



CRTPA Policy Board Meeting

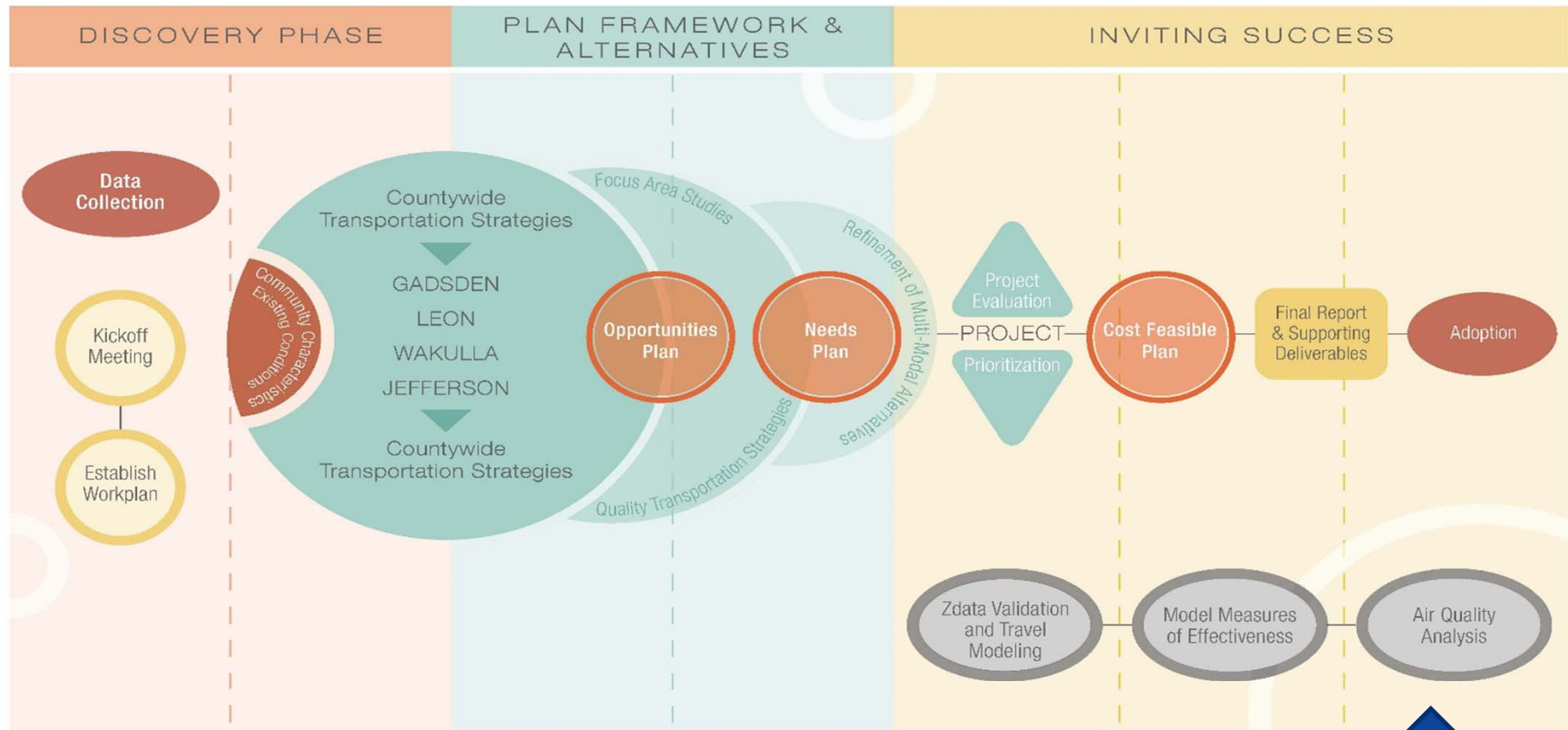
October 19, 2015

Kimley»Horn



Overall Schedule

PROCESS FLOW CHART



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DRAFT Connections 2040 Regional Mobility Plan

