimated to be below the poverty level as of 2017 (American Community Survey 5-Year Estimates, 2013-2017). Other estimates put the 2017 percentage of individuals in poverty in Jefferson County closer to 18% (US Census Small Area Income and Poverty Estimates (SAIPE), 2017; Florida Legislature Office of Economic and Demographic Research, 2019).

Impoverished populations typically report high spending in the area of transportation due to lack of access and high costs, especially in rural areas of the country (Federal Highway Administration NHTS, 2014). Alternative transportation options can alleviate this issue by offering basic, safe connections for access to important locations and services in the area. As the county seat of Jefferson County, the City of Monticello is an excellent candidate for alternative transportation options for its residents and could be the multi-modal center of a system that connects various parts of the County.



Photo 2: Trail signage near Jefferson Elementary School



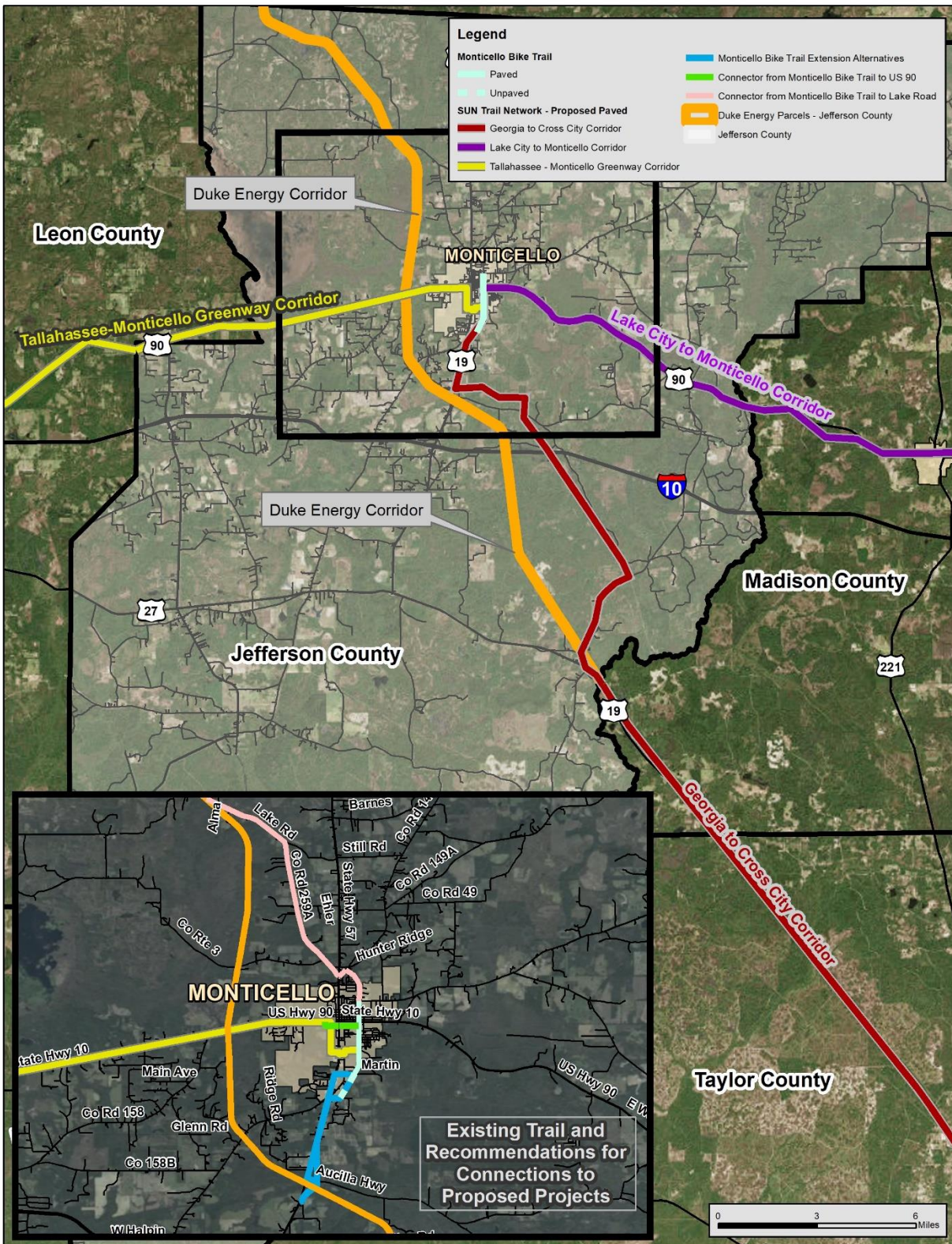
Figure 1: Current Extent of the Monticello Bike Trail

Regional Trail Network Importance

The development of this extension of the Monticello Bike Trail presents the opportunity for significant economic and recreational benefits to both residents and visitors in the region. While the main purpose of this trail extension is to connect the City of Monticello to the Jefferson County Middle/High School, the potential for future connectivity to larger, more regionally expansive trail systems is high. Jefferson County offers visitors nature-focused recreation activities, historical sites, local businesses, and restaurants. Regional trails that are being considered and are included in the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails Land Trail Priorities are:

- Tallahassee-Monticello Greenway Corridor, that runs along U.S. 90 west of Monticello
- Lake City to Monticello Corridor, which is also on U.S. 90 but east of Monticello
- Georgia to Cross City Corridor, which heads south along U.S. 19, past the limits of this proposed extension.

The routes were developed through input gathered by FDEP. These potential future trails support the need for the Monticello Bike Trail extension to provide better connectivity to the economic center of the County. These regional trail connections are depicted in **Figure 2**.



*Trails identified in larger map were identified by both FDOT and FDEP as part of the SUNtrails initiative and are included in FDEP's Office of Greenways and Trails Land Trail Priorities.

Figure 2: Regional Trail Network

Existing Conditions

The Monticello Bike Trail currently extends from Jefferson Elementary School on Rocky Branch Road, south to Nacoosa Road. The section from Rocky Branch Road to Martin Road is a paved, multi-use path. From Martin Road south to Nacoosa Road, the trail continues for about .55 miles, but is natural surface. The total length of the trail is approximately 2.10 miles, including the unpaved section from Martin Road to Nacoosa Road. Although mostly paved, the trail is relatively unkept and underutilized. The trail was originally intended to provide alternative transportation options to students attending Jefferson Elementary School, but in recent years, the school has closed due to financial issues and low attendance. These students now attend class at the Jefferson County Middle/High School. Currently, the middle/high school is only accessible from U.S. 19, or a local unpaved road, Horne Road. With many of the students living in Monticello enrolled at Jefferson County Middle/High School, the need for a safe, alternative transportation option for accessing the school is essential. Located on the east side of Monticello, and serving a now closed school, the trail does not connect places of interest at its current extent. An extension of the trail will provide more connectivity and will likely attract more usage from local residents and visitors from other places. This trail extension was identified in the Jefferson County Bicycle and Pedestrian Master Plan, and the 2040 Regional Mobility Plan.



