



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

**CITIZENS MULTIMODAL
ADVISORY COMMITTEE**

11:30 AM – 1:30 PM
Conference Room 4F, 4th Floor

TALLAHASSEE CITY HALL
300 S. Adams Street
Tallahassee, Fl. 32301

March 6, 2018

1. AGENDA MODIFICATIONS

2. CONSENT

A. CMAC Minutes

The minutes of the February 6, 2018, CMAC meeting have been prepared for committee review and approval.

Recommended Action: *Recommend approval of the February 6, 2018 CMAC Meeting Minutes.*

3. PRESENTATIONS/DISCUSSION/ACTION

A. Fiscal Year (FY) 2020 – FY 2024 Transportation Alternatives (TA) Priority Project List (PPL)

The FY 2020 – 2024 TA PPL has been developed for CRTPA approval. At this time, CRTPA Staff requests a recommendation of the committee regarding the TA PPL.

Recommended Action: *Recommend approval of the FY 2020-2024 TA PPL.*

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.

B. Fiscal Year (FY) 2020 – FY 2024 Transportation Regional Incentive Program (TRIP) Priority Project List (PPL)

The FY 2020 – 2024 TRIP PPL has been developed for CRTPA approval. At this time, CRTPA Staff requests a recommendation of the committee regarding the TRIP PPL.

Recommended Action: *Recommend approval of the FY 2020-2024 TRIP PPL.*

C. Draft Fiscal Year (FY) 2019 & FY 2020 Unified Planning Work Program (UPWP)

The Draft FY 2019 & 2020 UPWP defining the CRTPA's transportation planning activities over the next two years has been developed for review.

Recommended Action: *Recommend approval of the FY 2019 & 2020 Draft UPWP.*

D. Wakulla Environmental Institute (WEI) Trail Feasibility Study

An update on the WEI Project will be provided for committee information.

Recommended Action: *No action requested.*

4. OPEN FORUM FOR PUBLIC COMMENT

Citizens are invited to address the committee.

5. INFORMATION

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF



March 6, 2018

COMMITTEE AGENDA ITEM 2 A

MINUTES

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The February 6, 2018 Minutes of the Citizen's Multimodal Advisory Committee (CMAC) have been attached for review and approval.

RECOMMENDED ACTION

Option 1: Approve the February 6, 2018 Minutes of the CMAC.

ATTACHMENTS

Attachment 1: February 6, 2018 CMAC Minutes

Meeting Minutes



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

CITIZEN'S MULTIMODAL ADVISORY COMMITTEE

11:30 AM – 1:30 PM,
Renaissance Center Conference Room

RENAISSANCE CENTER
435 N Macomb Street
Tallahassee, Fl. 32301

February 6, 2018

CMAC Attendance: Terry Basham, Hans vanTol, Chad Hanson,

Other: Greg Slay, Jack Kostrzewa, Greg Burke, Lynn Barr, Yulonda Mitchell, Suzanne Lex, Richard Barr, Kelsey Riley, Ryan Wetherell

1. **AGENDA MODIFICATIONS** -- NONE

2. **CONSENT**

A. **CMAC Minutes**

The minutes of the November 7, 2017 and January 9, 2018 committee meetings were provided for committee review and approval.

CMAC Action: *Mr. Terry Basham provided a motion to approve the minutes, seconded by Mr. Chad Hanson. The minutes passed unanimously.*

B. **Fiscal Year (FY) 2018 – FY 2022 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2018 – FY 2022 TIP was proposed to be amended to reflect the following:

- CR 159 over Attapulugus Creek Bridge No. 500033 (Project #4286241): Add funding for the construction of a new bridge (Gadsden County)

- SR 61 (Crawfordville Rd (US 319) from Shelfer Rd to SR 61A Gaile Ave/Ridge Rd (Project #4395762): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County)

CMAC Action: *Mr. Terry Basham provided a motion to approve the TIP Amendment, seconded by Mr. Chad Hanson. The motion passed unanimously.*

C. **Draft CRTPA Public Involvement Plan Update**

CRTPA staff provided the proposed Final Public Involvement Process Plan for Committee review and adoption. Mr. Hans van Tol asked that CRTPA staff revisit the bylaws and membership of the CRTPA provided on the webpage against those provided in the PIPP in addition to providing some language about the FAST Act in the PIPP under legislation.

CMAC Action: *Mr. Chad Hanson provided a motion to approve the proposed Final PIPP, seconded by Mr. Terry Basham. The motion passed unanimously.*

D. **CRTPA Safety Targets and Performance Measures**

CRTPA staff presented the proposed safety targets and performance measures to adopt for the CRTPA area as required by the Federal Highway Administration (FHWA).

CMAC Action: *Mr. Chad Hanson provided a motion to approve the proposed Safety Targets and Performance Measures, seconded by Mr. Terry Basham. The motion passed unanimously.*

3. **PRESENTATIONS / DISCUSSION / ACTION**

A. **Midtown Plan Study**

The Midtown Area Transportation Plan, providing an analysis of transportation options in the Midtown area of Tallahassee, was presented for committee information by Kimley-Horn and Associates.

CMAC Action: *Mr. Chad Hanson provided a motion to move alternatives in Green and Yellow to Phase 2, to get public feedback. The motion was seconded by Mr. Terry Basham. The motion passed unanimously.*

4. OPEN FORUM FOR PUBLIC COMMENT

No citizens were present to speak.

5. INFORMATION

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

The meeting was adjourned at 1:15 PM.



March 6, 2018

COMMITTEE AGENDA ITEM 3 A

CRTPA FISCAL YEAR 2020 – FY 2024 TRANSPORTATION ALTERNATIVES PRIORITY PROJECT LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA Fiscal Year 2020 – FY 2024 CRTPA Transportation Alternatives (TA) Priority Project List (PPL), provided as *Attachment 1*.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the CRTPA FY 2020 – FY 2024 Transportation Alternatives Priority Project List.

BACKGROUND

The CRTPA Transportation Alternatives Program (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. As a result, the CRTPA solicited new applications this year (2018).

Guiding the 2018 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)), reviewed and recommended a ranking of the TA applications that were received by the CRTPA on February 22, 2018.

The Latest

The following five (5) CRTPA TAP applications were received on February 16 (TAP application due date):

- **Spring Creek Highway (CR 365) OFF ROAD BIKE PATH** (4.065 miles)
Funding Request: \$1.48 million (Sponsor: Wakulla County)

- **Blountstown Street SIDEWALK** (US 90 to W. Tharpe Street) (.68 miles)
Funding Request: \$910,145 (Sponsor: City of Tallahassee)

- **Wakulla Arran Road SIDEWALK** (limits: Oak Street to Magnolia Ridge - .35 miles)
Funding Request: \$172,091 (Sponsor: Wakulla County)

- **Wakulla Arran Road SIDEWALK** (limits: US 319 to Cajer Posey - 1.88 miles)
Funding Request: \$491,666 (Sponsor: Wakulla County)

- **Trice Lane SIDEWALK** (limits: Shadeville Highway to Wakulla Arran Road - .91 miles)
Funding Request: \$306,965 (Sponsor: Wakulla County)

On February 22, 2018 the CRTPA TAP Subcommittee met to interview the TAP applicants and score the applications based upon adopted criteria. The following reflects the Draft CRTPA FY 2020 – FY 2024 Transportation Alternatives Priority Project List as a result of the CRTPA TAP Subcommittee rankings*:

Priority	Project	Limits	Funding Sought	Phases
1	Blountstown Street Sidewalk Improvements (Sponsor: City of Tallahassee)	US 90 to Tharpe Street (CR 158)	\$910,149	Seeking Construction & CEI funding
2	Spring Creek Hwy (CR 365) Paved Off Road Bike Path (Sponsor: Wakulla County)	US 98 to Shadeville Rd (CR 61)	\$1.4 million	Seeking Design, Construction & CEI funding

*Note: One of the requirements associated with the CRTPA TA Program is that applicants must include proof of right-of-way ownership from the submitting agency. As a result, applications for which right-of-way issues were identified were not placed on the draft priority project list.

Project Ranking Process

The received applications reflected on the draft priority project list were 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

The CRTPA DRAFT FY 2020 – FY 2024 TA Priority Project List is the culmination of the following actions associated with the CRTPA 2016 TAP calendar:

- December 1, 2017 – Announcement of CRTPA TAP application solicitation
- December 19, 2017 (3 PM) – CRTPA TAP Informational Meeting (Location: Tallahassee City Hall, Tallahassee Room, 2nd Floor)
- February 16, 2018 – TAP applications DUE to CRTPA
- February 22, 2018 – TAP applicant interviews & recommended ranking by TA Subcommittee

PUBLIC INVOLVEMENT

A public meeting to present the DRAFT FY 2020 – FY 2024 TA Priority Project List (held in conjunction with DRAFT FY 2020 – FY 2024 Transportation Regional Incentives Program Priority Project List) will be held on March 8 at Tallahassee City Hall.

NEXT STEPS

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

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

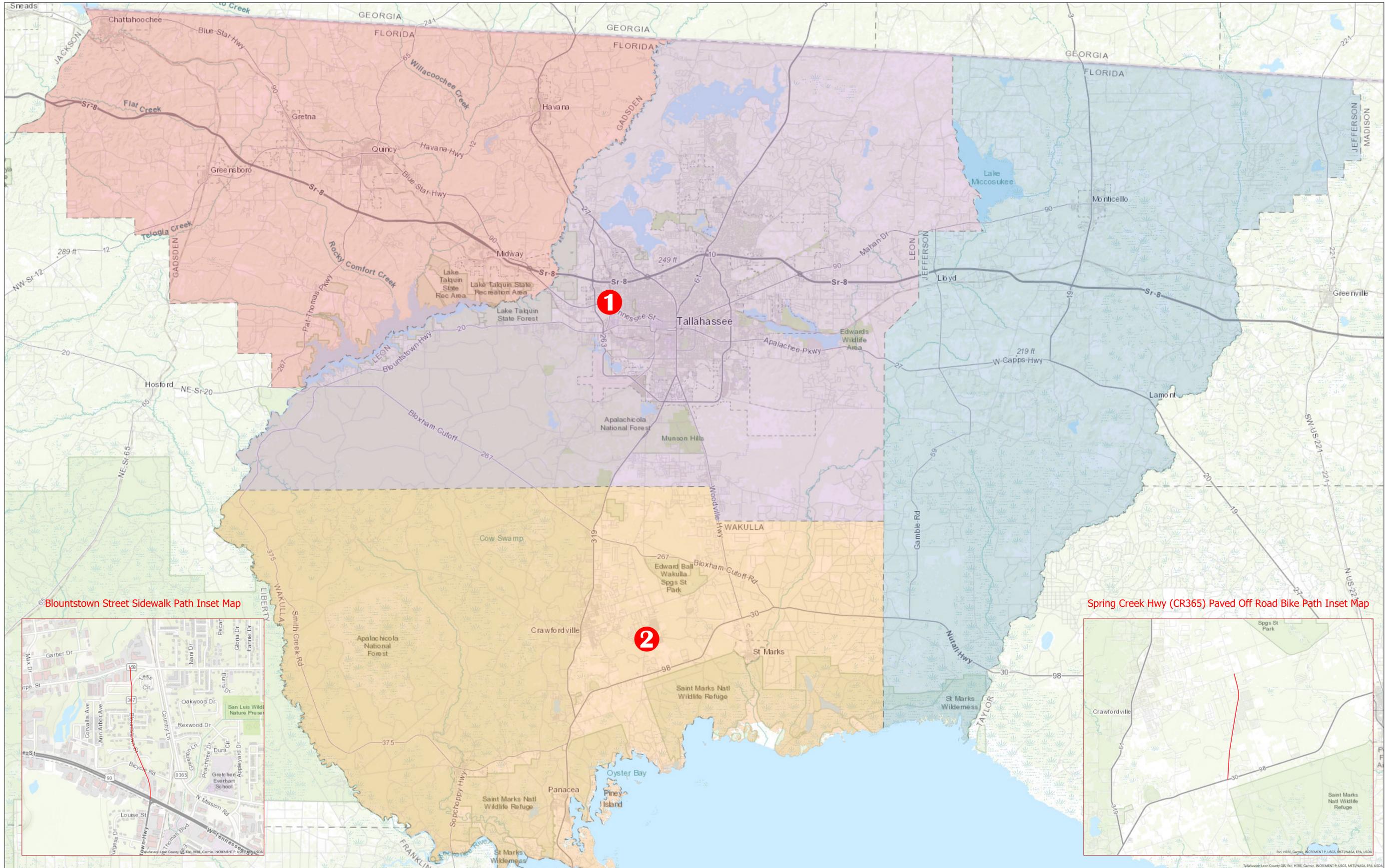
ATTACHMENT

- Attachment 1: DRAFT FY 2020 – FY 2024 TA Priority Project List
- Attachment 2: CRTPA TA Project Map

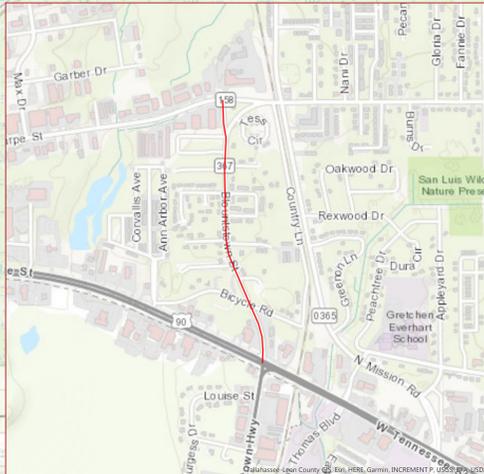
Capital Region Transportation Planning Agency
DRAFT Transportation Alternatives Priority Project List
Fiscal Year 2020 - Fiscal Year 2024

Priority	Project	Limits	Funding Sought	Phases
1	Blountstown Street Sidewalk Improvements (Sponsor: City of Tallahassee)	US 90 to Tharpe Street (CR 158)	\$910,149	Seeking Construction & CEI funding
2	Spring Creek Hwy (CR 365) Paved Off Road Bike Path (Sponsor: Wakulla County)	US 98 to Shadeville Rd (CR 61)	\$1.4 million	Seeking Design, Construction & CEI funding