Plan Organization

Chapter 1 – Introduction

Chapter 2 – Existing Conditions

Chapter 3 – Multimodal Needs

Chapter 4 – Prioritization

Chapter 5 – Financial Plan

Chapter 6 – Recommendations

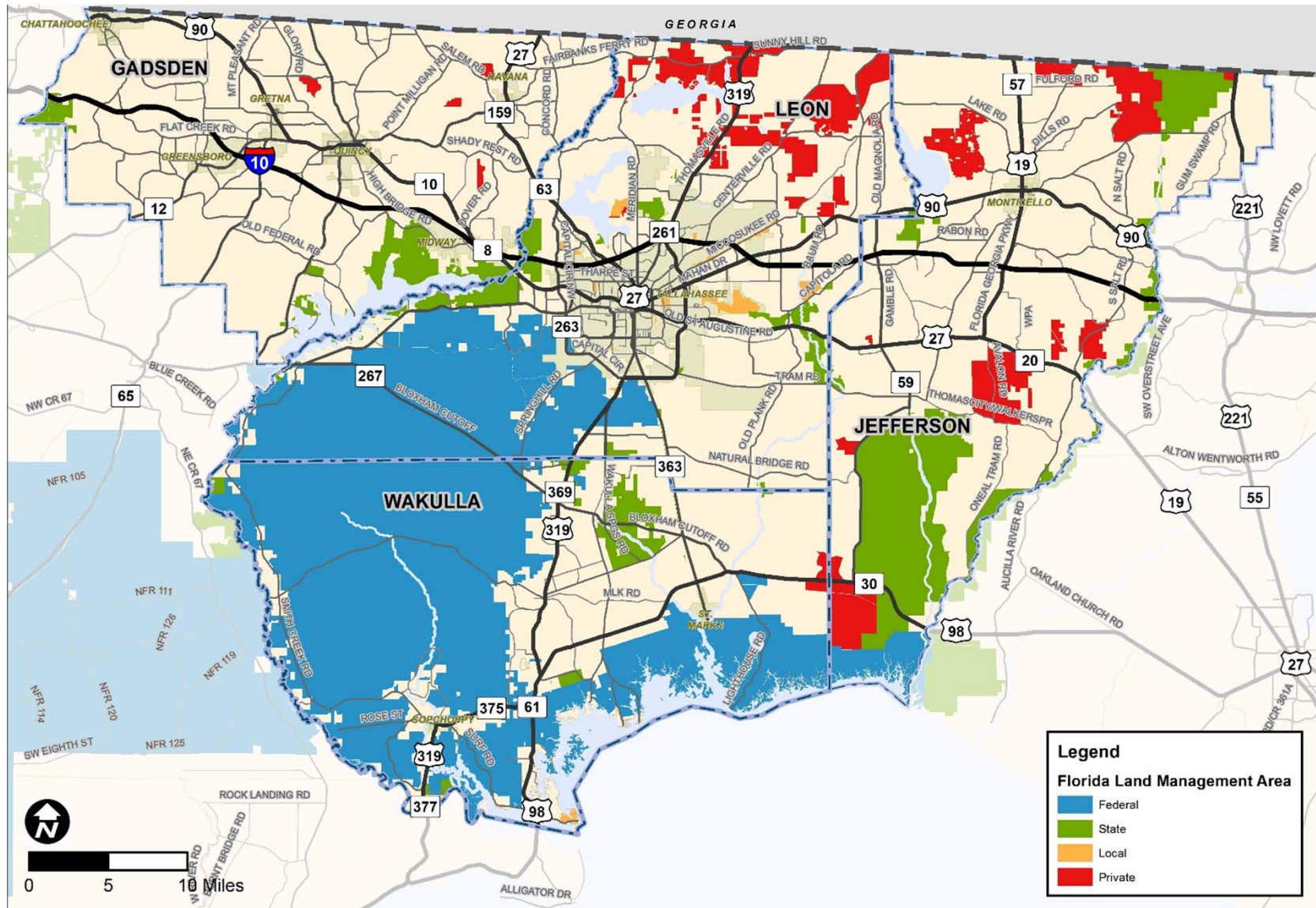
Chapter 7 – Continued Coordination

Technical Appendix

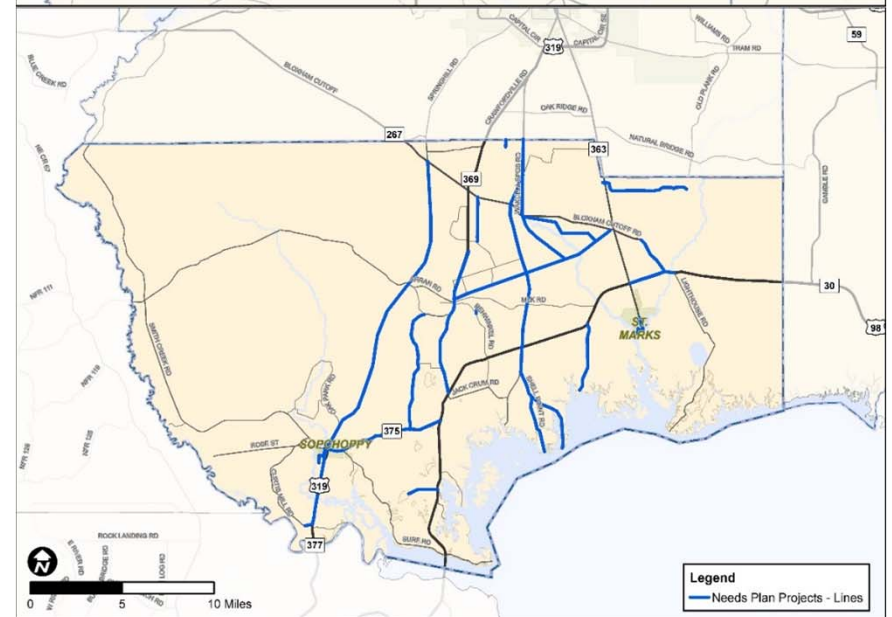