Photo 3: Existing, paved trail in Monticello

As a community interested in integrated biking into the local culture, Jefferson County and the City of Monticello have hosted numerous bicycling related events in recent years. These events include the annual Monticello Bike Fest, the Dirty Pecan dirt/gravel ride, and rides that explore Monticello's canopy roads and historic sites. A trail extension would support these local efforts.

Supporting Projects

In recent years, Jefferson County has gained momentum in creating a viable bicycle network for both recreation and alternative transportation opportunities, with guidance from the 2012 update of the Jefferson County Bicycle and Pedestrian Master Plan. Improvements to the City of Monticello have included the addition of some limited bicycle facilities, such as paved shoulders for bicycle use on both U.S. 19 and U.S. 90 heading into town, as well as the current extent of the Monticello Bike Trail. Longer range projects are currently being considered by local government officials, all of which would provide significant support and connectivity opportunities to the Monticello Bike Trail extension and beyond. The inset in **Figure 2** shows recommendations for regional connections from the Monticello area.

Potential Trailhead and U.S. 90 Connection to Tallahassee

County leadership is currently looking at designating a city-owned parcel on West Palmer Mill Road as a trailhead for a future bicycle route development. The future bicycle route would potentially include U.S. 90, which would be a scenic, highly popular connection from Monticello to Tallahassee. The Monticello Bike Trail could connect to the trailhead via West Palmer Mill Road, using shared lane use markings, making an easy east-west connection to facilities such as restrooms and water. It would also give the trail connectivity to a larger network, and potentially attract more bicyclists and visitors to Monticello and other destinations within Jefferson County.

U.S. 19 Bike Path/Trail Project

U.S. 19 has been identified in the Florida Department of Transportation (FDOT) Five Year Work Program for Jefferson County for a bike path/trail. If funds become available, the project is slated to begin in 2021 and be executed by the year 2023. It is expected to run along U.S. 19 from Nacoosa Road to Jefferson County Middle/High School. Currently, there is an issue regarding the availability of right of way going over the bridge on U.S. 19 to the school. This feasibility study outlines other alternatives for making this connection which may be considered.

Duke Energy Corridor

Through discussions with county Commissioner Betsy Barfield, a potential trail from the border of Georgia along the Duke Energy corridor was identified. The Duke Energy corridor is made up of an old railbed that extends south and continues through neighboring counties, offering a partially cleared and unused area to create an extensive trail. Efforts are underway to address concerns raised during public outreach regarding conflicting uses for this corridor, however, the identification and interest in this potential route illustrates the importance of a trail system to elected officials and their constituents in Jefferson County.

Monticello Bike Trail Extension Alternatives

Three trail alternatives (1, 2, and 3) have been identified as potential connections between the current Monticello Bike Trail limit and Jefferson County Middle/High School. They begin at the terminus of the existing paved trail, and either continue along the unpaved section to Nacoosa Road or head west on Martin Road. Purchase of public or private property is not anticipated for any of the alternatives. All of the alternatives are along U.S. 19 for varying distances, and anything planned along U.S. 19 will require coordination with the current residents and the United States Postal Service in Jefferson County. Mailboxes and a path for the mail delivery vehicle are located within the existing right of way and may conflict with a multi-use path along the corridor.

Other alternatives were considered, but ultimately, were not included in this report as they are not feasible at this time. An additional alternative that included a route along an old railbed through a privately-owned tree nursery was evaluated but did not move forward after stakeholder outreach determined that the route would not be feasible. The three trail alternatives that have been identified as feasible options are described below and depicted within **Figures 3, 4, and 5**.



Photo 4: U.S. 19 bridge with limited right of way

General Conditions and Considerations

Land Use

Each of the trail alternatives will traverse the following three land use types:

- Agricultural (AG-5)
- Industrial
- Mixed Use-Business/Residential

None of the three alternatives are anticipated to negatively affect the land uses or the character of the area. The trail alternatives will provide increased access between neighborhoods in and surrounding Monticello, and Jefferson County Middle/High School, which now hosts elementary aged students as well. Increased access to education and recreation facilities may greatly improve the safety and cohesion of the neighborhoods in the area. **Figure 3** depicts the three alternatives and the surrounding land uses.

Environmental

Much of the area surrounding the Monticello Bike Trail and the potential extension area is agricultural in nature, with light residential and industrial development. The natural features maintained in this area, because of such limited development, create favorable conditions for a multi-use path and could potentially attract users from all over the state, and the country.

The alternatives were not found to be within or near any species consultation areas, nor were any wildlife observations reported in the area according to data maintained by the Florida Fish and Wildlife Conservation Commission (FWC).

Flood Zone and Wetlands

Each of the proposed alternatives is primarily located within Flood Zone X, indicating a moderate flood hazard area susceptible to a 500-year flood event. The end section of each alternative along Horne Road may cross through an area of Flood Zone A. The shared lane use markings and multi-use path are not expected to have any negative impacts on the flood zones.

National Wetlands Inventory (NWI) data was used to identify known wetlands in the project area. There are very few wetlands present along most of the alternative routes, however, wetlands are present around Old Drifton Road/Horne Road and the school property. In this location, a road already exists, and the proposed facility will be on-street shared lane markings, so impacts to wetlands are not anticipated. A wetland evaluation will be conducted during the environmental phase of design. **Figure 4** depicts the three routes, flood zones, and the locations of known wetlands in the area.