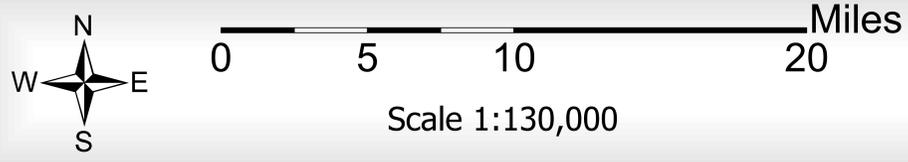
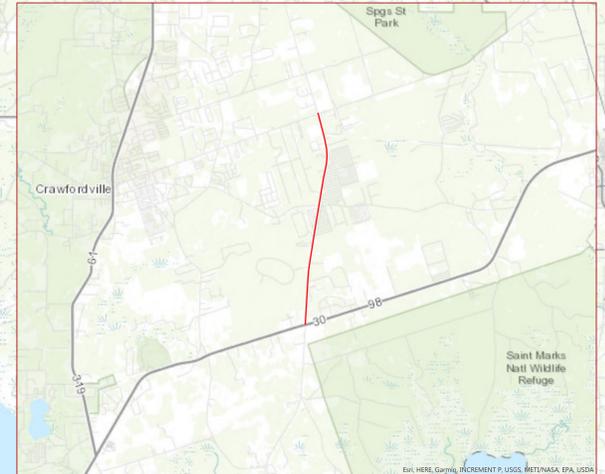
CRTPA Draft FY 2020 - FY 2024 Transportation Alternatives Priority Project List Map



Blountstown Street Sidewalk Path Inset Map



Spring Creek Hwy (CR365) Paved Off Road Bike Path Inset Map



Project

- 1** Blountstown Street Sidewalk Improvements
- 2** Spring Creek Hwy (CR 365) Paved Off Road Bike Path

CRTPA - Counties Served

- GADSDEN
- JEFFERSON
- LEON
- WAKULLA

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 Contact: 850-606-5594
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March 6, 2018

COMMITTEE AGENDA ITEM 3 B
FISCAL YEAR (FY) 2020 - FY 2024
TRANSPORTATION REGIONAL INCENTIVES PROGRAM (TRIP)
PRIORITY PROJECT LIST (PPL)

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA Fiscal Year 2020 – FY 2024 CRTPA Transportation Regional Incentive Program (TRIP) Priority Project List (PPL), provided as *Attachment 1*.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the CRTPA FY 2020 – FY 2024 Transportation Regional Incentive Program Priority Project List

BACKGROUND

The CRTPA Transportation Regional Incentive Program PPL identifies projects eligible for receipt of TRIP funding. Pursuant to the FDOT:

“The Transportation Regional Incentives Program (TRIP) was created in 2005 as part of major Growth Management legislation enacted during the Florida Legislative Session (SB 360). The program’s purpose is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners.

TRIP funds are to be used to match local or regional funds up to 50% of the total project costs for public transportation projects. In-kind matches such as right of way donations and private funds made available to the regional partners are also allowed. Federal funds attributable to urbanized areas over 200,000 in population may also be used for the local/regional match.”

One of the requirements of TRIP funding eligibility is inclusion on the CRTPA’s Regionally Significant Transportation Map. The CRTPA Regionally Significant Transportation Map was adopted at the September 19, 2016 CRTPA meeting and is included as ***Attachment 2***.

Draft FY 2020 – FY 2024 TRIP Priority Project List

The Draft FY 2020 – FY 2024 TRIP Priority Project List is comprised of one project which was previously included on the CRTPA’s most recently adopted (FY 2019 – FY 2021) TRIP PPL. Specifically, the following project is included on the TRIP PPL:

- **Welaunee Boulevard Extension** (Fleischmann Rd to Centerville Road at Shamrock South): New 4 lane Road (seeking Project Development & Environment Study funding).

Changes from Last Year’s TRIP PPL

In addition to inclusion of the above (Welaunee Boulevard Extension) project, last year’s adopted FY 2019 – FY 2023 TA Priority Project List also included the following project:

- **Weems Road Extension** (Capital Circle, Northeast to US 90): New 2 lane road (seeking construction funding).

Subsequently, the Weems Road Extension project received \$1 million in TRIP funding.

PUBLIC INPUT

A public meeting to present the DRAFT FY 2020 – FY 2024 TRIP Priority Project List (held in conjunction with DRAFT FY 2020 – FY 2024 Transportation Alternatives Program Priority Project List) will be held on March 8 in Tallahassee City Hall.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2020 – FY 2024 TRIP PPL, the list will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2020 – FY 2024 State Work Program.

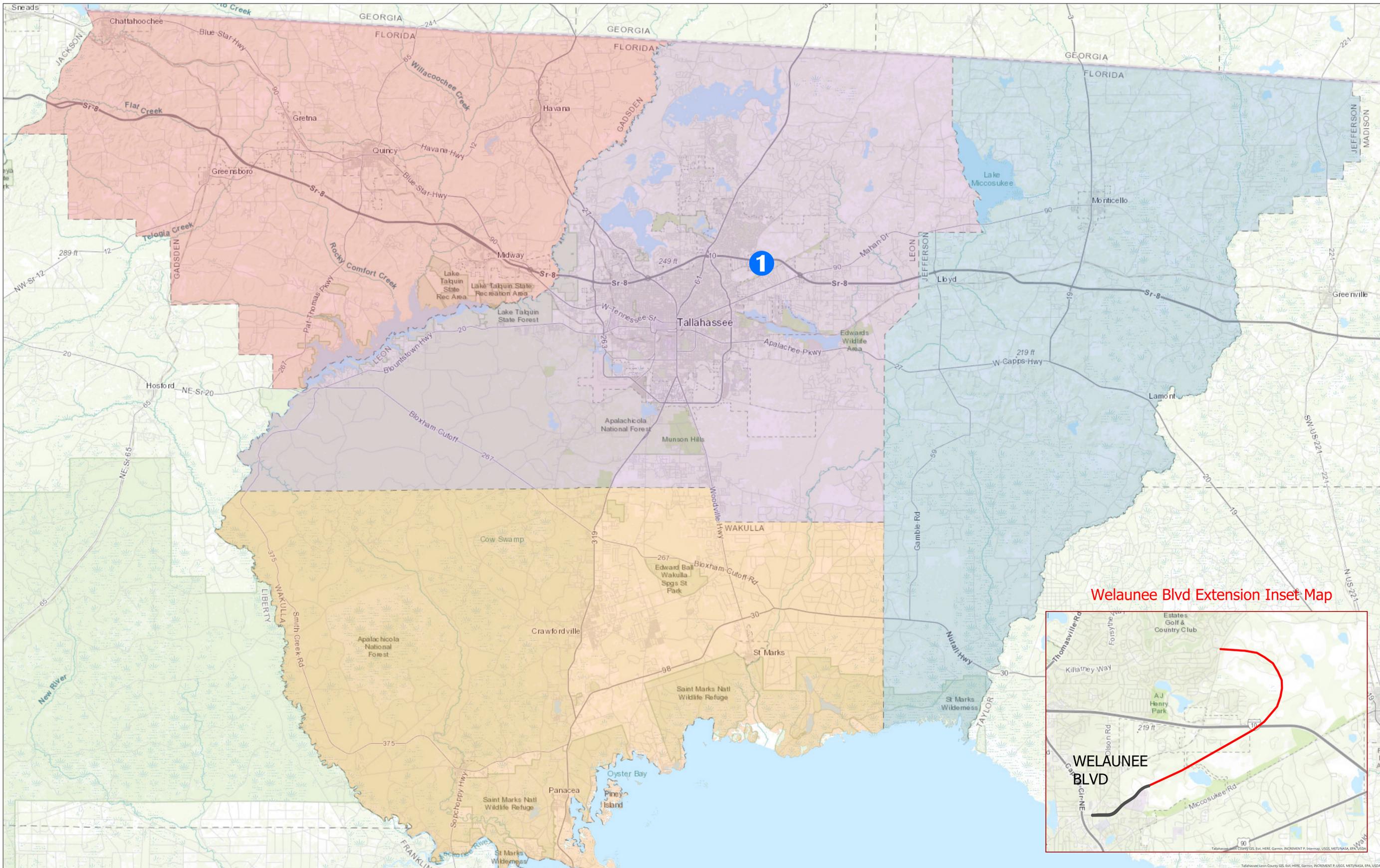
ATTACHMENTS

- Attachment 1: Draft FY 2020 - FY 2024 Transportation Regional Incentives Program (TRIP) Priority Project List.
- Attachment 2: Adopted CRTPA Regionally Significant Roadways Map

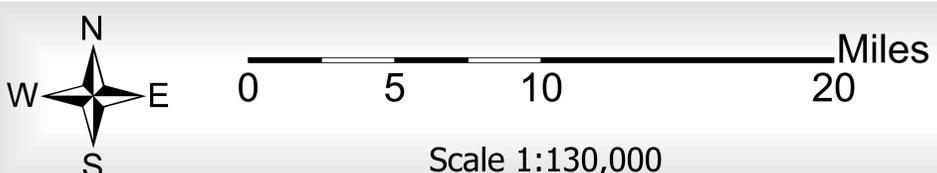
Capital Region Transportation Planning Agency
DRAFT Transportation Regional Incentives Program (TRIP) Priority Project List
Fiscal Year 2020 - Fiscal Year 2024

Priority	Project	From	To	Funding Sought	Phase
1	Welaunee Boulevard Extension (Sponsor: Blueprint Intergovernmental Agency)	Fleischmann Rd	Centerville Rd at Shamrock South	\$1 million	Project Development & Environment Study

CRTPA Draft FY 2020 - FY 2024 Transportation Regional Incentives Program Priority Project List Map



Welaunee Blvd Extension Inset Map



<p>Project</p> <p>1 Welaunee Boulevard Extension</p>	<p>CRTPA - Counties Served</p> <p>■ GADSDEN</p> <p>■ JEFFERSON</p> <p>■ LEON</p> <p>■ WAKULLA</p>
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March 6, 2018

COMMITTEE AGENDA ITEM 3 C

DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The UPWP is developed every two years and serves as the CRTPA's work outline. The UPWP is divided into seven tasks covering items from daily administration of the CRTPA to identifying the specific planning projects to be undertaken. The initial draft is designed to focus on the tasks and upcoming studies while the final draft will include the tasks along with the required background information (i.e. Board and committee structure, previous projects, etc.) as well as the various budget forms and federal documents and certifications. Typically, a budget outline is included in the draft as well but we are still working to finalize the overall funding available for the two-year period. For FY 2018/19, we anticipate the budget to be \$650,000 - \$775,000 and around \$600,000 for FY 2019/20.

Upon approval by the CRTPA, the draft UPWP is submitted to FDOT, FHWA and FTA for review. The final UPWP will reflect any comments made by the agencies as well as the final budget and required documentation and be brought back to the committees and CRTPA for final approval. The final UPWP is anticipated to be completed in April/May.

RECOMMENDED ACTION

Option 1: Approve the FY 2018/19 – 2019/20 Draft UPWP for transmittal to FDOT, FHWA and FTA.

ATTACHMENTS

Attachment 1: FY 2018/19 – FY 2019/20 UPWP Task List

UPWP TASK 1.0 –ADMINISTRATION

The Program Administration task includes the administrative activities necessary to carry out the transportation planning process for the CRTPA planning area.

OBJECTIVE

To guide and effectively manage the tasks identified in the Unified Planning Work Program (UPWP) and maintain an effective and efficient continuing, cooperative and comprehensive transportation planning process.

PREVIOUS WORK

FY 2016/17 – FY 2017/18 UPWP (June 2017)	Attended MPOAC meetings
Provided staff support to CRTPA & committees	Completed annual audit (April 17, 18)
Completed FHWA Certification (March 2017)	Completed FDOT Certification (17, 18)
Completed Single Audits (Sep 16, Nov 18)	
Provided training to elected officials and staff in the following areas:	
FDOT Public Involvement	Title XI
MPOAC Institute (May 2017, 2018)	TA and TRIP Submittal Process
GIS	

ANTICIPATED ACTIVITIES

STAFF SUPPORT

- 1.1 Provide staff support and administration to the CRTPA and its committees by developing meeting schedules, providing technical assistance, providing minutes and other tasks as directed. Support includes travel and associated facility and office expenses (i.e. office supplies, telecom/IT expenses, utilities, etc.).
- 1.2 Administrative support for travel, purchasing, invoice development, payroll processing and overall office administration.
- 1.3 Grant administration (PL, Section 5305(d), Transportation Disadvantaged, SU, SA, CM and other funds that may be utilized) through the monitoring/maintenance of the FY 2018/19 – FY 2019/20 UPWP
 - Prepare and submit invoices on a quarterly basis
 - Ensure compliance with federal and state grant requirements
- 1.4 Continue participation in the Metropolitan Planning Organization Advisory Council (MPOAC).
- 1.5 Maintain and update, as necessary, all CRTPA agreements.

- 1.6 Purchase computers and other office equipment/furnishings as needed. *Note: items over \$5,000 require FDOT and FWHA approval prior to purchase.*
- 1.7 Other activities consistent with the UPWP as directed by the CRTPA or its subcommittees.

UNIFIED PLANNING WORK PROGRAM

- 1.8 Modify/Amend the FY 2018/19 – FY 2019/20 UPWP as necessary.
- 1.9 Continue to improve linkage between UPWP and City of Tallahassee financial systems.
- 1.10 Amend the PL Agreement as necessary.
- 1.11 Develop FY 2020/21 – FY 2021/22 UPWP (May 2020)
 - Review status of current planning projects.
 - Coordinate with planning partners to determine new planning projects to be included in UPWP.
 - Review upcoming planning requirements to address as part of the UPWP.
 - Identify potential planning projects.
 - Develop operating budget.
 - Develop and execute required funding agreements for PL and 5305(d).

CERTIFICATION

- 1.12 FDOT Annual Certification (June 2019, 2020)
 - Compile responses to FDOT certification questions.
 - Meet with FDOT staff to review responses and prepare final certification documentation.