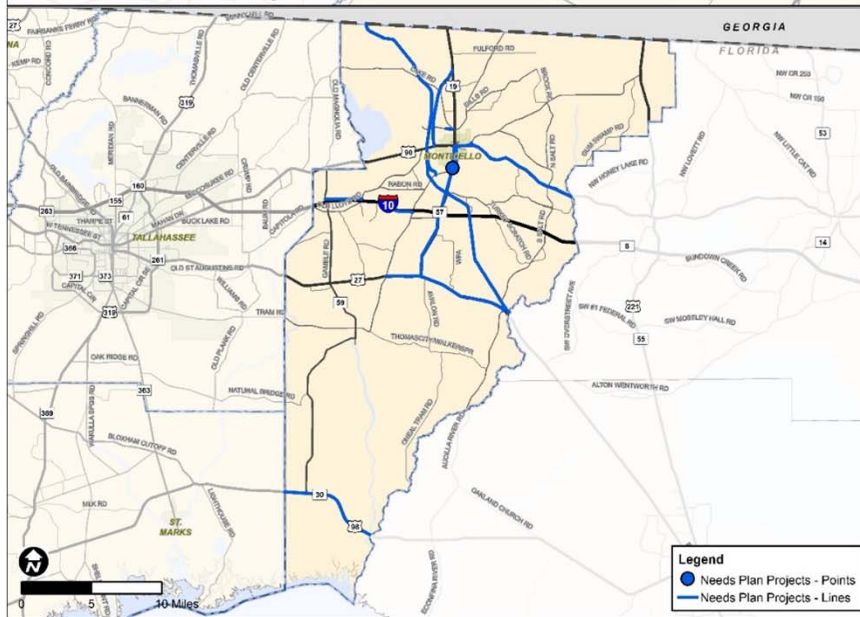
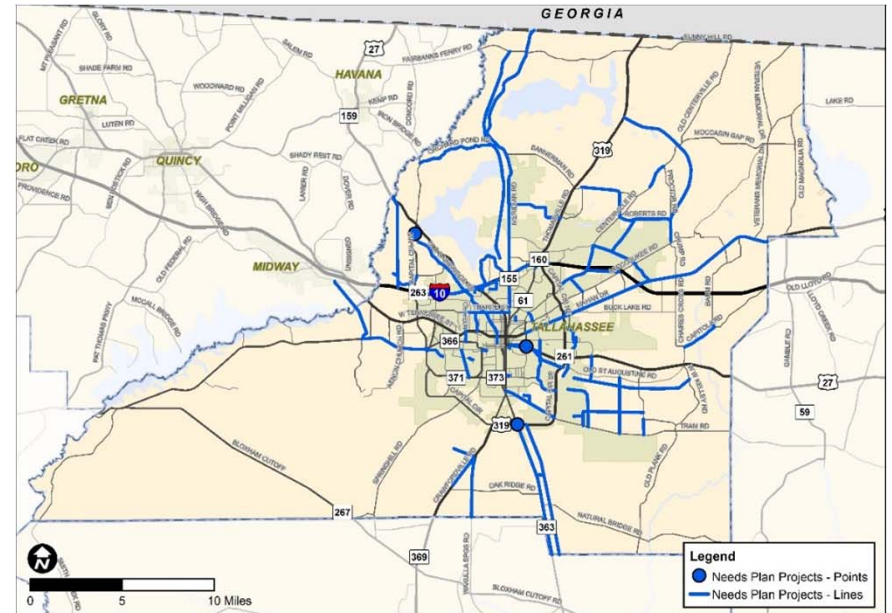
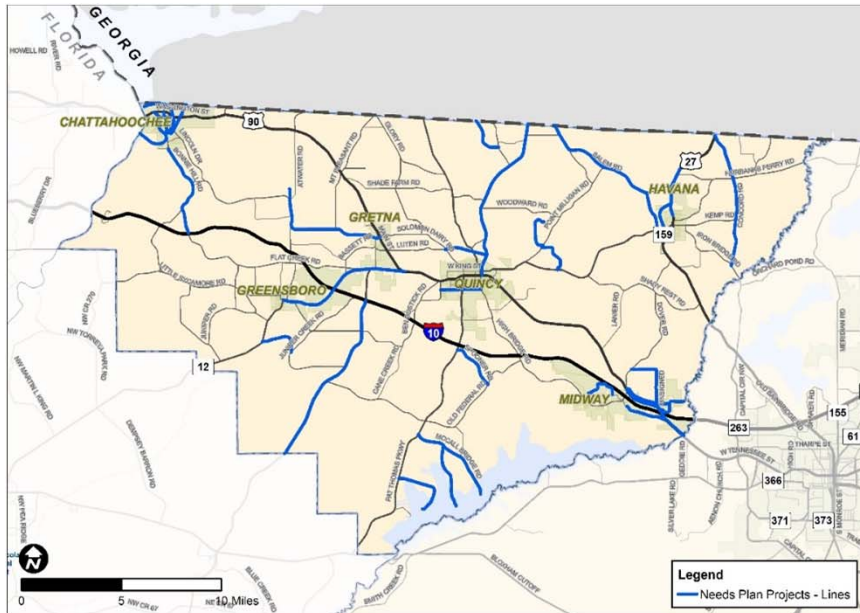
Introduction