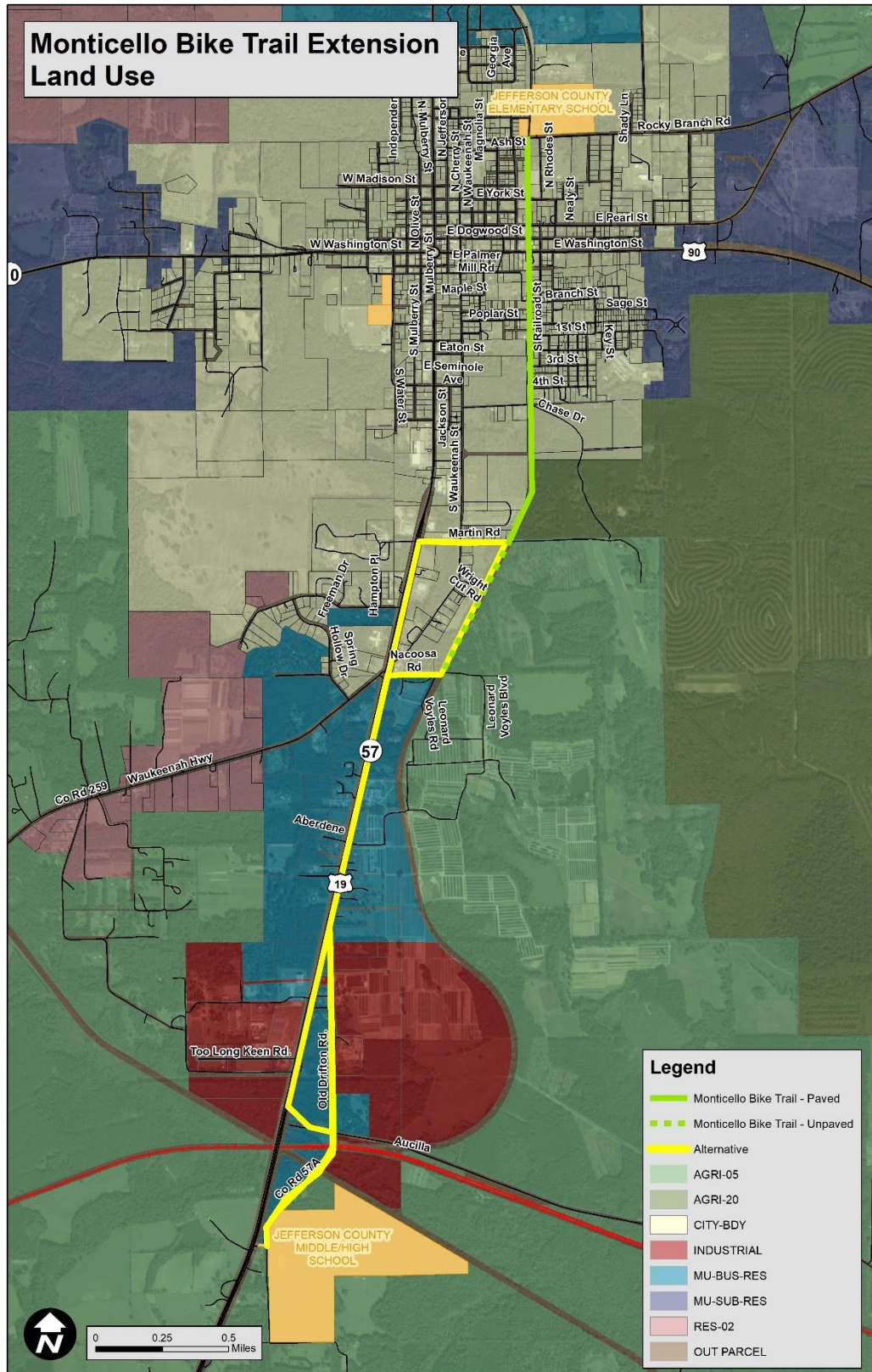


Figure 3: Land Use (Data Source: Jefferson County, retrieved 2019)

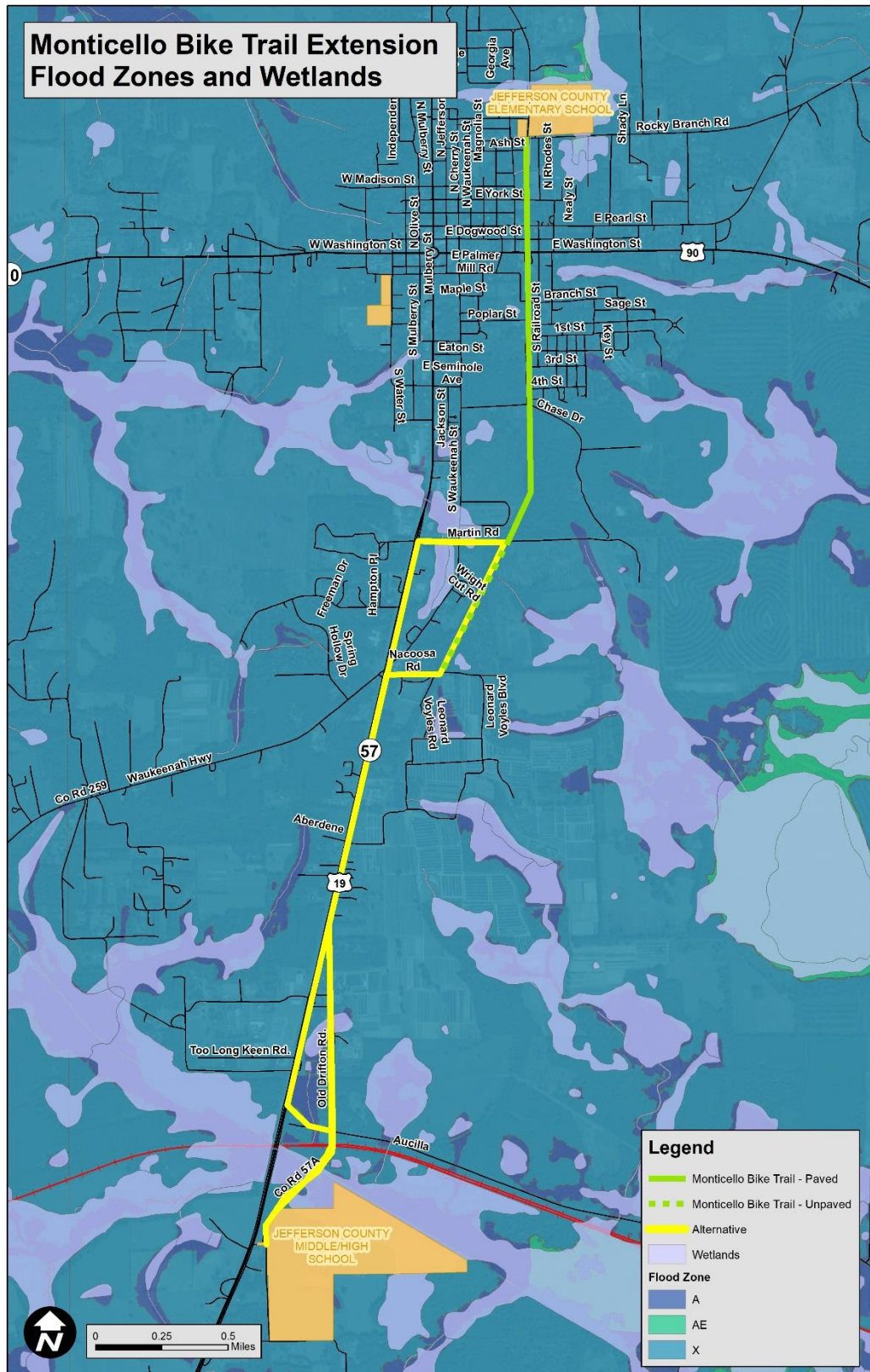


Figure 4: Flood Zone and Wetlands (Wetlands: USFWS, 2018. Flood Zones: FEMA, 2017)

Historic and Cultural

Available State Historic Preservation Officer (SHPO) data was mapped to locate any known historic or culturally significant resources near the trail alternatives. While several historic districts, structures, and a cemetery exist within the City of Monticello, no impacts to these sites are expected by the extension of the Monticello Bike Trail. Along the proposed routes, several SHPO structures have been identified, but are currently associated with private residences and were not evaluated by SHPO for the National Registry of Historic Structures (NRHS) or were deemed ineligible. Because this project is anticipated to be limited to existing right of way, no historical structures are anticipated to be disturbed. A cultural resource assessment will be completed during the environmental phase of design to ensure no unknown resources will be impacted by the preferred trail alignment. **Figure 5** depicts the three alternative routes and depicts SHPO resource groups, cemeteries, bridges, and structures.