AUDIT/LEGAL SERVICES

- 1.13 Employ a qualified auditor to perform the annual CRTPA audit in accordance with federal requirements and Chapter 215.97, Florida Statutes (Florida Single Audit Act).
- 1.14 Assist in the development of the Comprehensive Annual Financial Report (CAFR) as it relates to CRTPA grants.
- 1.15 Receive copy of all audit reports relating to revenues and expenditures.
- 1.16 Retain legal counsel for the CRTPA.

TRAINING

1.17 Continue to provide training opportunities to CRTPA Board and staff members in various policy, technical and administrative areas.

- Title VI
- MPOAC Institute
- Public Involvement
- GIS

END PRODUCTS

Effective and efficient management of the local 3-C planning process including active participation by public agencies and citizens.

Final FY 2020/21 - 21/22 UPWP. (May 2020)

Timely submittal of invoices to FDOT for PL and Section 5305(d). (ongoing)

Additional training in mission critical areas (GIS, Title VI). (ongoing)

MPOAC Institute board member training (ongoing)

Annual audit (Spring 2019, 2020)

RESPONSIBLE AGENCY

CRTPA

FUNDING SOURCES

To be added in final draft

UPWP TASK 2.0 – DATA COLLECTION/SAFETY

The Data Collection task outlines efforts to monitor the area’s transportation characteristics and factors affecting travel including socioeconomic data, community and land use data, transportation system data, and data related to natural, physical and human environmental concerns and issues.

OBJECTIVE

To monitor changes in traffic characteristics within the CRTPA planning boundary. To compare existing conditions with projections to anticipate planning needs and activities. Provide data to appropriate agencies to improve overall safety of the transportation system.

PREVIOUS WORK

Coordination with the City of Tallahassee, FDOT District 3 Traffic Operations (for Gadsden, Wakulla and Jefferson Counties) relative to Intelligent Transportation Systems (ITS) deployments.

Development of socio-economic data for 2040 Long Range Plan, ETDM Projects, maps, bicycle and pedestrian, and non-motorized transportation.

Reviewed crash data for specific areas to identify potential improvements.

ANTICIPATED ACTIVITIES

DATA COLLECTION

- 2.1 Coordinate collection and dissemination of GIS data with Tallahassee-Leon County GIS (TLCGIS).
- 2.2 Continue to collect necessary data for Congestion Management System (CMS).
- 2.3 Work with TATMS staff to develop travel-time reports from Bluetooth sensors along local roadways.
- 2.4 Monitor and review traffic operation needs through collection and analysis of peak hour traffic data.

SAFETY

- 2.5 Analyze crash trends and statistics to identify high-hazard locations and prioritize potential improvements.
- 2.6 Continue participation on the Community Traffic Safety Teams (CTST) within the CRTPA planning area.

END PRODUCT

Coordination of data needs with local partners. (ongoing)
Development of travel time reports to monitor system performance.
Continued coordination with CSTS partners in the CRTPA planning area.

RESPONSIBLE AGENCY

CRTPA

FUNDING SOURCES/USES

To be added in final draft

UPWP TASK 3.0 – LONG RANGE PLANNING

The Long Range Planning task includes the activities related to the development of the Regional Mobility Plan (RMP) as well as the long-term implementation of various transportation projects. The Task also includes coordination efforts with our regional partners to address transportation on a regional level.

OBJECTIVES

- Maintain the Regional Mobility Plan.
- Evaluate alternative transportation modes and systems.
- Improve traffic operations using ITS technologies.
- Coordinate planning efforts with regional partners.

PREVIOUS WORK

2040 REGIONAL MOBILITY PLAN

- Adopted 2040 Long Range Transportation Plan. (November 2015)
- Completed public involvement program. (November 2015)
- Completed Goals, Objectives and Performance Measures (September 2015)
- Completed Needs Assessment (August 2015)
- Completed Financial Resources (August 2015)
- Revised RMP to expand the environmental impact language. (November 2017)

ON-GOING ACTIVITIES

- Continued participation in the development of various transportation projects.

REGIONAL COORDINATION

- Continued participation in the District 3 MPO quarterly meetings.

REGIONAL TRAILS

- Worked with Wakulla County on the development of the Coastal Trail.
- Continued working with various agency partners to continue development of various trail projects.

ANTICIPATED ACTIVITIES

REGIONAL MOBILITY PLAN

- 3.1 Amend 2040 RMP as necessary.
- 3.2 Assist local governments with incorporating relevant portions of the 2040 RMP into their respective comprehensive plans.

REGIONAL MOBILITY PLAN – (CON'T)

3.3 2045 RMP Update

FY 2018/19:

- Conduct review of 240 RMP to determine progress and identify priority issues.
- Complete RFP process to select consultant for RMP update. (Fall 2018)
- Finalize socioeconomic data for base (2015) and horizon (2045) years. (Summer 2019)
- Finalize validation of traffic model (Summer 2019)
 - Area and facility types
 - TAZ structure
 - Calibration
- Develop initial goals and objectives (Spring 2019)

FY 2019/2020

- Initiate public involvement process (Fall 2019)
 - Identify stakeholders
 - Review current census data to identify traditionally underserved areas
 - Develop interactive processes to enhance/encourage participation
- Develop alternatives based on agency and stakeholder input (Spring 2020)
- Develop financial resources plan (Spring 2020)
- Develop Needs and Cost Feasible Plans (Summer 2020)
- Adopt final plan (November 2020)

AIR CONFORMITY

- 3.4 Monitor Environmental Protection Agency (EPA) development of Air Conformity standards. Monitor local ozone tracking stations located at Tallahassee Community College. Leon County Air Quality Data available at http://www.dep.state.fl.us/air/air_quality/county/Leon.html.

PERFORMANCE MEASURES

- 3.5 Adopt required Performance Measures (November 2018)
 - Mobility
 - Anticipated measures include:
 - travel time reliability and variability
 - vehicle and person hours of delay
 - average travel speed
 - other measures as deemed pertinent to the CRTPA area
 - Pavement Condition
 - Bridge Condition
- 3.6 Continue participation in the Mobility Performance Measures Team.
- 3.7 Establish a process to collect and review data for the various performance measures to determine progress on adopted targets. (June 2019)

REGIONAL AND LOCAL COORDINATION

- 3.8 Continue participation in District 3 MPO coordination meetings.
- 3.9 Continue coordination with ARPC on various land use and transportation issues.
- 3.10 Improve overall coordination on transportation and land use issues with local governments, state agencies, local universities and other groups.
- 3.11 Assist local governments, as needed, to implement locally-identified transportation projects.

REGIONAL TRAILS

- 3.12 Continue work with local partners and state agencies to implement regional trails identified in the Regional Trails Project Priority List.
- 3.13 Continue development of the Capital City to the Sea Trails and other regional trails.
 - Continue work with FDOT to complete the US 98 Coastal Trail from Wakulla High School to Surf Road.
 - Continue work on the Wakulla Environmental Institute Trail.

END PRODUCT

- 2045 LRTP (November 2020)
- Regionally coordinated transportation planning process. (ongoing)

RESPONSIBLE AGENCY

CRTPA

FUNDING SOURCES/USES

To be added in final draft

UPWP TASK 4.0 – SHORT RANGE PLANNING

The Short Range Planning task includes the activities related to the actual implementation of various transportation projects identified as part of the 2040 RMP and other CRTPA plans. Primary activities of the task include the Annual Project Priority process that serves as the basis for the development of the Transportation Improvement Program (TIP) as well as the development and maintenance of the TIP. Other activities include the development of legislative priorities and working with local governments to determine the impact of significant new development on the transportation system.

OBJECTIVES

To identify and address short term transportation needs.

Review development activity to monitor its effect on the local transportation system.

PREVIOUS WORK

Completion of Annual Priority Project process.

Published annual listing of Obligated Federal Projects.

Continued work on Interactive TIP System. Available at <http://crtpa.dtstiptool.com/>

Developed Annual TIP.

Worked with local governments on various planning issues.

Adopted annual legislative priorities.

Assisted local governments in developing applications for FDOT submittal.

ANTICIPATED ACTIVITIES

PROJECT PRIORITY LISTS

4.1 Develop annual Project Priority Lists (PPLs). (June 2019, 2020)

PPLs are developed for:

- 2040 RMP Projects
 - Major Capacity Projects
- Transportation System Management
 - Operations-level projects
 - Intersections
 - ITS
 - Pedestrian Improvements
- Transportation Alternatives
- Regional Trails
- Transportation Regional Incentive Program (TRIP)
- StarMetro
- Tallahassee International Airport

Current PPLs can be viewed [here](#).

- 4.2 Conduct public outreach for the PPLs consistent with the requirements of the latest Public Involvement Plan.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- 4.3 Develop and adopt the annual TIP. (June 2019, 2020)
- 4.4 Coordinate the development of the TIP with FDOT D3 as well as local governments and agencies.
- 4.5 Conduct public involvement for the adoption of the TIP consistent with the requirements of the latest Public Involvement Plan.
- 4.6 Review local government comprehensive plans for consistency with CRTPA TIP and LRTP as necessary.
- 4.7 Publish annual listing of federally-funded obligated projects. (December 2018, 2019)
- 4.8 Continue refinement of Interactive TIP system.
- 4.9 Amend TIP as necessary.

MONITOR TRANSPORTATION SYSTEM IMPACTS

- 4.10 Monitor and review DRI and other site specific impacts in the development review process as necessary.
- 4.11 Conduct site impact analysis for new development projects as requested by local governments.
- 4.12 Advise local governments and boards on decisions which may impact corridors identified for improvement or identified as physically or policy constrained.
- 4.13 Coordinate CRTPA actions with local government comprehensive plan development efforts to encourage alternative modes of transportation.
- 4.14 Assist local governments in the implementation of the transportation provisions of SB 360, especially as they relate to the Mobility Plan.

FAST ACT TRANSPORTATION ALTERNATIVES (TA) PROGRAM

- 4.15 Assist local governments in FAST Act TA application process.

- 4.16 Monitor progress of programmed TA projects and assist in their implementation when necessary.

LEGISLATIVE ACTIVITIES

- 4.17 Develop annual legislative priorities. (November 2017, 2018)
- 4.18 Monitor legislative activities on both the federal and state level to determine impact on transportation issues.
- 4.19 Assist MPOAC with legislative activities. (\$500 - Local funds)

END PRODUCT

- Annual Priority Project Lists. (June)
- Annual Transportation Improvement Plan (June)
- Annual Listing of Federal Projects (December)
- Annual Legislative Priorities (November)

RESPONSIBLE AGENCY

CRTPA

FUNDING SOURCES/USES

To be added in final draft

UPWP TASK 5.0 – MOBILITY PLANNING

The Multimodal Planning task reflects the planning activities related to the various transportation modes including highways, transit, bicycle/pedestrian, and aviation.

OBJECTIVES

To ensure the efficient and effective provision of public transportation by providing technical assistance and staff support to the local Community Transportation Coordinator and the SunTran system.

PREVIOUS WORK

BICYCLE/PEDESTRIAN PLANNING

Initiated update to the Tallahassee/Leon County Bicycle/Pedestrian Master Plan (February 2018)

- Completed review of existing plans
- Initiated stakeholder meetings
- Developed inventory of existing facilities

Development of Project Priority Lists (PPLs) for Bicycle/Pedestrian Projects and Transportation Alternatives Projects. (June 2017, 2018)

Coordination with Bicycle Work Group in Leon County, Leon County Schools, Community Traffic Safety Team Members locally and with FDOT District 3 on outreach opportunities to promote safety and mobility options for all within the region.

Coordination with Florida DEP and FDOT for the Capital City to the Sea Trails programming through CRTPA and SUNTrail.

Developed concept for Florida Arts Trail.

TRANSIT – STARMETRO

Assisted StarMetro in the initial planning for the Southside Super Stop.

Worked with StarMetro to update and streamline the Transit Project Priority List.

TRANSPORTATION DISADVANTAGED

Selection of Community Transportation Coordinator for Leon County. (October 2017)

Completion of Annual Operating Report.

Annual review/update of Transportation Disadvantaged Service Plan (TDSP).

Annual review of Community Transportation Coordinator.

AVIATION

Worked with TIA to update the Aviation Project Priority List.

CONGESTION MANAGEMENT PLAN

Initiated an update of the Congestion Management Plan (June 2017)

- Coordinated initial stages of the update with agency partners
- Identified locations of highly congested intersections and bottlenecks
- Identified locations of high-crash intersections and road segments

INTELLIGENT TRANSPORTATION SYSTEMS

Worked with FDOT District 3 on the update of the Regional ITS Architecture.

Worked with local TATMS to incorporate ITS-related improvements in FDOT projects (Capital Circle SW, South Adams Street pedestrian crosswalk, Thomasville Road pedestrian crosswalks).

Initiated update of the Tallahassee/Leon County ITS Master Plan in partnership with TATMS (February 2018)

ANTICIPATED ACTIVITIES

BICYCLE/PEDESTRIAN

- 5.1 Develop of the FY 2019 & 2020 Priority Project Lists for Bicycle and Pedestrian and Transportation Alternatives projects. (June 2019, June 2020)
- 5.2 Continue participation in the Leon County Bike Work Group
- 5.3 Coordination with the CMAC to identify and program key bicycle and pedestrian projects and programs for the region.
- 5.4 Disseminate bicycle and pedestrian safety materials throughout the year at key events, such as the Leon County Safety Fair, that target a wide range of the population of the CRTPA area.
- 5.5 Coordinate with the CTST's to promote responsible transportation behavior for all users of the network.
- 5.6 Coordinate with technical and citizen's groups to identify roadway design improvements as opportunities arise to improve the system.
- 5.7 Complete the update of the Tallahassee/Leon County Bicycle/Pedestrian Master Plan (March 2019)
The current Master Plan was last updated in 2004. This update will include a review of existing plans from local agencies as well as the SUNTrails program. Anticipated activities to complete the plan include:

- Identify potential linkages to parks and other public spaces
- Continue public involvement with the public, local agencies, and user groups
- Review of existing and potential revenue sources
- Development of short- and long-term implementation plans

TRANSIT (STARMETRO)

- 5.8 Assist StarMetro as necessary to improve transit service.
- 5.9 Coordinate with StarMetro on the annual update of the Transit Development Plan (TDP).
- 5.10 Coordinate with StarMetro on the development of the annual project priority list for transit.
- 5.11 Work with StarMetro in the development of performance measures as they relate to transit service.
- 5.12 Work with StarMetro to identify potential ITS strategies/deployments to improve transit operations and efficiency.