Existing Conditions



Multimodal Needs



Prioritization

Table 4.1 - Project Evaluation Criteria

	Evaluation Criteria	Definition	MAP-21 Planning Factors	RMP Goals	Maximum Score
General Consideration	Project Phases Completed	The project has project phases completed.	1, 5, 7, 8	Multimodalism, Economic Development, Land Use, Natural Resource Protection/Conservation	100
	Universal Accessibility Improvement	The project enhances universal accessibility by connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks, signage and wayfinding, signalization, crosswalk signals, painting, lighting, street furniture, shaded areas, bus stops, technology enhancements or other accessories to improve comfort and safety.	1, 2, 4, 5, 6, 8	Access, Connectivity, Economic Development, Multimodalism, Safety, Public Health	60
	Part of an Adopted Plan	The project exists in a currently adopted municipal, county, regional, or state plan.	5	Land Use	50
	Growth Center/Economic Development Area	The project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans).	1, 4, 5, 6	Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation	30
	Natural Environment	The project has limited impacts to sensitive natural environmental features.	5	Natural Resource Protection, Conservation	30
	Social Environment	The project provides positive contributions to designated revitalization areas and Title VI communities.	1, 2, 4, 5, 6	Access, Connectivity, Economic Development, Multimodalism, Land Use, Safety, Public Health	10
	Identified Gateway	The project is located in or adjacent to an area designated as a future gateway improvement location, as identified in an adopted plan.	1, 5	Economic Development, Land Use, Access, Connectivity	10

Financial Analysis

Table 5.3b - Capital Roadway Cost Feasible Plan Summary						
		Tier 1	Tier 2	Tier 3	Tier 4	Tier 4
		2016-2020	2021-2025	2026-2030	2031-2040	2031-2040
Other Arterials	Revenues	\$ 8,140,000	\$ 74,109,800	\$ 82,025,244	\$ 227,718,036	
	Costs	\$ 8,140,000	\$ 73,651,756	\$ 81,751,670	\$ 227,278,710	\$5,433,035,188
	Balance	\$ -	\$ 458,044	\$ 273,574	\$ 439,326	
SIS	Revenues	\$ -	\$ 75,522,000	\$ 254,295,010	\$ 134,528,935	
	Costs	\$ -	\$ 34,282,690	\$ 119,766,075	\$ -	
	Balance	\$ -	\$ 41,239,310	\$ 134,528,935	\$ 134,528,935	
Blueprint	Revenues	\$ -	\$ 143,235,455	\$ 237,857,050	\$ 429,651,932	
	Costs	\$ -	\$ 72,175,393	\$ 233,117,528	\$ 24,234,392	
	Balance	\$ -	\$ 71,060,062	\$ 4,739,522	\$ 405,417,539	

Table 5.6b - Capital Bicycle/Pedestrian Cost Feasible Plan Summary						
		Tier 1	Tier 2	Tier 3	Tier 4	Tier 4
		2016-2020	2021-2025	2026-2030	2031-2040	2031-2040
Federal /State	Revenues	\$ 37,000	\$ 19,893,600	\$ 23,166,000	\$ 59,014,980	
	Costs	\$ 37,000	\$ 19,893,600	\$ 23,166,000	\$ 55,623,441	\$ 400,893,426
	Balance	\$ -	\$ 0	\$ 0	\$ 3,391,540	
Blueprint	Revenues	\$ -	\$ 9,957,545	\$ 12,029,918	\$ 30,383,823	
	Costs	\$ -	\$ 9,523,140	\$ 11,185,460	\$ 26,986,603	
	Balance	\$ -	\$ 434,405	\$ 844,458	\$ 3,397,220	

Recommendations

Gadsden County

The focal points around which the future land use element is centered are the incorporated municipalities and existing centers of population growth and commercial development as the designated higher density development areas. As the unincorporated areas of the County are primarily rural in character and use, there is an opportunity to provide appropriated direction for the future location and concentration of urban uses within the County. It will be the ongoing intent of this plan to protect the transportation corridors from pressures of commercial development that degrade rather than enhance quality of life for the County's residents."

Gadsden County Comprehensive Plan, 2001

Opportunities Plan

Refer to Chapter 3 for more information on the development of the Opportunities Plan.