Photo 5: Monticello Bike Trail sign at Trailhead at Jefferson Elementary School

Roadway Connections



Photo 6: Aucilla Highway, potential location for shared lane markings

Each of the trail alternatives proposes the use of roadways to minimize the purchase of or impacts to private properties. By using the existing road network, there is no anticipated need for parcel acquisition or access easements, decreasing the potential cost. Several connections are planned as transition points from multi-use paths into shared lane markings on the existing residential roadways. Because of the low speeds and low traffic volumes on these roadways, shared lane markings can be used to provide a more cost feasible option for the trail alternatives in lieu of costly property acquisition.

Constraints

In evaluating potential alternatives for the Monticello Bike Trail extension, some constraints were identified that affected possible alternatives for connecting to the school. The bridge on U.S. 19 (FDOT Bridges 540008 & 540048) just north of Jefferson County Middle/High School was one such constraint; the limited right of way on the bridge presents an obstacle for continuing a multi-use path along the corridor to the school. While a multi-use path is more appealing to trail users, replacement of the bridge to accommodate a trail is not financially feasible.

Private ownership was also a limiting factor in alternative development. The abandoned railbed that goes through Simpson Nurseries offered the opportunity for a scenic trail that would keep the trail off high-volume corridors, such as U.S. 19. As stated previously in this report, stakeholder outreach determined this was not a feasible option due to concerns mentioned by the property owner.

Additionally, Old Drifton Road and Horne Road both have poor pavement condition and are in need of resurfacing. Both roads are part of the alternatives proposed in this report and will require resurfacing and the addition of shared lane markings to connect to the current trail corridor. To install shared lane markings, the roads will need to be milled and resurfaced, an additional, previously unforeseen cost associated with this extension due to the lack of right of way on the bridge on U.S. 19. While lack of right of way on the bridge and private ownership discrepancies will not be considered at this time, the milling and resurfacing is a consideration that is detailed in the cost estimate section of this report. These constraints are identified on a map in **Figure 6**.

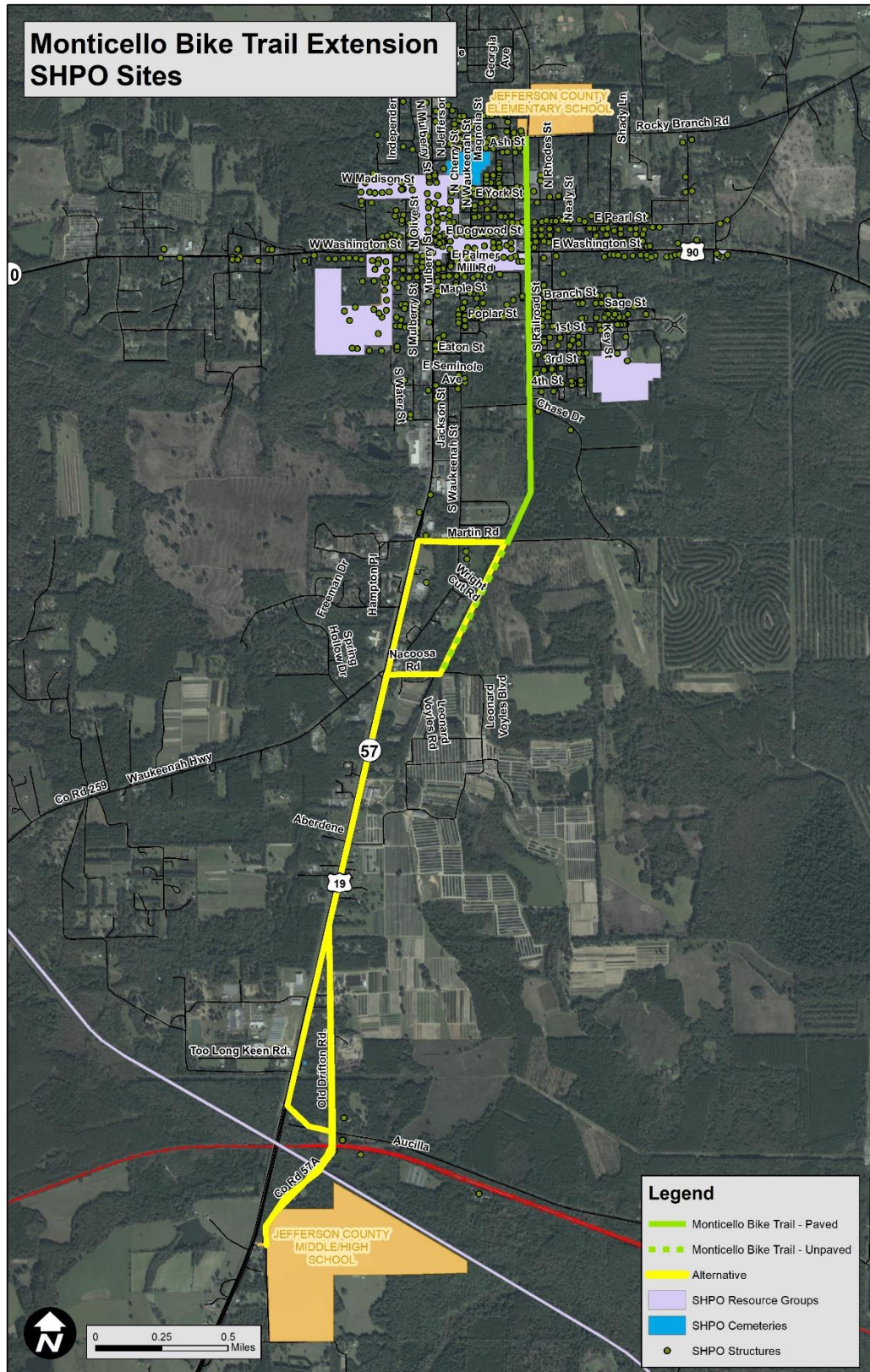


Figure 5: Historic and Cultural Features (SHPO, 2019)