TRANSPORTATION DISADVANTAGED

- 5.13 Provide staff support and administration to the Leon County Transportation Disadvantaged Local Coordinating Boards (TDLCB).
- 5.14 Conduct grant administration including quarterly operational reports and financial statements.
- 5.15 Continue to facilitate coordination between the TDLCB and the CTC, StarMetro.
- 5.16 Review CTC's annual report and perform evaluation. (December 2018, 19)
- 5.17 Review of Memorandum of Agreement and approval of fare structure prior to submission to Commission for the Transportation Disadvantaged.
- 5.18 Continue coordination with the Commission for Transportation Disadvantaged.
- 5.19 Annually update TDSP.
- 5.20 Conduct annual Public Hearing for the TDLCB.

AVIATION

- 5.21 Assist Tallahassee International Airport (TIA), as necessary, in the update of their Airport Master Plan.
- 5.22 Coordinate with TIA on transportation projects that have a direct impact on airport operations.
- 5.23 Assist TIA, as necessary, with the development of the Joint Aviation Capital Improvement Program (JAICP).
- 5.24 Coordinate with TIA on the development of the annual project priority list for aviation.

CONGESTION MANAGEMENT PLAN/PERFORMANCE MEASURES

- 5.25 Congestion Management Plan (CMP) Update (Phase II - June 2018)

The current CMP was last updated in 2013. Primarily a policy document, the CMP determined the levels-of-service (LOS) for various roadways based on existing traffic counts and provided options to reduce overall delay through land development regulations and Transportation Demand Management (TDM) strategies. The update will focus on specific projects to reduce delay at congested intersections and improve safety. This is expected to be a multi-phase project that will include the following elements:

- Applicability of Intelligent Transportation System (ITS) deployments
- Identification of potential improvements and countermeasures
- Engineering review of potential improvements and countermeasures
- Potential prioritization criteria
- Existing and potential funding sources

- 5.26 Establish MAP-21/FAST Act Performance Measures

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- 5.27 ITS Master Plan Update (December 2018)

In February 2018, the CRTPA and TAMTS initiated an update to the Tallahassee/Leon County ITS Master Plan. Completion of the plan will include the following activities:

- Operational needs assessment
- Development of deployment and integration recommendations
- Develop prioritized implementation plan

- 5.28 Continue work with Tallahassee Advanced Traffic Management System (TATMS) to identify ITS deployments.

5.29 Review potential ITS applications/deployments for StarMetro.

END PRODUCT

Effective and efficient coordinated public transportation system (ongoing)
Completion of CTC review (annual)
Completion of NTD report (annual)
Updated Congestion Management Plan (June 2018)
Establishment of MAP-21/FAST ACT Performance Measures (TBD)

RESPONSIBLE AGENCY

CRTPA

FUNDING SOURCES/USES

UPWP TASK 6.0 – PUBLIC INVOLVEMENT

The Public Transportation task identifies the activities that encourage and facilitate public participation in the transportation planning process. Activities include meeting notices as well as presenting information to various civic groups and local agencies on a regular basis.

OBJECTIVES

Ensure adequate opportunity for public input on the transportation planning process as well as specific projects.

PREVIOUS WORK

CRTPA

Established a CRTPA Facebook page – (January 2017)

Updated the Limited English Proficiency Plan (LEPP). (December 2017)

Completed update of the Public Involvement Plan. (February 2018)

Updated Title VI Procedures as part of the Public Involvement Process Plan and attended training and outreach events related to Title VI best practices. (February 2018)

Completed redesign on the CRTPA website – www.crtpa.org. (March 2018)

Conducted public outreach seeking comments on the CRTPA’s plans and programs including the TIP, UPWP, Project Priority Lists, and Regional Mobility Plan.

Continued updates to the CRTPA website to improve access to information related to CRTPA activities and projects.

Increased efforts to seek input from the region’s traditionally underserved population through targeted locations in public events.

ONGOING ACTIVITIES

CRTPA

- 6.1 Develop and disseminate public information, as necessary, to inform the public of transportation planning activities. Conduct presentations on transportation related topics to civic and governmental agencies as requested.
- 6.2 Continue to conduct public outreach related to the CRTPA’s plans and programs (including TIP, RMP, UPWP and Project Priority Lists) within the CRTPA region.
- 6.3 Provide a clearinghouse for transportation related activities for all levels of government and public involved in improving the local transportation system.
- 6.4 Provide CRTPA information and public involvement items at public events including community festivals and institutions of education.

- 6.5 Complete regular updates to the CRTPA webpage – www.ctpa.org.
- 6.6 Continue to monitor and track all public information requests.
- 6.7 Continue efforts related to increasing input from the region’s traditionally underserved population.
- 6.8 Continue televising CRTPA meetings live on WCOT and provide post-meeting access to the video via the CRTPA website and YouTube Channel.
- 6.9 Develop and publish an annual report on CRTPA activities.
- 6.10 Periodically review and update Public Involvement Plan (PIP) to comply with the FAST Act, Title VI and other applicable requirements.
- 6.11 Continue to expand efforts related to increasing input from the region’s traditionally underserved populations/areas.
- 6.12 Update the Limited English Proficiency Plan for the CRTPA planning area. (December 2017)
- 6.13 Conduct safety programs at public schools, as requested, in Gadsden, Leon, Jefferson, and Wakulla counties.
- 6.14 Continue to coordinate with FDOT on the annual Work Program Hearing.

END PRODUCT

Effective program to provide the public information regarding the transportation planning process and specific projects.
 Update of CRTPA website. (ongoing)

RESPONSIBLE AGENCY

CRTPA

FUNDING SOURCES/USES

To be added in the final draft.

UPWP TASK 7.0 – SPECIAL PROJECTS

The Special Projects task identifies the activities that are non-recurring studies dealing with various transportation issues.

OBJECTIVES

Conduct identified studies and/or surveys to improve the overall transportation system.

PREVIOUS WORK

Initiated the Southwest Area Transportation Plan (November 2017)

- Conducted traffic county and Bluetooth data collection around TIA. (November 2017)
- Conducted initial stakeholder meetings (December 2017 – February 2018)
- Conducted community forums for initial input. (May 2018)

Initiated corridor reviews of Pensacola Street and Tharpe Street. (December 2017)

Completed Phase I of the Midtown Area Transportation Plan. (March 2018)

Completed the Wakulla Environmental Institute (WEI) Trail Feasibility Study (April 2018)

ANTICIPATED ACTIVITIES

7.1 Southwest Area Transportation Plan (March 2019)

In November 2017, the CRTPA, in partnership with the Blueprint IA, initiated an area-wide transportation plan for the southwest Tallahassee area. The plan includes a review of the following corridors:

- *Orange Avenue from Capital Circle SW to Monroe Street*
- *Lake Bradford from Capital Circle SW to Stadium Drive*
- *Springhill Road from Capital Circle SW to Orange Avenue*

The plan focuses on the development of a multimodal system that includes multiuse trails and enhanced transit services as well as improved bicycle and pedestrian connectivity to the numerous neighborhoods in the area. The area contains several education facilities: Florida State University (FSU), Florida Agricultural and Mechanical University (FAMU), R. Nims Middle School and FAMU High School.

- Review existing and future land uses
- Review large-scale projects impacting the study area
- Identify deficiencies in the current system
- Develop/conduct public involvement with affected stakeholders
- Develop potential corridor design alternatives
- Develop planning-level cost estimates for improvements
- Develop final plan documentation

7.2 Midtown Area Transportation Plan (Phase II) (February 2019)

Phase I of the Midtown Area Transportation Study took a multi-modal approach to improving the transportation network in the area. The study reviewed operating characteristics of several roadways including Thomasville Road, Monroe Street, North Meridian Road, North Calhoun and Gadsden Streets and East 6th and 7th Avenues and identified opportunities to improve pedestrian facilities. Phase II will include an extensive stakeholder engagement and public outreach to determine the best alternative to meet the long-term goals of the Midtown area as well as the following activities:

- Conduct stakeholder meetings
- Conduct public workshops
- Refine alternatives based on public input
- Develop surveys (on-line and printed)
- Prepare sketch level renderings for alternatives
- Prepare planning level costs for each alternative
- Develop implementation and phasing strategies
- Prepare final documentation

7.3 Conduct Corridor Assessments:

- Bannerman Road from Tekesta Drive to Thomasville Road
- South Adams Street from FAMU Way to Orange Avenue
- Additional corridors as may be identified.

The assessments would review the existing conditions of each corridor and identify potential short- and long-term improvements. The assessments would also explore potential Complete Streets applications as well as enhanced typical sections. Work anticipated to be undertaken includes:

- *Data collection*
 - *Traffic characteristics, safety/crash data*
 - *Travel speed/intersection bottleneck data from NPMRDS*
 - *Intersection operations*
 - *Land uses (existing and future)*
 - *Right-of-way cross sections*
- *Existing and future conditions*
- *Prioritized Action Plans*
- *Technical appendices/reports*

7.4 Conduct Corridor/Complete Street Studies

Based on the results of the Corridor Assessments, the CRTPA may choose to conduct a more comprehensive and detailed Corridor Study. These studies may include a Complete Streets component in addition to the traditional activities associated with a corridor study.

Once a Corridor Study is identified, the UPWP will be amended to reflect to scope of work to be completed.

END PRODUCT

Completed Southwest Area Transportation Plan (March 2019)

Completed Midtown Area Transportation Plan (Phase II) (February 2019)

Completed Corridor Assessments (South Adams, Bannerman Road) (January 2019)

RESPONSIBLE AGENCY

CRTPA



March 6, 2018

AGENDA ITEM 3 D

WAKULLA ENVIRONMENTAL INSTITUTE (WEI) TRAIL FEASIBILITY STUDY

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The Wakulla Environmental Institute (WEI) Trail is one of several trails (proposed) that will link to the Coastal Trail (US 98) in Wakulla County (currently under construction). Since August of 2018 Kimley-Horn and Associates (KHA), under the General Planning Consultant (GPC) contract, evaluated several options to link the Coastal Trail to the WEI. CRTPA staff is seeking acceptance of the options and the report that will be presented by KHA.

RECOMMENDED ACTION

Option 1: Accept the Wakulla Environmental Institute (WEI) Trail Feasibility Study.

HISTORY AND ANALYSIS

Wakulla Environmental Institute (WEI) Trail (Crawfordville Road to Coastal Trail)

As the Coastal Trail projects continue to move forward, CRTPA staff initiated some smaller efforts that will continue linking facilities to the Capital City to the Sea/Coastal Trail. A portion (.75 miles) of this trail was constructed (US 319 – Crawfordville Road to the WEI) when the WEI was built. However, a connection to the Coastal Trail would further WEI efforts of environmental conservancy, sustainability, and education.

The Wakulla Environmental Institute (WEI) Trail Feasibility Report, shown as **Attachment 1**, details the project activities, including the development of alternatives for Board consideration. However, for this trail project to move forward there are several steps needing to occur that are out of the purview of CRTPA staff and revolve around the development of an adjacent property.

When, and if, this property is developed obviously relies on the developer and Wakulla County. Therefore, any recommendation by CRTPA staff will be based upon the results of this effort.

NEXT STEPS

CRTPA staff can provide better direction once the development process of the property adjacent to the WEI is completed. However, staff will continue to follow that effort to ensure that once a decision is made the item will be addressed.

OPTIONS

Option 1: Accept the Wakulla Environmental Institute (WEI) Trail Feasibility Study.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Wakulla Environmental Institute (WEI) Trail Feasibility Study.



WAKULLA ENVIRONMENTAL INSTITUTE (WEI) TRAIL FEASIBILITY STUDY

JANUARY 24, 2018

Prepared for:



Prepared by

Kimley»»Horn



WAKULLA ENVIRONMENTAL INSTITUTE (WEI) TRAIL FEASIBILITY STUDY

Introduction



The Capital Region Transportation Planning Agency (CRTPA) is completing a trail feasibility study to connect the Wakulla Environmental Institute (WEI) to the Coastal Trail along U.S. 98 which is currently being constructed. The Coastal Trail is a shared-use path along U.S. 98 which will connect the existing Tallahassee-St. Marks Historic Railroad State Trail to the existing Ochlockonee Bay Trail in Panacea. This connection will create over 50 miles of shared-use paths between Leon County and Wakulla County.

The WEI is a branch of Tallahassee Community College (TCC) which focuses on environmental conservancy, sustainability, and education which is located in Wakulla County near U.S. 98. By developing a connection from the WEI to the Coastal Trail, opportunities for safe transportation to the institute in addition to recreational opportunities such as ecotourism, 5k, running events, and field trips will become a reality.

Photo 1: Coastal Trail Currently in Construction

This feasibility analysis is being conducted to identify the route that will be cost effective while maximizing the connection to educational services at the WEI from the Coastal Trail. The overall goal of this analysis will be to increase connections between the schools, neighborhoods, recreational areas, and the WEI with limited use of the roadways.



Photo 2: Wakulla Environmental Institute

The Importance the Regional Trail Network

The creation of this regional trail system presents the opportunity for significant economic and recreation benefits to both residents and visitors in the CRTPA Region. This regional trail network will draw visitors from around the country and even internationally to experience the natural and aesthetic beauty of the area. An increase in trail users will promote a positive economic impact to the area through increased visitation and tourism.

Tourism created by trails and other passive recreation resources (parks, conservation areas, etc.) will also draw visitors to nearby hotels and local businesses, while having little negative impact on the community. Typically, passive recreation tourists travel to experience the natural and aesthetic beauty of the trail systems and will likely strive to leave the local environment unimpacted. By connecting the WEI to this trail network, additional educational opportunities with the local schools and businesses will become a reality. **Figure 1** depicts the regional trail connectivity around the WEI.