- 394 corridor and spot projects
- Various multimodal improvements
- Focus on pedestrian enhancements

Corridor Recommendations	No. of Projects
Roadway	162
Bicycle/ Pedestrian	217
Transit	2
Total	381

Spot Recommendations	No. of Projects
Roadway	5
Transit	4
Freight	1
Beautification	3
Total	13



Cost-Feasible Plan

ID	Project Name	Strategy	Tier 1	Tier 2	Tier 3	Tier 4	Total Cost
156	Florida Arts Trail	Shared Use Path		CRTPA	CRTPA		\$16,649,186
160	Quincy to Midway/US 90 Trail	Shared Use Path		CRTPA	CRTPA	CRTPA	\$9,649,057
161	Quincy to Chattahoochee / US 90 Trail	Shared Use Path				CRTPA	\$24,820,899
162	Pat Thomas Pkwy - Quincy to Lines Tract	Shared Use Path				CRTPA	\$13,054,332
333	Main St - Downtown Havana	Narrow Road				CRTPA	\$9,453,076



Recommendations

Quincy to Chattahoochee/US 90 Trail

PROJECT DESCRIPTION

The Quincy to Chattahoochee/US 90 Trail connects the City of Quincy to the City of Chattahoochee passing through the City of Gretna, providing a safe facility for pedestrians and cyclists between these areas. This project would connect to several other proposed shared-use paths within Gadsden County such as the Florida Arts Trail, Pat Thomas Parkway – Quincy to Line Tract, and the Quincy to Midway/US 90 Trail. Because the City of Chattahoochee is in the northwest corner of the county, this project allows for connections to Georgia and Alabama. The potential length of the project will attract visitors to the area and help promote the area as a great destination to visit.

PROJECT ATTRIBUTES

Facility Type: Shared-Use Path
Length: 21.0 miles
Estimated Cost: \$24,821,900
Funding Tiers: 4

COMMUNITY FEATURES

City of Quincy
City of Chattahoochee
Gadsden Arts Center
The Quincy Music Theater

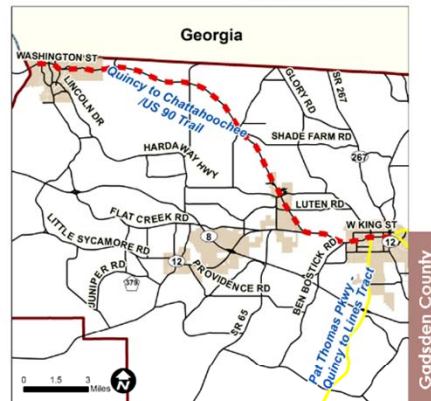
EXISTING FACILITIES

- ☐ Sidewalk
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Bike Lane
- ☐ Freight-Designated Truck Route

PLANNED FACILITIES

- ☐ Sidewalk
- ☒ Shared-Use Path
- ☐ Transit Stop
- ☐ Bike Lane
- ☐ Freight-Designated Truck Route

Project ID: 161



NEARBY PROJECTS

Quincy to Midway/US 90 Trail
Pat Thomas Parkway-Quincy to Lines Tract
Florida Arts Trail

Crawfordville Road

PROJECT DESCRIPTION

Crawfordville Road will be widened from US 98 to Lost Creek Bridge from 2 lanes to 4 lanes. This improvement will allow for increased level of service for travel between Tallahassee, south Wakulla County, and the Coast. This proposed roadway will function with additional Crawfordville expansions and the Wakulla Environmental Institute Connection. Wakulla County residents who currently work or visit the City of Tallahassee now experience traffic congestion during peak commuting hours. This proposed roadway widening will allow for easy flow of traffic during these times and is anticipated to lessen congestion.

PROJECT ATTRIBUTES

Improvement Type: Widening 2 to 4 Lanes
Length: 3.9 miles
Estimated Cost: \$17,622,900
Funding Tiers: 1 and 2

NEARBY PROJECTS

Crawfordville Road
Wakulla Environmental Institute Connection

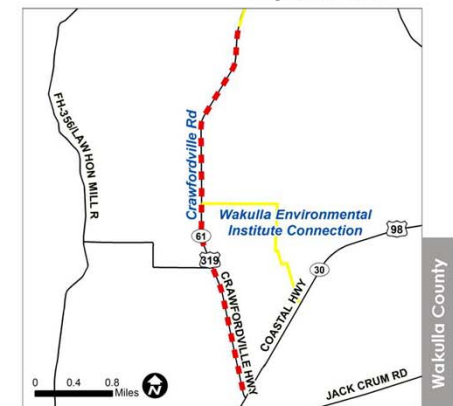
EXISTING FACILITIES

- ☐ Sidewalk
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Bike Lane
- ☐ Freight-Designated Truck Route