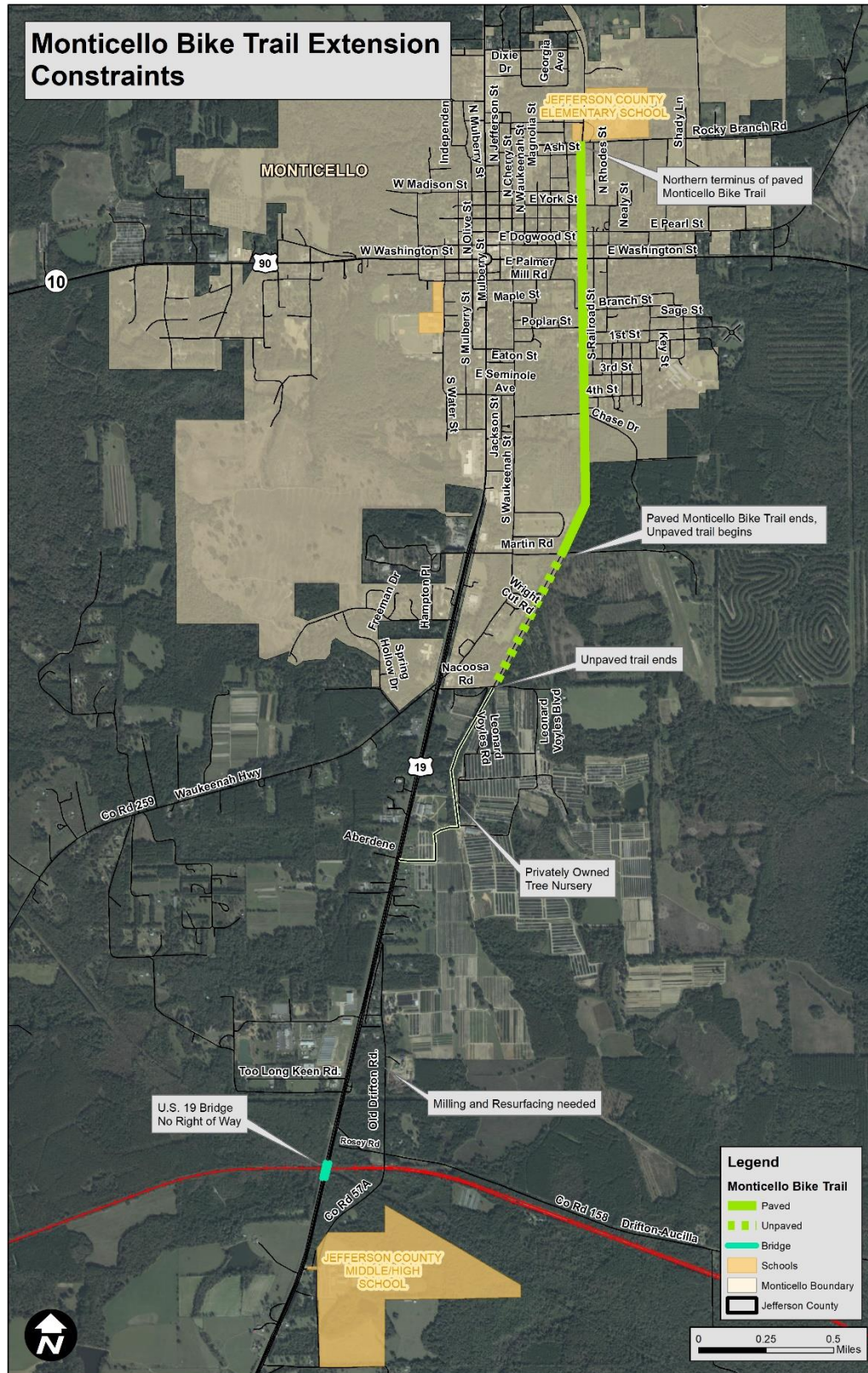


Figure 6: Monticello Bike Trail Extension Constraints

Trail Alternative Descriptions

Trail Alternative 1

Alternative 1 takes advantage of the existing .55-mile unpaved section of the Monticello Bike Trail from Martin Road to Nacoosa Road. Shared lane markings and signage will be installed on Nacoosa Road to U.S. 19, where a multi-use path within the existing right of way on the east side of the corridor will begin. The multi-use path will continue south to Aucilla Highway. From there, it will continue as shared lane markings along Aucilla Highway east, to Horne Road, and continues until the entrance of Jefferson County Middle/High School. Shared lane markings will be placed along the entrance road to the school. Because of a lack of right of way passing over the bridge on U.S. 19 heading south to the school, Horne Road is a more direct alternative with low vehicular traffic and slower speeds. In total, alternative 1 is an addition of approximately 2.65 miles in length to the existing paved and unpaved sections of the Monticello Bike Trail. The entire trail with alternative 1 as the extension will be approximately 4.75 miles in length.



Photo 7: Unpaved section of Monticello Bike Trail, South of Martin Road

This alternative will allow for effective travel between the neighborhoods and Jefferson County Middle/High School, while also increasing access to the City of Monticello. Additionally, this route takes advantage of the existing, unpaved section of the Monticello Bike Trail. **Table 1** identifies known benefits and challenges with this route.

Table 1: Alternative 1 – Benefits and Challenges

Alternative 1	
Benefits	Challenges
Within existing road right of way/public property	Horne Road will require resurfacing
Increased connectivity between city, neighborhoods, and Jefferson County Middle/High School and potentially, regional trail network	Existing mail delivery route in the right of way, which would not be permitted on the multi-use path. This will require some level of additional public outreach and the possible relocation of mailboxes that are currently in the right of way.
More of the trail is located off a major road corridor	