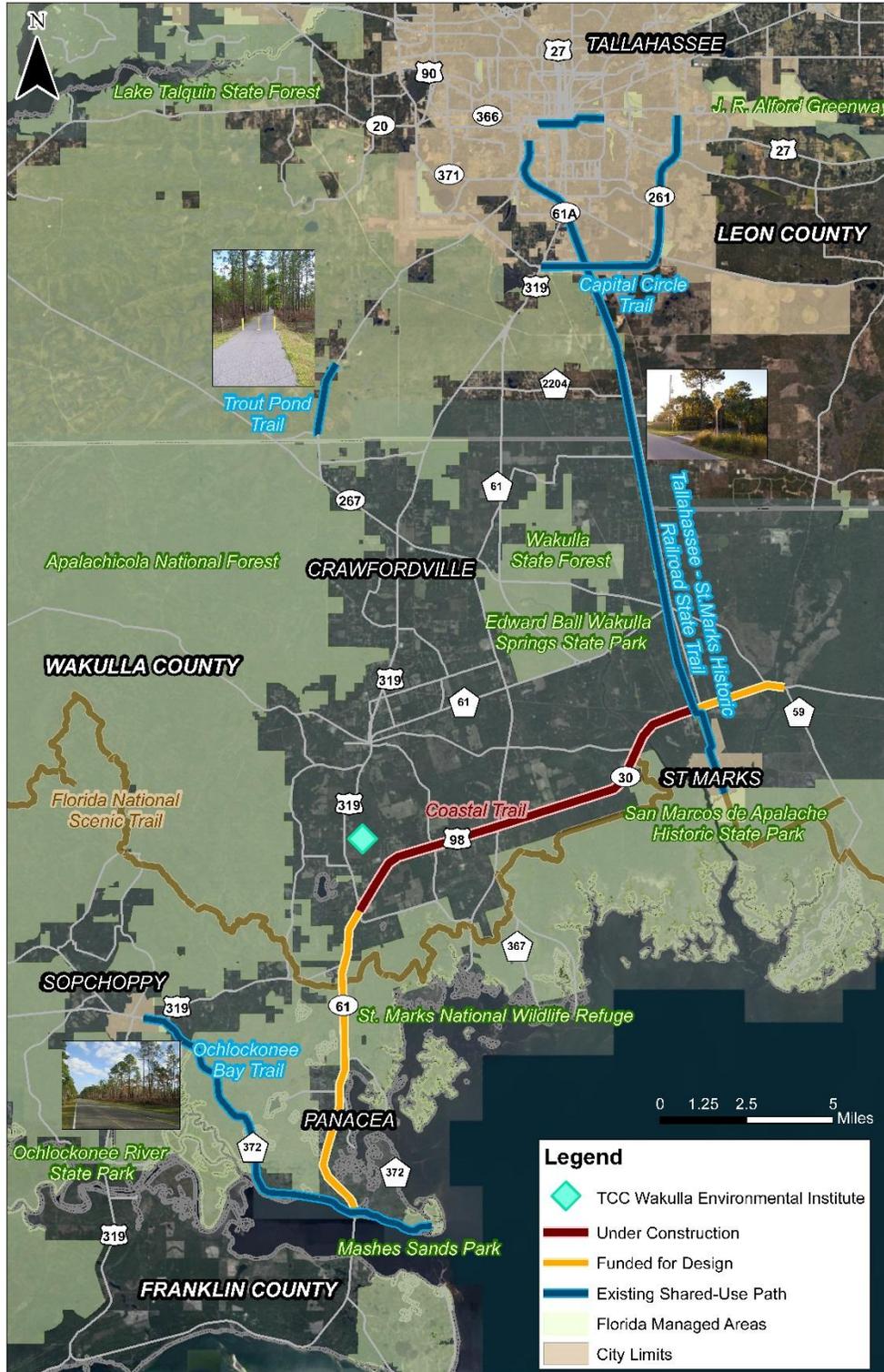


Figure 1: Regional Trail Network

Existing Conditions

Wakulla Environmental Institute

Representatives from WEI were a major stakeholder in the development of the Capital City to Sea Trail Master Plan (Adopted in 2013) and has continued to support the regional trail system. Prior to the completion of their first facility at WEI, they committed early in the planning stages to serve as a major trailhead to the growing trail network in Wakulla County. As construction on the WEI facility began in 2015, trail head amenities including bathrooms, a shared use path, water fountains, and bicycle parking were included. The main entrance road was even constructed with a shared use path that connects to U.S. 319

In addition to its current educational services, the WEI is planning the creation of a conference center with the intent of bringing visitors from around the world. Having a direct connection to the regional trail system will allow visitors to the WEI to explore the area and may generate new economic development in Wakulla County.



Photo 3: Shared use path along the WEI entrance road connects to U.S. 319

U.S. 319 Widening

U.S. 319 is currently under design for expansion to a 4-lane highway with 5-foot bike lanes/shoulders on both sides. With the planned expansion and bike facilities along U.S. 319, improved connectivity can be achieved between Crawfordville and WEI.

Trail Alternatives

Three trail alternatives (A, B, and C) have been identified as potential connections between the Wakulla Environmental Institute (WEI) and the U.S. 98 Coastal Trail. Each of the proposed alternatives will require the acquisition of right of way or easements to utilize small portions of public and private property. All three trail alternatives will begin at the trailhead facility on the eastern side of the WEI complex. The existing conditions and the three trail alternatives are described below and depicted within **Figures 1, 2, 3, and 4**.

General Conditions and Considerations

Land Use

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

- Agriculture
- Public
- Rural 1

Neither 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 two major public land uses in the area (Recreation Park and Wakulla Middle School Medart). Increased access to education and recreation facilities may greatly improve the safety and cohesion of the neighborhoods in the area. **Figure 2** depicts the three alternatives and the surrounding land uses.

Environmental

Much of the area surrounding the WEI has remained natural with light residential development and two public areas nearby (Medart Recreation Park and the Wakulla Middle School). The natural features of this

area create favorable conditions for a trail with the potential for much of the trail to remain under tree canopy.

The alternatives are within the Red Cockaded Woodpecker Consultation Area, meaning extra precaution will be necessary to ensure this species is not negatively impacted once design and construction begins. To the extent feasible, impacts to mature pine forests, including longleaf pines and southern pines will be avoided to reduce the potential for negative impact to these species. Additional analysis will be necessary to identify the potential impact to additional species in the area based on the chosen alternative. **Figure 3** depicts the three alternatives and the known species locations and consultation areas.

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. Alternatives A and B may reach Flood Zone A at the connection with the Coastal Trail on Wildwood drive. The shared lane use markings from alternatives A and B will remain on the existing roadway and are not anticipated to have any effect on the flood zone.

National Wetlands Inventory (NWI) data was used to identify known wetlands in the project area. There are very few wetlands present nearby to Alternatives A and B but Alternative C will likely bisect an identified wetland that surrounds Sonja Lynn St. In this location, the proposed trail will remain on the existing roadway as shared lane use 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.