PLANNED FACILITIES

- ☐ Sidewalk
- ☒ Shared-Use Path
- ☐ Transit Stop
- ☒ Bike Lane
- ☐ Freight-Designated Truck Route

Project ID: 1540



OPERATIONAL CHARACTERISTICS

US 98 to Lost Creek Bridge

Existing

Travel Lanes: 2
V/C: 0.58
Volume: 11,700

Future

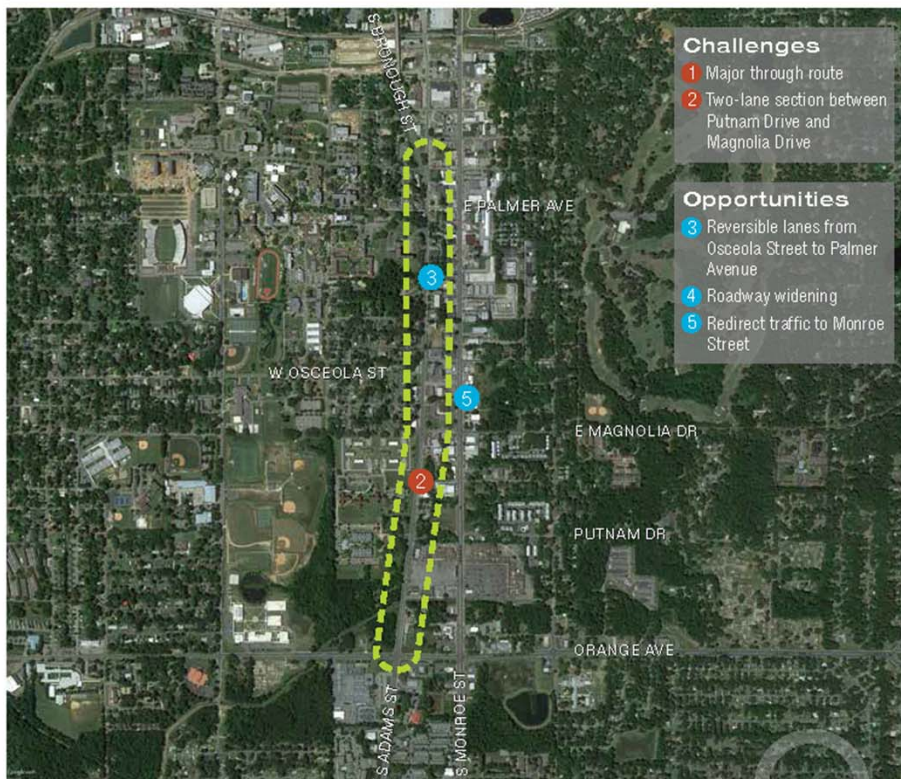
Travel Lanes: 4
V/C: 0.42
Volume: 17,200

Continued Coordination

Feasibility Study Areas

Feasibility Study Areas

Adams Street from Orange Avenue to S Bronough Street (1.1 miles)



Objective

- Mitigate traffic congestion bottleneck.

Next Steps

- Identify potential stakeholders including FAMU.
- Coordinate with FAMU Master Plan to determine intent for space in southeast along Adams Street.

US 27 from 9th Avenue to 6th Avenue (0.2 miles)



Objective

- Reduce vehicular speeds and enhance downtown character.

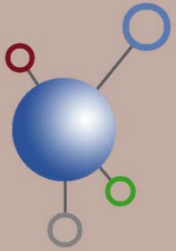
Next Steps

- Establish the intended function of Havana's streets.
- Develop a Havana Town Plan.

Technical Appendix

The Technical Appendix contains the following:

- Public Outreach Compendium
- Existing Conditions Report
- StarMetro Transit Development Plan
- Opportunities Plan
- Feasibility Study Areas
- FDOT 2040 Revenue Forecast



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