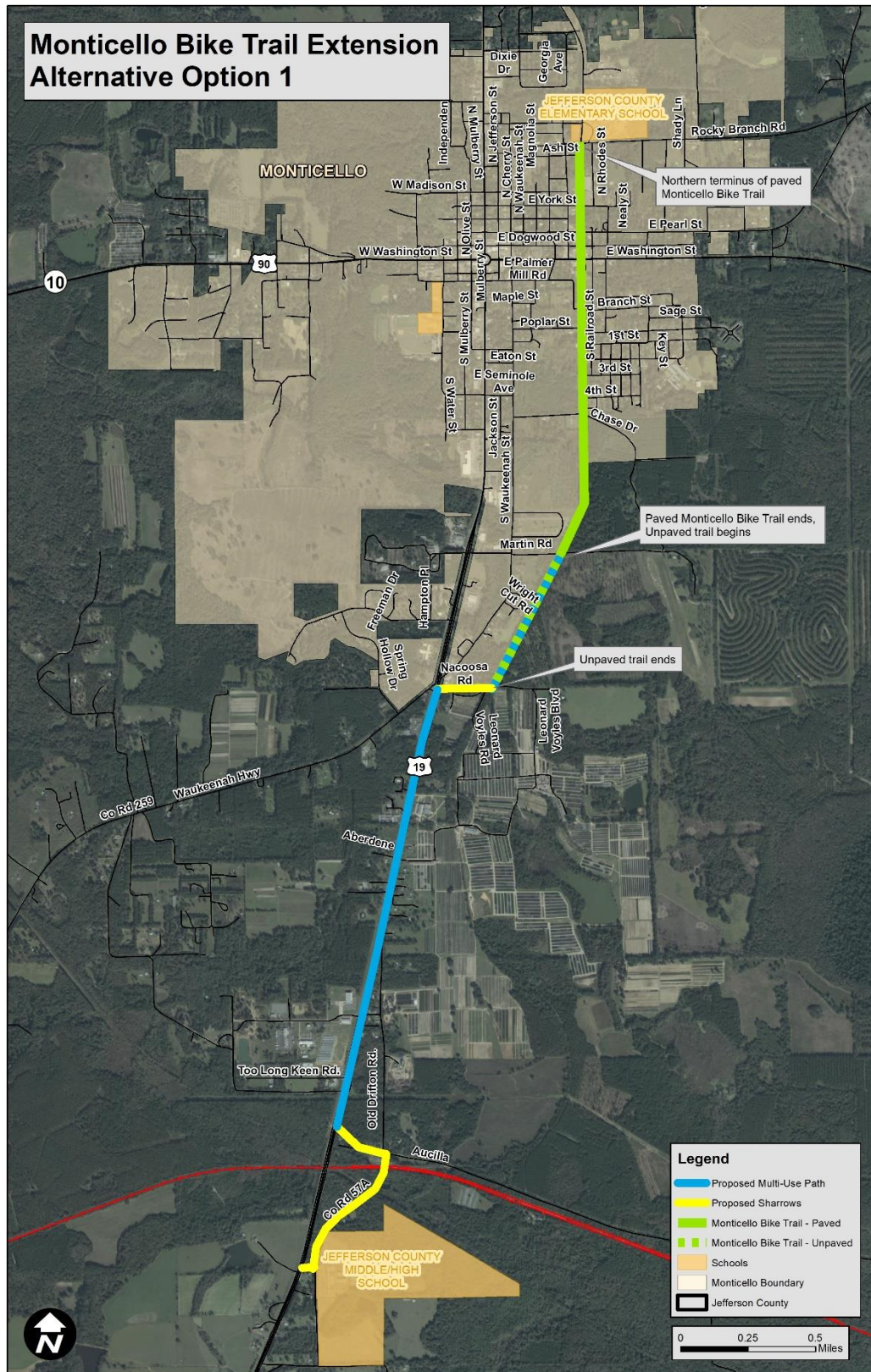


Figure 7: Alternative 1 Route

Trail Alternative 2

Alternative 2 begins on Martin Road, where the paved section of the Monticello Bike trail ends. Instead of heading south on the unpaved section, the trail will follow Martin Road west with shared lane markings to U.S. 19. This is the difference between Alternative 1 and Alternative 2. Alternative 2 will follow along U.S. 19 for a slightly longer distance than Alternative 1 since it does not utilize the unpaved section of the existing trail. The trail will be on the east side of the U.S. 19 corridor as a multi-use path. The multi-use path will continue south to Aucilla Highway. The route will head east on Aucilla Highway, and then to Horne Road, and continue until the entrance to Jefferson County Middle/High School, which will be marked by shared lane markings due to low volume. Shared lane markings will be placed along the entrance to the school as an added safety precaution, similar to Alternative 1. **Figure 8** depicts

Alternative 2's route. This route is approximately 3.3 miles in length and will bring the total length of the Monticello Bike Trail to approximately 4.8 miles in total.

This trail alternative will increase access between Monticello, the neighborhoods, and Jefferson County Middle/High School. Like Alternative 1, the increased access to the school by alternate transportation options may limit traffic in the area. This route will provide additional transportation options to students located in Monticello or along U.S. 19. **Table 2** identifies known benefits and challenges with this route.



Photo 8: Intersection of Old Drifton Road and Aucilla Highway, facing North

Table 2: Alternative 2 - Benefits and Challenges

Alternative 2	
Benefits	Challenges
Within existing road right of way/public property	Horne Road will require resurfacing
Increased connectivity between city, neighborhoods, and Jefferson County Middle/High School and potentially, regional trail network	Existing mail delivery route in the right of way, which would not be permitted on the multi-use path. This will require some level of additional public outreach and the possible relocation of mailboxes that are currently in the right of way.