Wakulla Environmental Institute
Trail Feasibility Study: Land Use

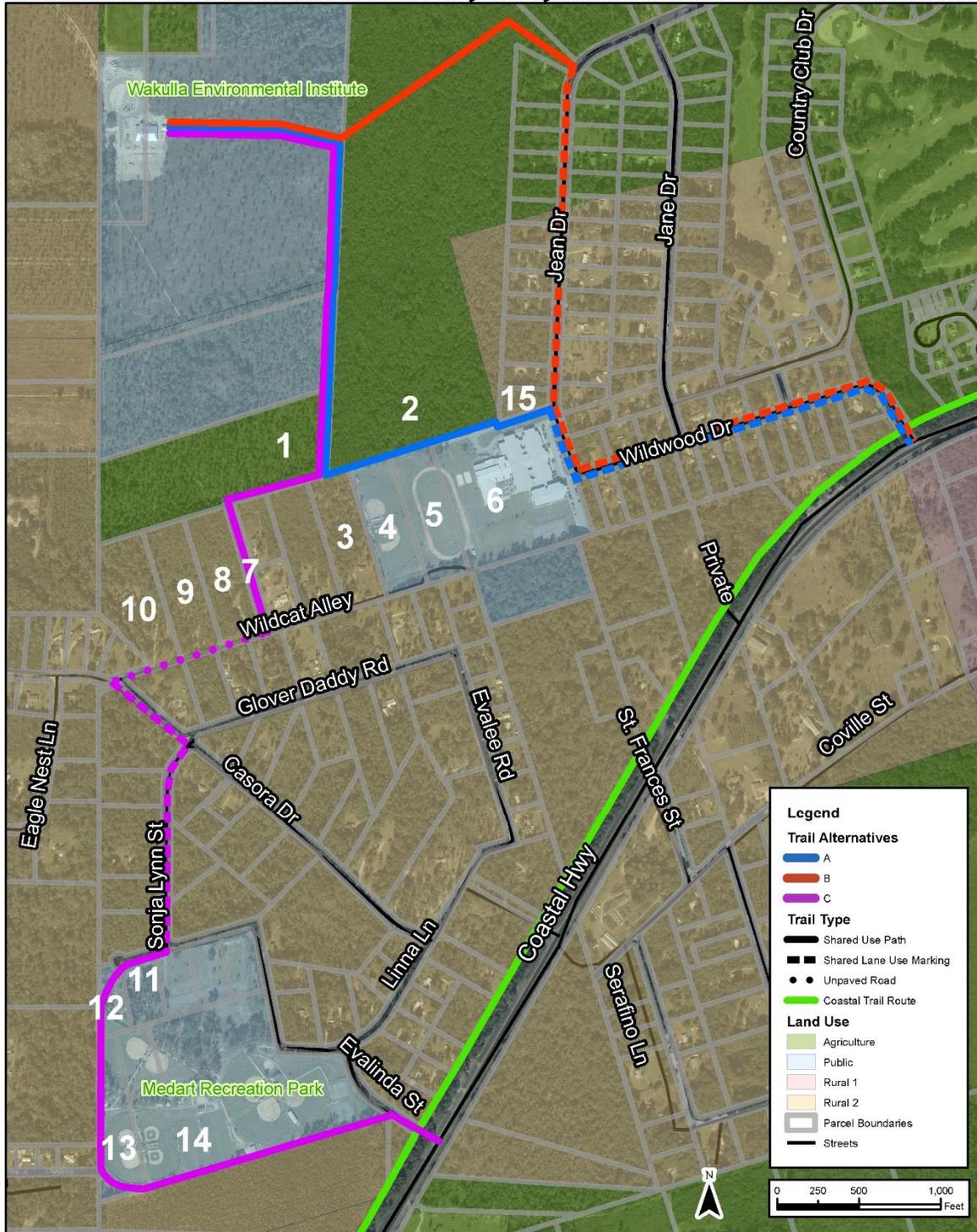


Figure 2: Land Use

Wakulla Environmental Institute
Trail Feasibility Study: Listed Species

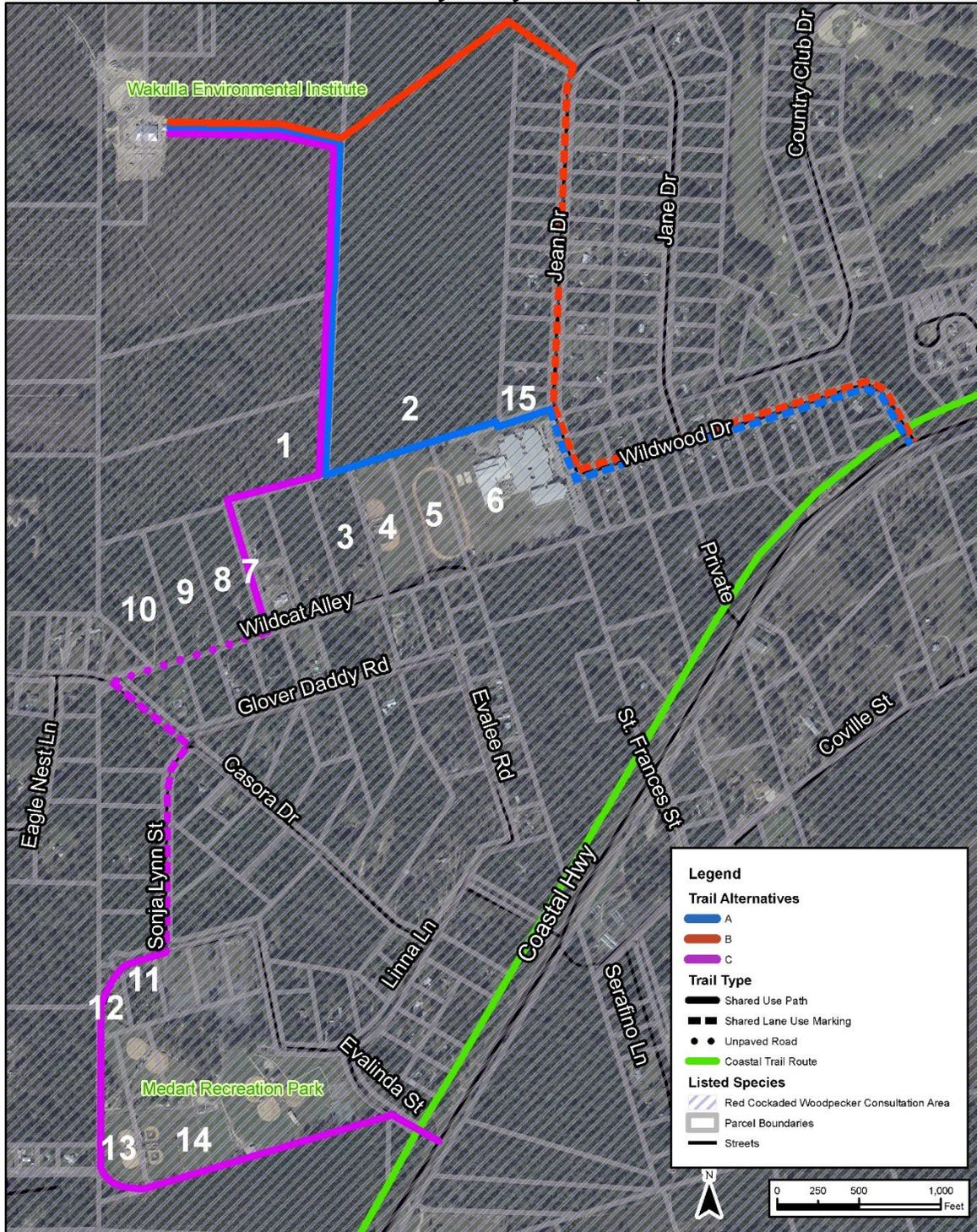


Figure 3: Listed Species

Wakulla Environmental Institute
Trail Feasibility Study: Flood Zone and Wetlands

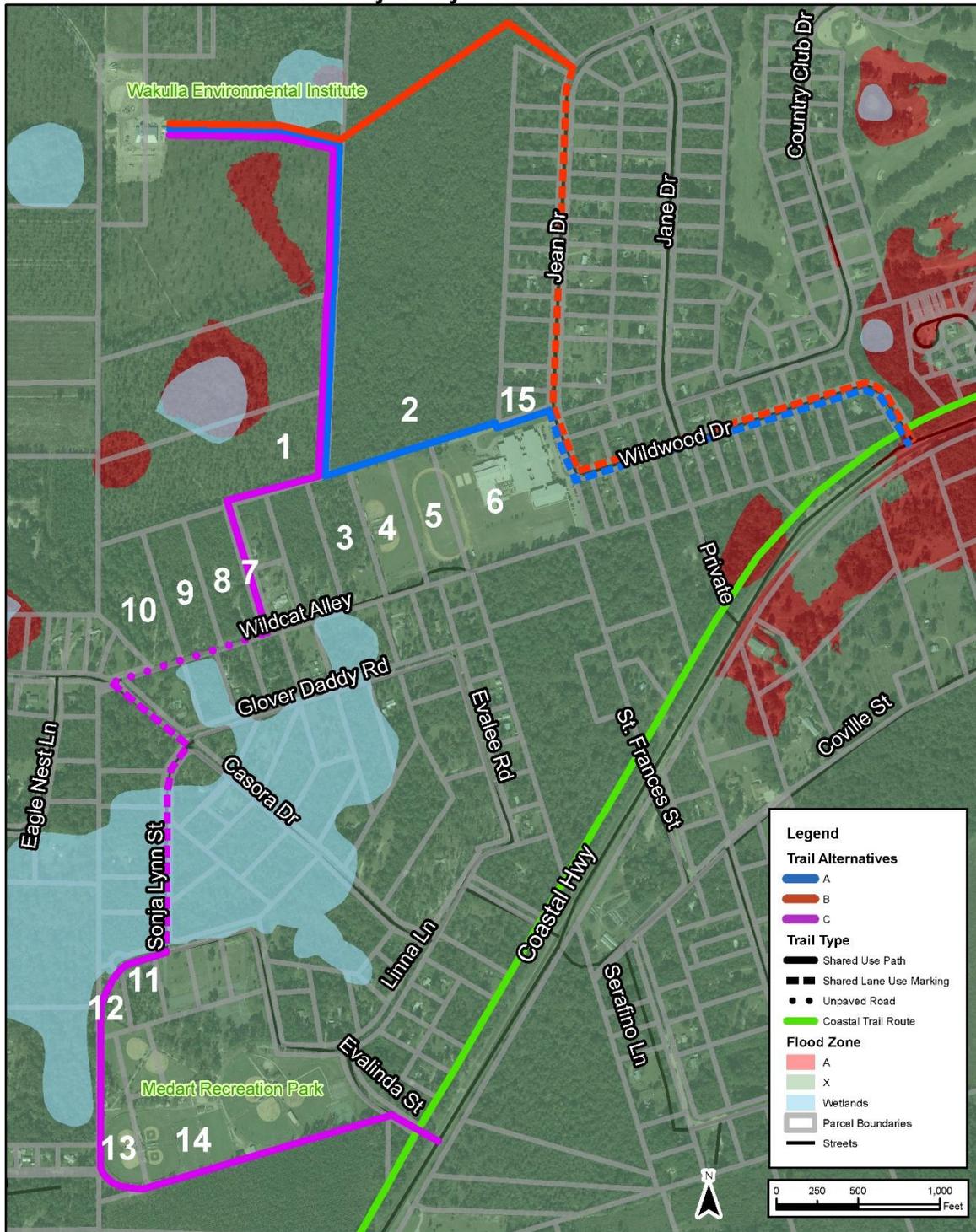


Figure 4: Flood Zone and Wetlands

Historic and Cultural

Available State Historic Preservation Office (SHPO) data was mapped to locate any known historic or culturally significant resources near the trail alternatives. The historic York Donaldson Cemetery is just south of the Wakulla Middle School, so the alternatives are not anticipated to negatively impact this resource. Several historic structures and an additional cemetery are located along Crawfordville Highway, but it is unlikely that the trail alternatives will impact these resources. 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 the historic York Donaldson Cemetery.

Roadway Connections

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, the need for parcel acquisition or access easements will be greatly reduced, thereby decreasing the potential cost. Several connections are planned as transition points from shared use paths into shared lane markings on the existing residential roadways. Each of the paved roadways have a posted speed limit of 25 MPH, which allows for the safe implementation of shared lane markings. Because of the low speeds and low traffic volumes on these roadways, shared lane markings can be used to provide a safe and cost feasible option for the trail alternatives.

Wakulla Environmental Institute
Trail Feasibility Study: SHPO Sites

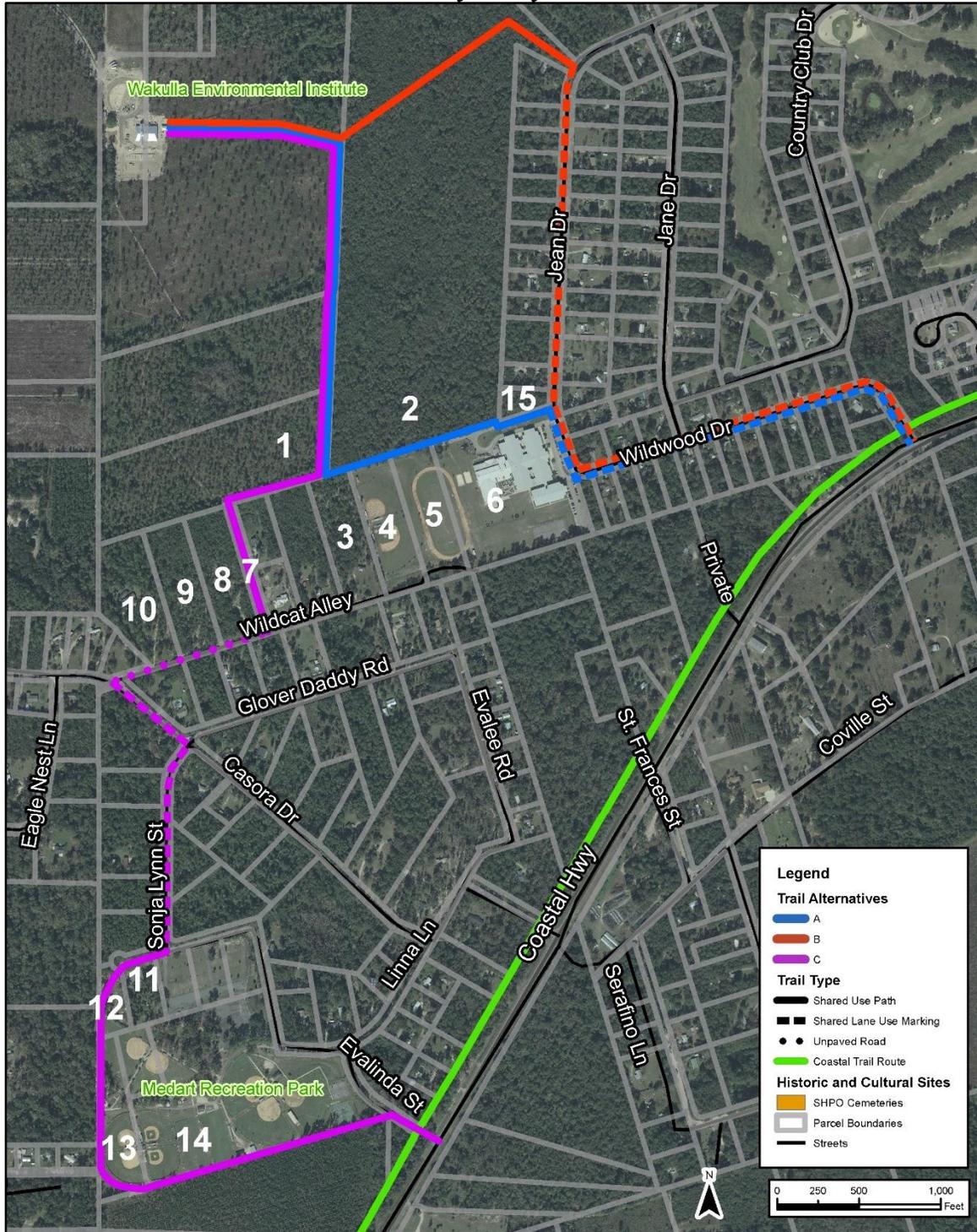


Figure 5: Historic and Cultural Features

Trail Alternative Descriptions

Trail Alternative A

Alternative A makes use of the existing WEI property, beginning at the eastern trailhead facility and heading south through the WEI owned property and continuing either through the adjacent private property south of the WEI or east of WEI. The property owner to the south, (1) has expressed a willingness to allow construction of the trail along the eastern border of their parcel. From this point, Alternative A may cross south into another owner’s (2) property to make the connection with the northwestern corner of the Wakulla Middle School property (4-6). The Alternative will run east along the northern border of the school property until it reaches Jean Dr. At this location, the trail will transition from a shared-use path to shared lane markings running south along Jean Dr. onto Wildwood Dr. The alternative will follow Wildwood Dr. until it makes the connection with U.S. 98 and the Coastal Trail. **Figure 6** depicts Alternative A’s route to the Coastal Trail. Additionally, this alternative also has the option to be placed within the property (2) east of the WEI property.



Photo 4: Northern Boundary of Wakulla Middle School

This alternative will allow for effective travel between the neighborhoods and nearby Wakulla Middle School while also increasing access to the WEI. The increased access to the middle school may promote the development of shared learning experiences and/or field trip opportunities being developed at the WEI. By connecting the Coastal Trail to the WEI, the alternative will help create a safe and effective east/west trail that provides an additional connection between Crawfordville Highway and U.S. 98. This route will provide additional transportation options to students located along Crawfordville Highway, who might not have a safe pedestrian route to school. **Table 1** identifies known benefits and challenges with this route.

Table 1: Alternative A – Benefits and Challenges

Alternative A	
Benefits	Challenges
Primarily within existing road ROW/public property	Limited space on middle school property may require additional properties to be impacted
A private owner has expressed interest in an access easement or limited acquisition	Security fencing will be required to separate the trail from Wakulla Middle School
Increased connectivity between the middle school and WEI	Trail may impact 5 parcels

Wakulla Environmental Institute
Trail Feasibility Study: Alternative A



Figure 6: Alternative A Route

Trail Alternative B:

Alternative B begins at the trailhead location on the eastern edge of the WEI complex and continues east through the property directly adjacent which is privately owned (2). Bisecting the private property through an easement, the alternative gains direct access to Jean Dr. Once on Jean Dr., the alternative will head south onto Wildwood Dr. to make the connection with U.S. 98 and the Coastal Trail. **Figure 7** depicts Alternative B’s route to the Coastal Trail.

Alternative B will be shared use path from the WEI to Jean Dr., where it will transition to a shared lane markings until its connection with U.S. 98. This trail alternative will increase access between the WEI, the neighborhood, and Wakulla Middle School. Like Alternative A, the increased access to the WEI may improve the education opportunities with the middle school while also increasing the ability of the students to travel safely through the area and between the neighborhoods. This alternative will have the most significant benefit to the homes along Jean Dr. by providing access to the northern area of the existing neighborhood and becoming a potential amenity for nearby undeveloped parcels. A list of known benefits and challenges can be seen in **Table 2**.

Table 2: Alternative B Benefits and Challenges

Alternative B	
Benefits	Challenges
Impacts one private parcel	Bisects privately owned parcel and may impact the parcel owner’s access to Jean Dr.
Increases access to the middle school without directly impacting its property	ROW/easement purchase will likely be necessary

Wakulla Environmental Institute
Trail Feasibility Study: Alternative B



Figure 7: Alternative B

Trail Alternative C

Alternative C begins by following Alternative A’s route through the WEI and private parcels (1) to the south. Once at the southern boundary of the private parcel (1), the trail will continue west until it reaches an unpaved private road under the same ownership (7). This private road will be followed until the trail reaches Wildcat Alley, another unpaved private road with several owners (8-10). The proposed trail will continue until it reaches Casora Dr., where it will turn south onto Sonja Lynn St. The trail will then travel into the Medart Recreation Park property (11-14). Alternative C plans to travel along the perimeter of the recreation park heading toward Evalinda St. At Evalinda St. the trail will make the connection to U.S. 98 and the Coastal Trail. **Figure 8** depicts Alternative C’s route to the Coastal Trail.

This trail alternative will provide increased access to the areas south of the WEI and provide an improved connection with the Medart Recreation Park. Sections of the alternative will run through private and unpaved roads which may require the installation of wayfinding signs or even paving the roadways to improve trail conditions. In lieu of wayfinding signs, Wakulla County and CRTPA may consider negotiating with the property owners to pave the private roads, which could allow for the use of shared lane markings. In addition to the challenges created by the unpaved roads, Sonja Lynn St. is surrounded by wetlands which could pose concerns for flooding.

To increase the impact of Alternative C, a small trail spur may be considered near Property 15 to provide a connection to Wakulla Middle School. This trail spur could greatly improve the use of the trail as it would connect the WEI, Wakulla Middle School, Medart Recreation Park, and the Coastal Trail. Though Alternative C is the longest of the proposed routes, the potential to connect these features represents a significant benefit to the community. Known benefits and challenges of the alternative being depicted can be seen in **Table3**.

Table 3: Alternative C Benefits and Challenges

Alternative C	
Benefits	Challenges
Connects the Medart Recreation Park with the WEI	Sonja Lynn Street is surrounded by a wetland
Connection to the middle school may be a possibility (via trail spur)	Wild Cat Alley is an unpaved private roadway
Provides connections to the neighborhoods south of the WEI	Longest alternative
	May impact 9 parcels

Wakulla Environmental Institute
Trail Feasibility Study: Alternative C

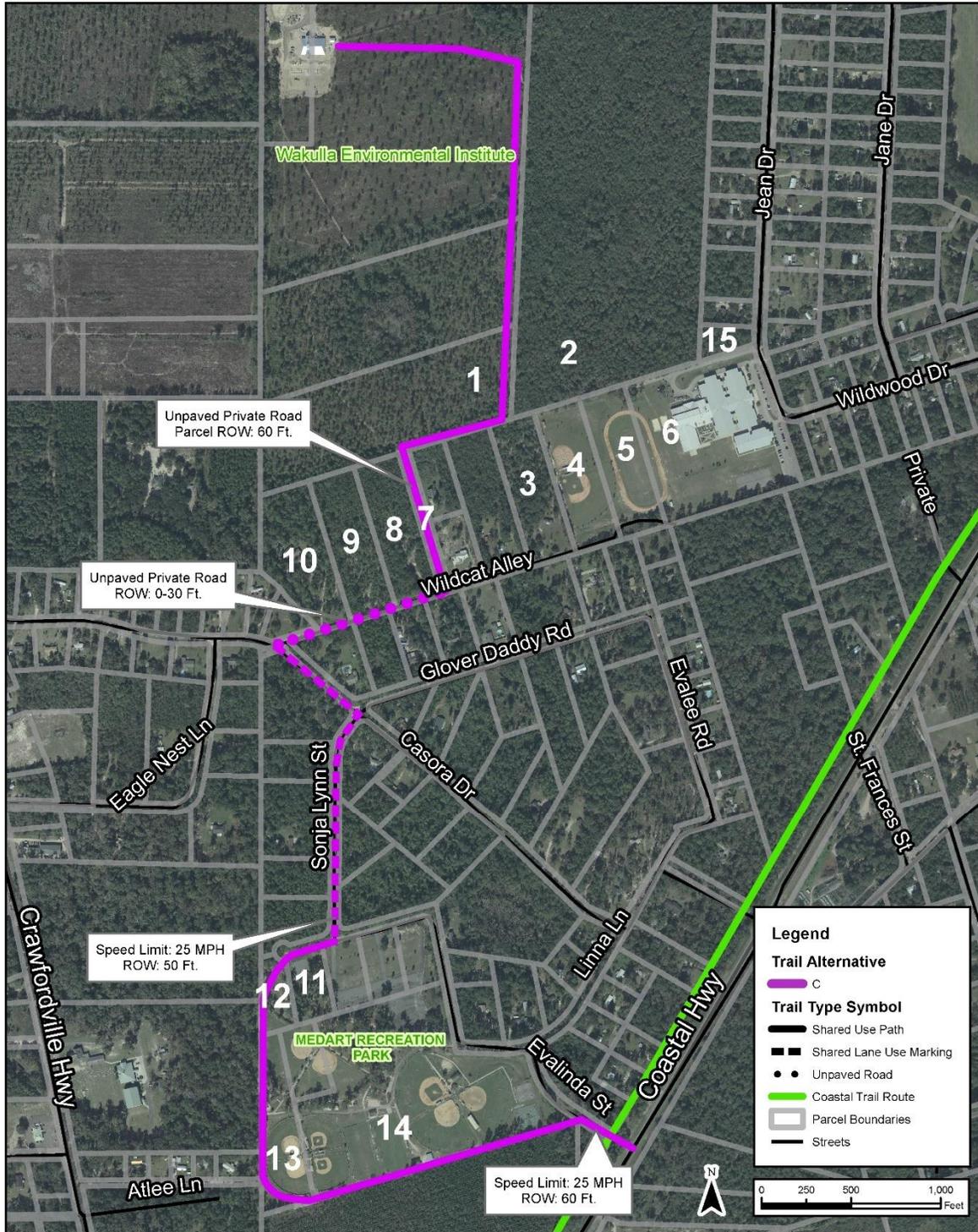


Figure 8: Alternative C Route

Future Residential Development

During this feasibility study, the parcel directly east of the WEI property was purchased by a local developer with the intentions of constructing a single family residential development. The project team met with the developer to discuss general coordination with the proposed trail. The developer stated that a road that connects this residential development over to U.S. 319 is desirable. The possible road route would be along the property boundary of this residential development, through the south perimeter of the Gaby property, then along the existing, unpaved road easement owned by Gaby to Wildcat Alley to Casora Drive and out to U.S. 319 (**Figure 9**). If this route was ever constructed, a shared use path (or shared lane marking) could be placed adjacent to the roadway for access to the WEI as well as the residential development. This opportunity may be further considered as comprehensive plan changes for this parcel occur and construction of the road is further evaluated.

Wakulla Environmental Institute
 Trail Feasibility Study: Potential Development U.S. 319 Access Road

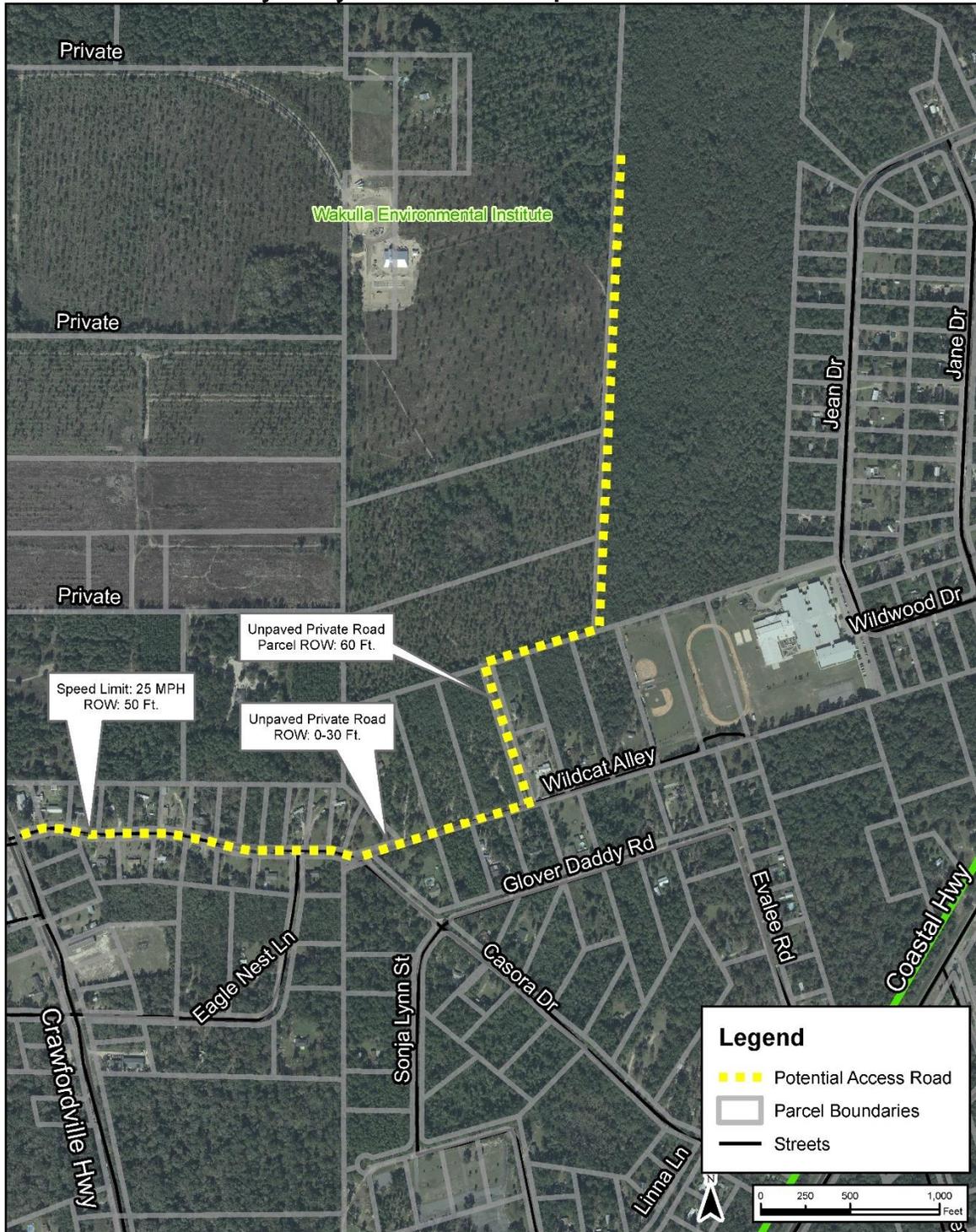


Figure 9: Potential Development U.S. 319 Access Road

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 Cost (Per Mile)
Road Paving*	\$ 2,200,000.00
Shared Lane Markings	\$ 30,000.00
Shared Use Path**	\$ 570,000.00

*FDOT LRE (2 lane 5 ft. shoulder)

** FDOT Actual Adjusted (\$450,000 + PE: \$60,000 + CEI: \$60,000)

The distances that the proposed alignments will vary between shared use paths and shared lane markings in each of the alternatives have been outlined in **Table 5**.

Table 5: Trail Type Distances

Alternative	Trail Type	Approximate Distance (feet)	Approximate Cost	Approximate Total Cost
Trail Alternative A	Shared Use Path	4,550	\$ 491,193.18	\$ 506,875.00
	Shared Lane Marking	2,760	\$ 15,681.82	
Trail Alternative B	Shared Use Path	2,790	\$ 301,193.18	\$ 328,693.18
	Shared Lane Marking	4,840	\$ 27,500.00	
Trail Alternative C	Shared Use Path	8,220	\$ 887,386.36	\$ 1,314,905.30
	Shared Lane Marking	1,910	\$ 10,852.27	
	Road Paving	1,000	\$ 416,666.67	

Based on the costs in **Table 5**, Alternative B will be the least expensive, while Alternative C represents the most expensive of the proposed routes. However, it should be noted that a part of Alternative C includes a road paving project that may be completed using funds outside of the anticipated trail funding. For example, Small County Outreach Program funding may be used. In addition, the local neighborhood would significantly benefit from this type of project, so for these reasons a portion of these costs will not be considered in the alternatives comparison.

Typical Sections

Typical section renderings have been created to depict the potential arrangement of the proposed alternatives in the area. These typical sections show how the shared-use paths and shared lane markings may be implemented through the different alternatives.

Figures 10 and 11 depict the how the implementation of shared lane markings could be implemented on the roadways. Shared lane markings represent the least amount of impact to the existing road network with relatively low cost. Shared lane markings should only be implemented on low volume roadways with speeds at or below 35 mph.

Figures 12 to 14 depict how a paved trail could be implemented through the wooded areas, Wakulla Middle School, and the Medart Recreation Park near the WEI. Where feasible, 10-12 ft. paved trails should be implemented to accommodate larger user volumes and types.

Figure 15 depicts the ideal development of the trail alongside the roadway. When feasible, the creation of a shared use path alongside the road should be implemented in order to provide a safer and more enjoyable trail system. In areas with low speeds and limited right of way, the trail can be placed directly alongside the travel lanes with a vertical delineator or similar buffer to clearly designate the separation of uses.

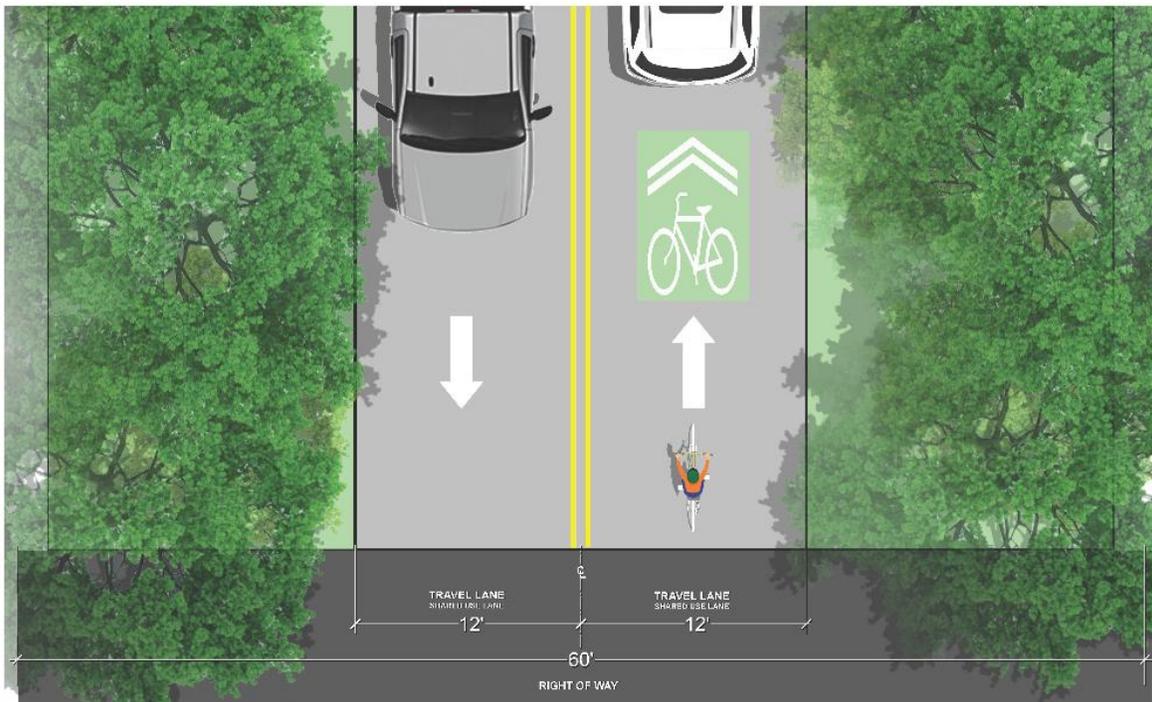
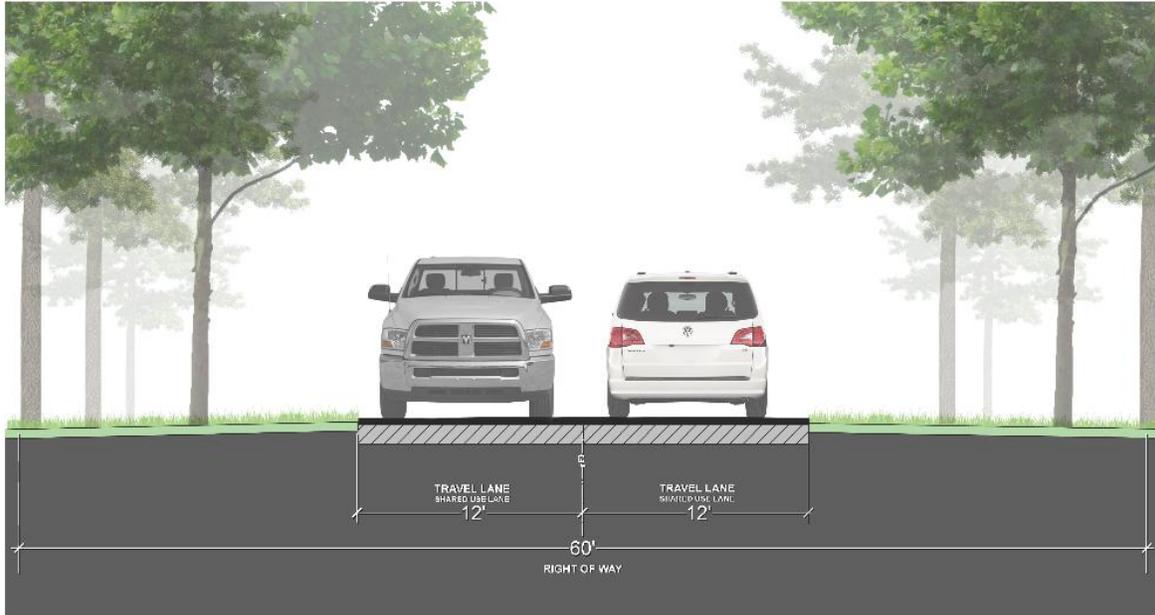