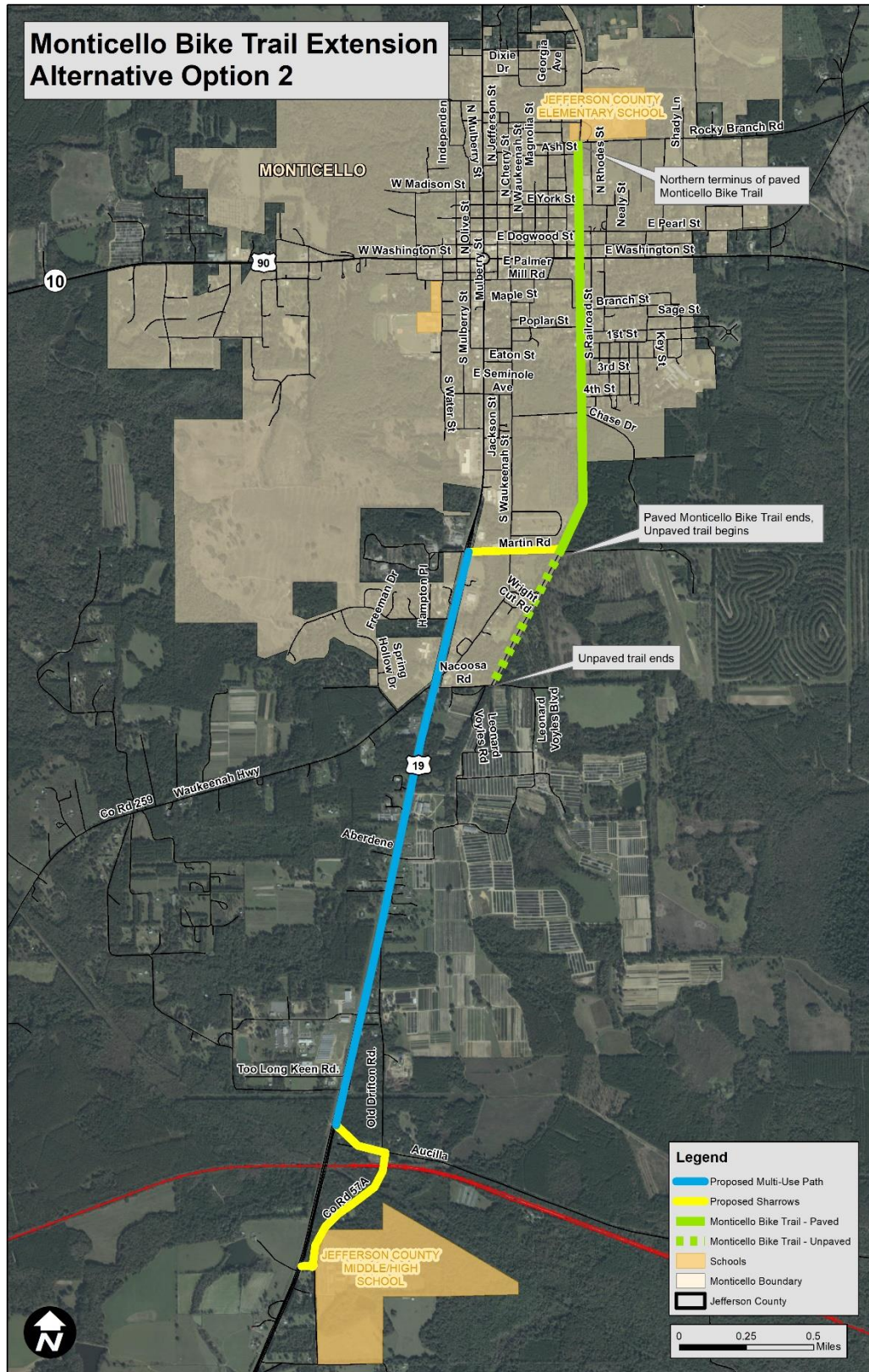


Figure 8: Alternative 2 Route

Trail Alternative 3

This trail alternative is different than alternatives 1 and 2 in that it utilizes less of U.S. 19 and heads south along Old Drifton Road where the two roads intersect. The route could potentially begin at Martin Road, heading west to U.S. 19, or continue south on the existing unpaved section of the trail to Nacoosa Road where shared lane markings will lead users to the multi-use path on U.S. 19. This alternative includes a multi-use path on the east side of U.S. 19, but instead of continuing to Aucilla Highway, the trail will take



Photo 9: Old Drifton Road

Old Drifton Road about 0.5 miles before the turn-off onto Aucilla Highway. This alternative, while similar to Alternatives 1 and 2, offers a low volume road as an option for a longer portion of the trail. The trail continues along Horne Road to end at the school in the same way as Alternatives 1 and 2. Alternative 3, when using Nacoosa Road starting from the end of the existing, unpaved trail, is approximately 2.5 miles in length and will bring the length of the Monticello Bike Trail to approximately 4.6 miles. Using Martin Road, this alternative would be about 3.1 miles in length and bring the Monticello Bike Trail closer to 4.7 miles in total.

This trail alternative will increase access between Monticello, the neighborhoods, and Jefferson County Middle/High School. Like Alternatives 1 and 2, the increased access to the school by alternate transportation options may limit traffic in the area. This route will provide additional transportation options to students located in Monticello or along U.S. 19. **Table 3** identifies known benefits and challenges with this route.

Though Alternative C may be the most difficult in terms of coordination with private land and business owners along Old Drifton Road, the potential for a more scenic route off a major corridor represents a value to the community. This alternative also shortens the total length of a multi-use path facility which is a limiting factor in attracting trail users. Known benefits and challenges of the alternative being depicted can be seen in **Table 3**.

Table 3: Alternative 3 - Benefits and Challenges

Alternative 3	
Benefits	Challenges
Within existing road right of way/public property	A longer portion of Old Drifton Road and Horne Road will need to be milled and resurfaced
Increased connectivity between city, neighborhoods, and Jefferson County Middle/High School	Shorter length of multi-use path for the extension
	Coordination with private land and business owners along Old Drifton Road

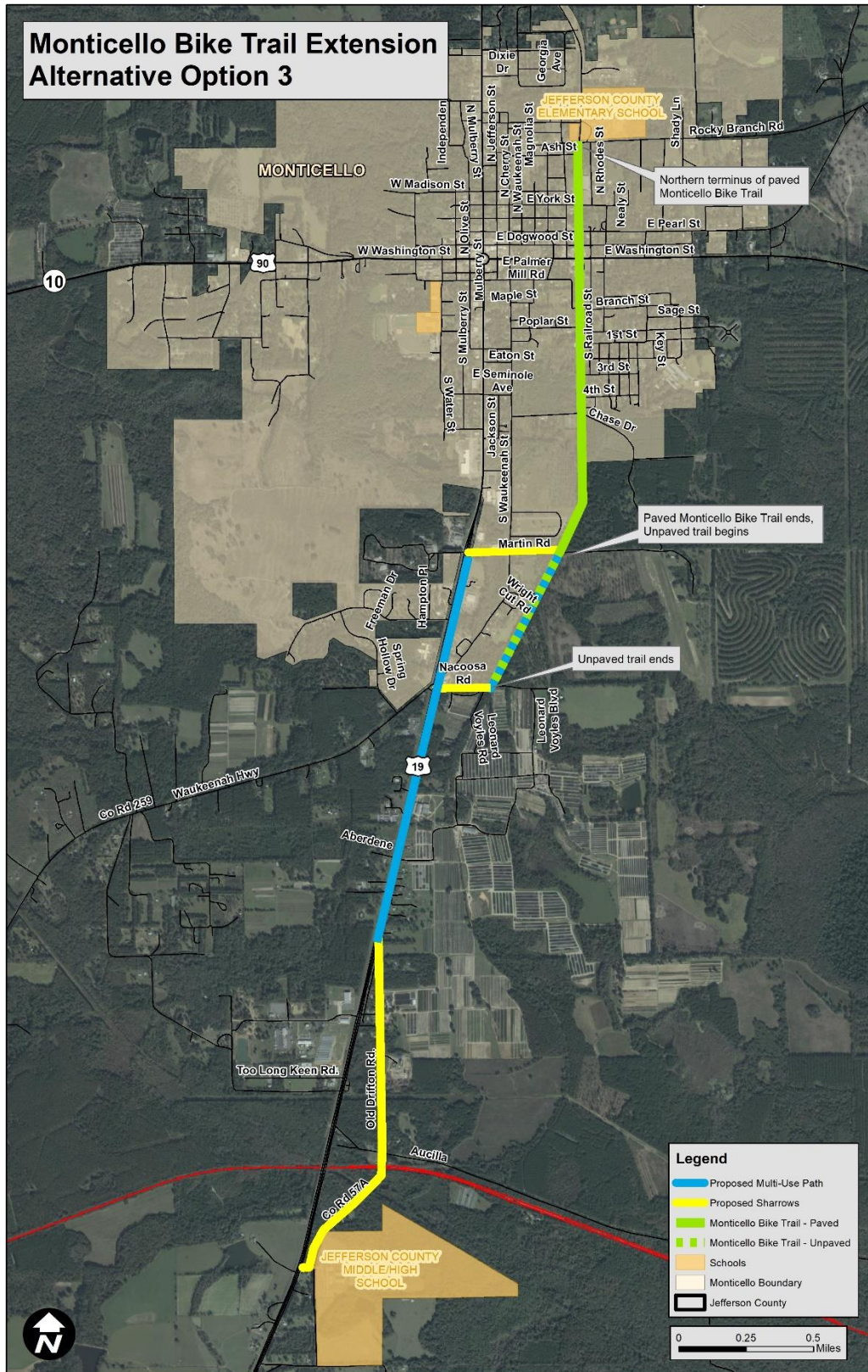


Figure 9: Alternative 3 Route

Potential Costs

Using the proposed routes above, approximate costs have been developed detailing the trail distances and types. For these alternatives, three trail cost types have been considered. These types have been outlined in **Table 4**.