Figure 10: Shared-Lane Marking Typical Section

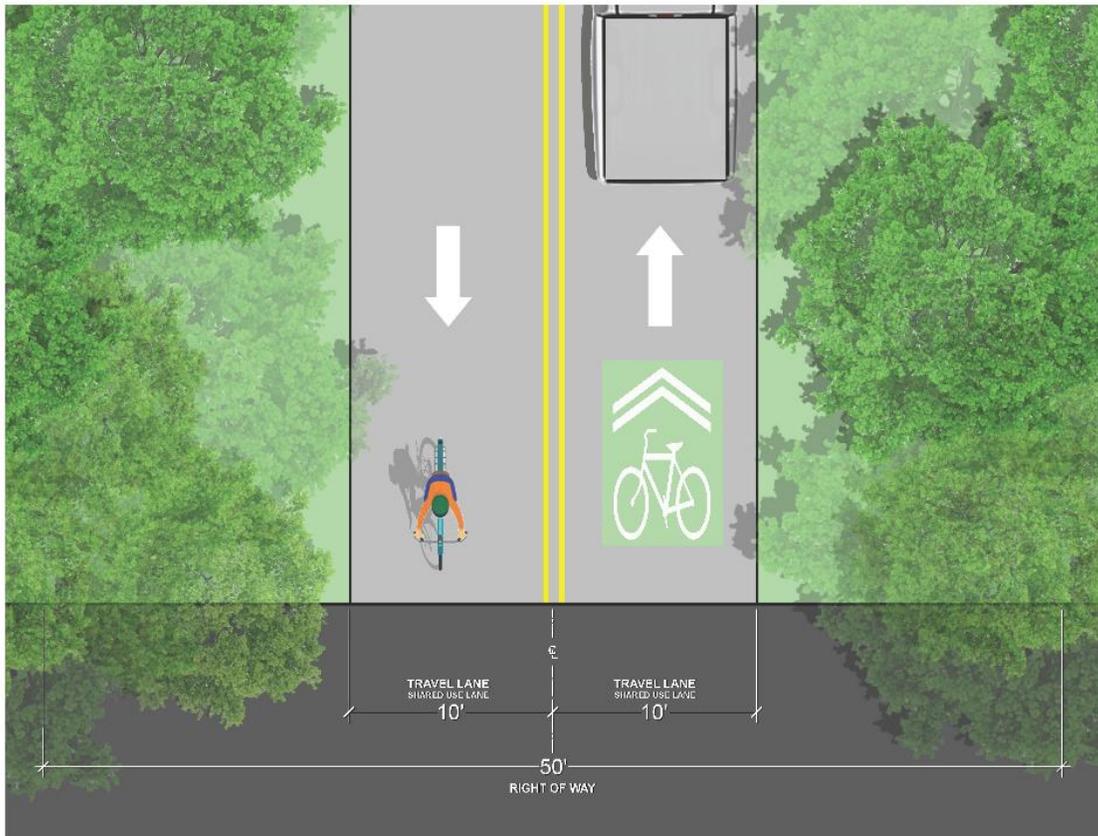
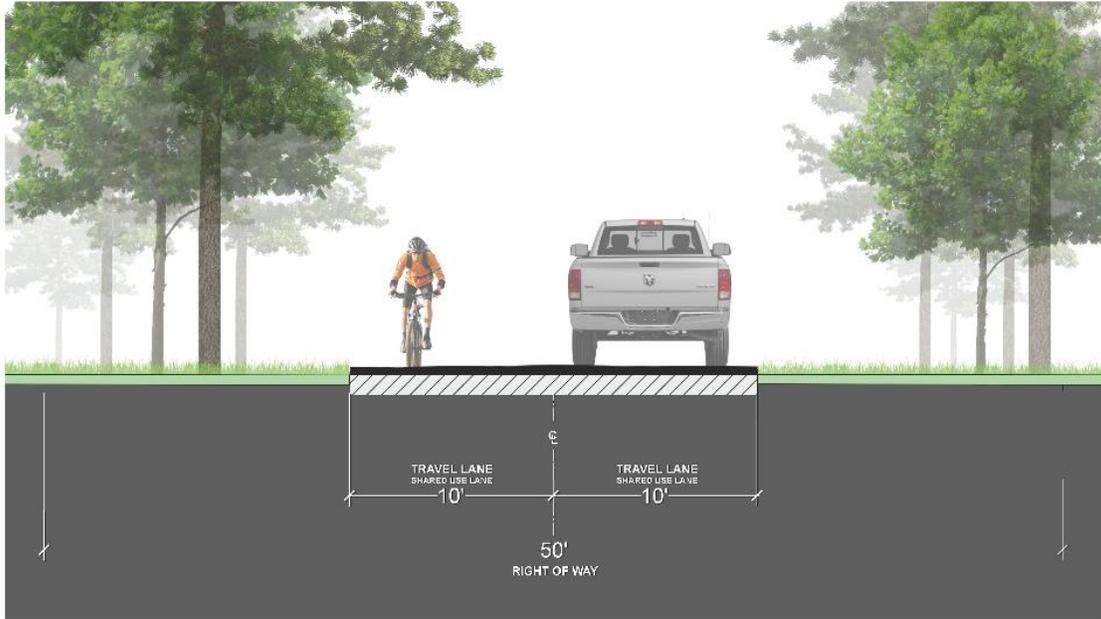


Figure 11: Shared-Lane Marking Typical Section



Figure 12: Shared-Use Path Typical Section

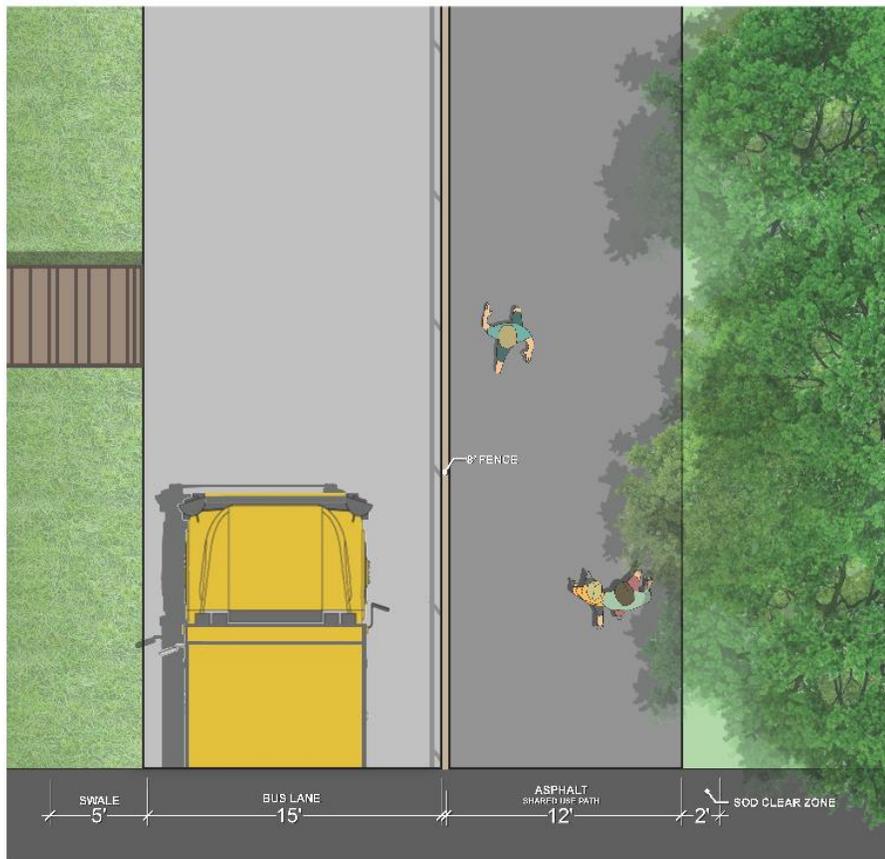


Figure 13: Shared-Use Path Typical Section



Figure 14: Shared-Use Path Typical Section



Figure 15: Shared-Use Path Adjacent to Roadway

Wayfinding and Signage

To help orient people better to this WEI trail connection, a unique symbol of a turkey may be used for the shared lane markings and wayfinding signage. This is a symbol used by the WEI and one that can easily recognizable so visitors to the area know what part of the regional trail system they are on. **Figure 16** and **Figure 17** show examples of potential shared lane markings and trail signage.

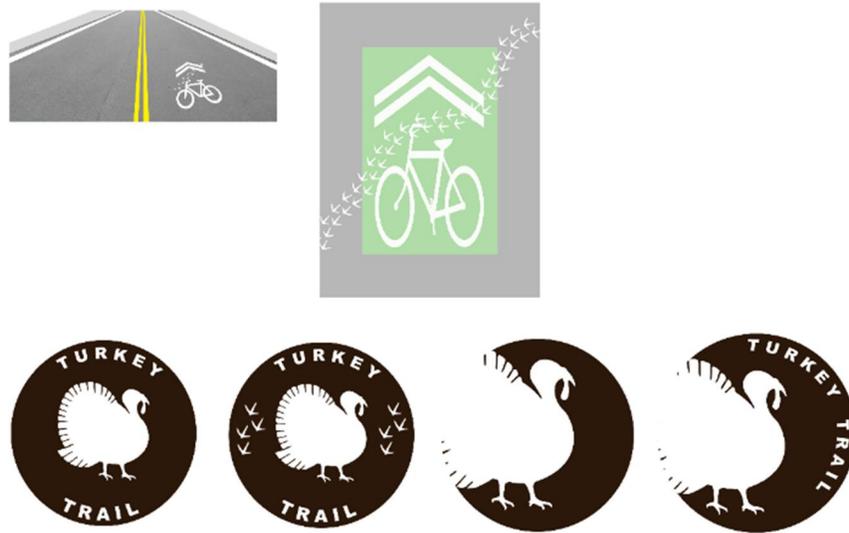


Figure 16: Wayfinding Options



Figure 17: Wayfinding Options

Preferred Alternative

Based on meetings with stakeholders, desktop review of existing conditions, and new development plans on adjacent properties, there are two viable options for this trail connection. Alternative C is viable through the potential road construction from the property east of the WEI. With the possible construction of a road through that property which is planned to be developed, then going through property 1 and property 7, the WEI trail would have an opportunity to be designed and constructed during that road construction. From that location, the trail would transition into shared lane markings along the neighborhood roads until reaching the Coastal Trail by way of Sonja Lynn St. This alternative would also give direct trail access to the new residential development in property 2. If it is determined that this property is not developable or that the new road is not feasible, placing the trail along the edge of this property, through the property owned by the Wakulla County School Board, Alternative A, would be another viable option. This alternative will require the construction of a security fence and ongoing coordination with the Wakulla County School Board on their lease of the property north of the middle school. Both preferred alignments would need easements on private land but property would not need to be purchased. Possible acquisition of property is also a possibility for these alternatives. With the possibility of the road design, construction, and paving being completed for the residential development, the estimated cost to implement the trail may be minimized. **Table 6** below summarizes the two viable options.

Table 6: Trail Type Distances

Viable Option	Approximate Total Cost	Modified Approximate Total Cost*	Property Acquisition	Number of Easements
Trail Alternative A	\$ 506,875.00	\$ 506,875.00	No	1 plus private road easement
Trail Alternative C	\$ 1,314,905.30	\$898,238.63	No	2

*Based on removing the cost of road pavement if already completed for the development of the new road connecting to Parcel 2.

Next Steps

The National Environmental Policy Act requires that all transportation projects complete an environmental assessment to determine the most appropriate alternative and environmental effects. Environmental refers to the natural environment, physical environment, and human environment. The type of environmental assessment is based on who is preparing the document, funding for the project, and preliminary analysis. Based on initial desktop analysis, it is anticipated that a minor environmental document will be required for this trail project, but that is dependent on whether or not it will be constructed along with the possible new road corridor. Coordination with appropriate agencies will need to take place during this stage of the project. The environmental assessment will look at the preferred alignment and make appropriate modifications to that alignment to reduce environmental impacts. Once the environmental document is approved, the project will move into design and construction.

Conclusion

The cost estimates found in this feasibility report are based on planning level cost estimates including costs for CEI and construction. The range of total costs for the viable alternatives found in this study are between \$500,000 and \$900,000 approximately. As stated above, if development occurs and the trail can be designed and constructed along with other projects, the cost to implement may be reduced as seen in the table above. The final trail alignment will be determined through near term coordination with private property owners, Wakulla County, and the Wakulla County School Board.