Table 4: Trail Type Costs Per Mile

Trail Type	Approximate Construction Cost (Per Mile)	Approximate Costs with 15% Increase***
Multi-Use Path*	\$285,000.00	\$328,000.00
Shared Lane Markings	\$ 30,000.00	\$30,000.00 (no permitting required)
Mill and Resurface**	\$238,000.00	\$274,000.00

* Source is FDOT LRE 2 Directional 12' shared use path

**Source is FDOT LRE Mill and Resurface (1 additional lane, rural arterial)

*** Accounts for design, permitting, and other additional costs prior to construction

The distances that the proposed alignments will vary between multi-use paths and shared lane markings in each of the alternatives have been outlined in **Table 5**, with their estimated costs based on the "Approximate Costs with 15% Increase" costs in **Table 4**.

Table 5: Trail Type Distances and Costs

Alternative	Trail Type	Approximate Distance (Miles)	Approximate Cost	Approximate Total Cost	Approximate Total Cost without Road Paving
Trail Alternative 1	Multi-use Path	2.22	\$728,160.00	\$908,260	\$757,560
	Shared Lane Marking	0.98	\$29,400.00		
	Road Paving*	0.55	\$150,700.00		
Trail Alternative 2	Multi-use Path	2.20	\$721,600.00	\$905,300	\$754,600
	Shared Lane Marking	1.10	\$33,000.00		
	Road Paving*	0.55	\$150,700.00		
Trail Alternative 3 (Martin Road)	Multi-use Path	1.45	\$475,600.00	\$895,900	\$526,000
	Shared Lane Marking	1.68	\$50,400.00		
	Road Paving*	1.35	\$369,900.00		
Trail Alternative 3 (Nacoosa Road)	Multi-use Path	1.50	\$492,000.00	\$908,700	\$538,800
	Shared Lane Marking	1.56	\$46,800.00		
	Road Paving*	1.35	\$369,900.00		

*Road Paving costs will be funded by the County where needed.

Based on the costs in **Table 5**, costs for each alternative are comparable at slightly above and below \$900,000. However, it should be noted that a part of each alternative includes a road milling and resurfacing project that may be completed using funds outside of the anticipated trail funding. The improvement of Old Drifton Road and Horne Road is an added expense of this trail extension but will serve multiple uses and give the community access to upgraded facilities.

The cost estimates found in this feasibility report are based on planning level cost estimates including costs for design, permitting, and construction. The range of total costs for the viable alternatives found in this study are between \$895,000 to \$909,000 approximately when including road paving. Without road

paving involved, the costs range from \$526,000 to \$757,560. As stated previously, the costs can fluctuate depending on responsibility of funding for the road improvements on Old Drifton Road and Horne Road, as well as the length of the road needing to be milled and resurfaced. As a rural county with a low population, Jefferson County is eligible for programs such as Small County Outreach Program (SCOP) and Small County Road Assistance Program (SCRAP). Both programs offer funds for resurfacing and reconstructing county roads, among other improvements for counties with populations below 170,000 (SCOP) and below 75,000 (SCRAP) respectively. The final trail alignment and responsibility for funding will be determined through near term coordination with private property owners, the City of Monticello, Jefferson County, and the Jefferson County School Board.

Facility Renderings

Renderings have been created to depict the facilities that are included in the feasibility study alternatives. The facility types that are included in each alternative are shared lane markings and multi-use path.

Figure 10 depicts Aucilla Highway with shared lane markings, which could potentially be placed on Nacoosa Road (Alternative 1 or 3), Martin Road (Alternative 2 or 3), Old Drifton Road, and Horne Road.

Figure 11 depicts a paved 12-ft wide, asphalt multi-use path on U.S. 19, a facility that appears in each of the alternatives for varying distances.



Figure 10: Rendering of shared lane markings on Aucilla Highway



Figure 11: Rendering of multi-use path on east side of U.S. 19

Preferred Alternative

Based on the analysis of this feasibility study, each of the alternatives is considered viable. **Alternative 1 is the preferred alternative** because of the existing, unpaved section of the bike trail between Martin Road and Nacoosa Road that offers the opportunity for a longer multi-use facility off of a major corridor. Alternative 1 offers trail users a safe, protected option through a separate multi-use path facility that is over 2 miles in combined length. Using the existing, unpaved section of the trail, the proposed alignment keeps the trail easily navigable and off a major road for a significant period which is ideal for trail users and may attract more users. This alternative will require public involvement to determine how to address mailbox relocation on U.S. 19.

Alternatives 1 and 2 will require minimal milling and resurfacing on Horne Road, while Alternative 3, regardless of whether the trail begins on Nacoosa or Martin Road, will require more extensive milling and resurfacing on Old Drifton Road and Horne Road to incorporate shared lane markings. Apart from road improvements, none of the alternatives will require further easements, or the purchase of private property.



Photo 10: Monticello City Limits

Next Steps

After consideration of the preferred alternative from this study, the next step will be environmental documentation; the required documentation for that study will be based on the funding of the project. Since new right of way is not anticipated to be needed, this will likely be a minor environmental action. Jefferson County should also continue to prioritize and coordinate linkages from the Monticello Bike Trail to other desired destinations within the County and to future planned trails in the region, such as the Duke



Photo 11: Existing paved trail near elementary school

Energy Corridor that runs through Jefferson County and the U.S. 90 project that will connect Monticello to Tallahassee. Once the environmental documentation is complete, design, permitting, and construction can occur.

Conclusion

It is the opinion of this study that a feasible option exists for proceeding with implementing this trail project, and that Alternative 1 is the most beneficial and efficient option based on the findings detailed in this report.

September 3, 2019



COMMITTEE AGENDA ITEM 3 E

2045 LONG RANGE TRANSPORTATION PLAN KICK-OFF

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Kimley-Horn and Associates (KHA) will be making a presentation to kick-off the 2045 Long Range Transportation Plan (LRTP), known as the Connections 2045 Regional Mobility Plan (RMP). KHA will outline the key components of the RMP and the timeline associated with the completion of the project.

RECOMMENDED ACTION: None

BACKGROUND

The Capital Region Transportation Planning Agency (CRTPA) is required to update the Long Range Transportation Plan (LRTP) in five-year cycles. The LRTP, known as the Year 2045 Regional Mobility Plan (RMP) is the most important document produced by the CRTPA since it provides guidance on the direction of the transportation system in the region for a horizon period of 20 years. This document will include all modes of transportation ranging from pedestrian, bike, transit, roadway, freight and rail.

The last update of the RMP (Connections 2040 Regional Mobility Plan) was completed and approved by the CRTPA in November 2015. The Connections 2045 RMP is scheduled to be adopted in November 2020.

NEXT STEPS

The consultant team will begin working on the RMP by initiating the development of the Public Participation Plan, updating the Goals and Objectives, and collecting transportation system data.