



CRTPA RETREAT

MONDAY, JANUARY 12, 2026

10 AM – 1 PM

**TALLAHASSEE STATE COLLEGE
CENTER FOR INNOVATION
PLAZA CONFERENCE & EVENTS ROOM (101)
300 W PENSACOLA STREET
TALLAHASSEE, FL 32301**

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL AGENDA

- 9:45 – 10:00 COFFEE AND DANISH**
- 10:00 – 10:30 NORTH MONROE STREET SAFETY STUDY PHASE II**
A presentation on recent efforts to enhance safety on the N. Monroe Street corridor through an analysis of the potential placement of controlled pedestrian crossings and intersection improvements will be provided.
- 10:30 – 10:45 CRTPA DASHBOARD**
A demonstration of the CRTPA's recently initiated dashboard will be provided.
- 10:45 – 11:15 US 90 WEST FEASIBILITY STUDY**
The US 90 West Feasibility Study (Gadsden County) evaluating a potential multiuse trail connection from Chattahoochee to Quincy will be discussed.

"Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans With Disabilities Act, or persons who require translation services (free of charge) should contact the CRTPA Title VI Coordinator, Suzanne Lex, four days in advance of the meeting at 850-891-8627 (Suzanne.Lex@crtpa.org) and for the hearing impaired, telephone 711 or 800-955-8771 (TDY)."

"La participación pública se solicita sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran adaptaciones especiales en virtud de la Ley de Americanos con Discapacidades, o las personas que requieran servicios de traducción (sin cargo) deben comunicarse con Suzanne Lex, CRTPA Coordinadora del Título VI, al 850-891-8627 Suzanne.lex@crtpa.org y para las personas con discapacidad auditiva, teléfono 711 o 800-955-8771 (TDY) cuatro días antes de la reunión.

- 11:15 – 12:00** **TALLAHASSEE TO HAVANA TRAIL/ORCHARD POND GREENWAY - ENVIRONMENTAL IMPACT AND ALTERNATIVES STUDY**
A discussion related to the study initiated in late 2025 for the Leon County portion of the Tallahassee to Havana Trail will be provided.
- 12:00** **WORKING LUNCH**
- 12:00 – 12:30** **WAKULLA COUNTY PROJECT UPDATES**
Information on transportation projects is scheduled to be provided by representatives of Wakulla County.
- 12:30 – 12:45** **COMMUNITY CHARACTERISTICS INVENTORY UPDATE**
A discussion on the CRTPA's update of its CCI will be provided.
- 12:45** **ADJOURNMENT**

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RETREAT AGENDA

NORTH MONROE STREET SAFETY STUDY PHASE II

STATEMENT OF ISSUE

The Project Team will be updating the Board on the North Monroe Street Safety Study Phase II.

BACKGROUND

The North Monroe Street Corridor (US 27) represents one of Tallahassee's and Leon County's major north-south corridors. The roadway is an Urban Principal Arterial, connecting suburban and rural communities in the north to downtown Tallahassee. The North Monroe Street Corridor is primarily bordered by commercial developments; however, cultural sites, schools, public sites, and residential neighborhoods are also located along the corridor. This effort will include locations within the seven-mile corridor between Tharpe Street and Capital Circle, NW.

In 2023, the CRTPA completed a Safe Streets and Roads for All (SS4A) Safety Action Plan for the region and the North Monroe Corridor and multiple intersections along the corridor were identified as part of the High Injury Network (HIN). It was this analysis that prompted the initiation of a safety study for North Monroe Street.

The first phase of the North Monroe Street Safety Study, the [North Monroe Street Implementation Plan](#), resulted in an SS4A application that sought to fund approximately \$21M for safety enhancements. The 2024 SS4A application resulted in the partial funding for minor roadway improvements. The grant award was not pursued since it only partially addressed the safety issues in the corridor and did not provide the necessary funding to complete these minor improvements. However, there was extremely positive feedback from the SS4A application reviewers for the CRTPA to continue coordinating with Leon County and the Blueprint Intergovernmental Agency to submit an SS4A grant application in 2025, of which, to date, no award announcement has been made.

To further detail potential pedestrian crossings and intersection improvements, staff initiated the North Monroe Street Safety Study Phase II. This effort is outlined on the following pages.

PROJECT TASKS

The CRTPA is looking to advance its safety efforts in the corridor with two primary tasks. The first task will review the placement of up to eight controlled pedestrian crossing locations along the North Monroe Street Corridor. The second task will be a traffic analysis of select intersections to further understand impacts and improve recommendations at these locations.

Potential Pedestrian Crossings

The eight (8) potential pedestrian crossings of North Monroe Street that will be analyzed are shown on **Attachment 1**, and include the following:

- Fred George Road – Swatts Road (Map 1)
- Spaulding Road – Hopkins Drive (Map 2)
- Homewood Road – Sessions Road (Map 3)
- Sessions Road – Okeeheepkee Road (Map 4)
- West Lakeshore Drive – Sharer Road (Map 5)
- Sharer Road – Allen Road (Map 6)
- East Bradford Road /MLK Jr Blvd – John Knox Road/Monticello Drive (Map 7)
- Northwood Center Boulevard – West Tharpe Street (Map 8)

In addition to analysis, the crossings will be developed, coordinated, and submitted to the Florida Department of Transportation (FDOT) for review.

Intersection Analysis

Traffic data from the recently completed implementation plan will be supplemented with additional traffic counts (conducted by subconsultant) to obtain peak period turning movement volumes including bicycle and pedestrian data for the intersections below (shown as **Attachment 2**).

- Martin Luther King Jr Boulevard/E Bradford Road (signalized)
- Silver Slipper Lane (unsignalized)
- John Knox Road (signalized)
- Allen Road (signalized)
- Sharer Road (signalized)
- Lakeshore Drive (signalized)
- Callaway Road (signalized)
- I-10 Eastbound Ramp Terminal (signalized)
- I-10 Westbound Ramp Terminal (signalized)
- Sessions Road (signalized)

Project Coordination

To ensure that the project has input from a wide range of technical professionals a stakeholder group was established. The initial stakeholder meeting was held on October 30, 2025 with representation from the CRTPA, Florida Department of Transportation, Leon County Public Works and Sheriff's Department, City of Tallahassee - Traffic Engineering, Traffic Operations, and Police Department, Tallahassee-Leon County Planning Department, and Blueprint Intergovernmental Agency.

CURRENT STATUS

The Project Team is evaluating the segment and intersection data to determine what, if any, safety improvements can be made along the corridor. The detailed analysis for potential segment and intersection improvements will be brought back to the CRTPA Board later this year.

ATTACHMENTS

Attachment 1 – Potential Pedestrian Crossings

Attachment 2 – Intersection Analysis Locations

Map 1 -Potential Pedestrian Crossing Fred George Road to Swatts Road



Map 2 -Potential Pedestrian Crossing Spalding Road to Hopkins Drive



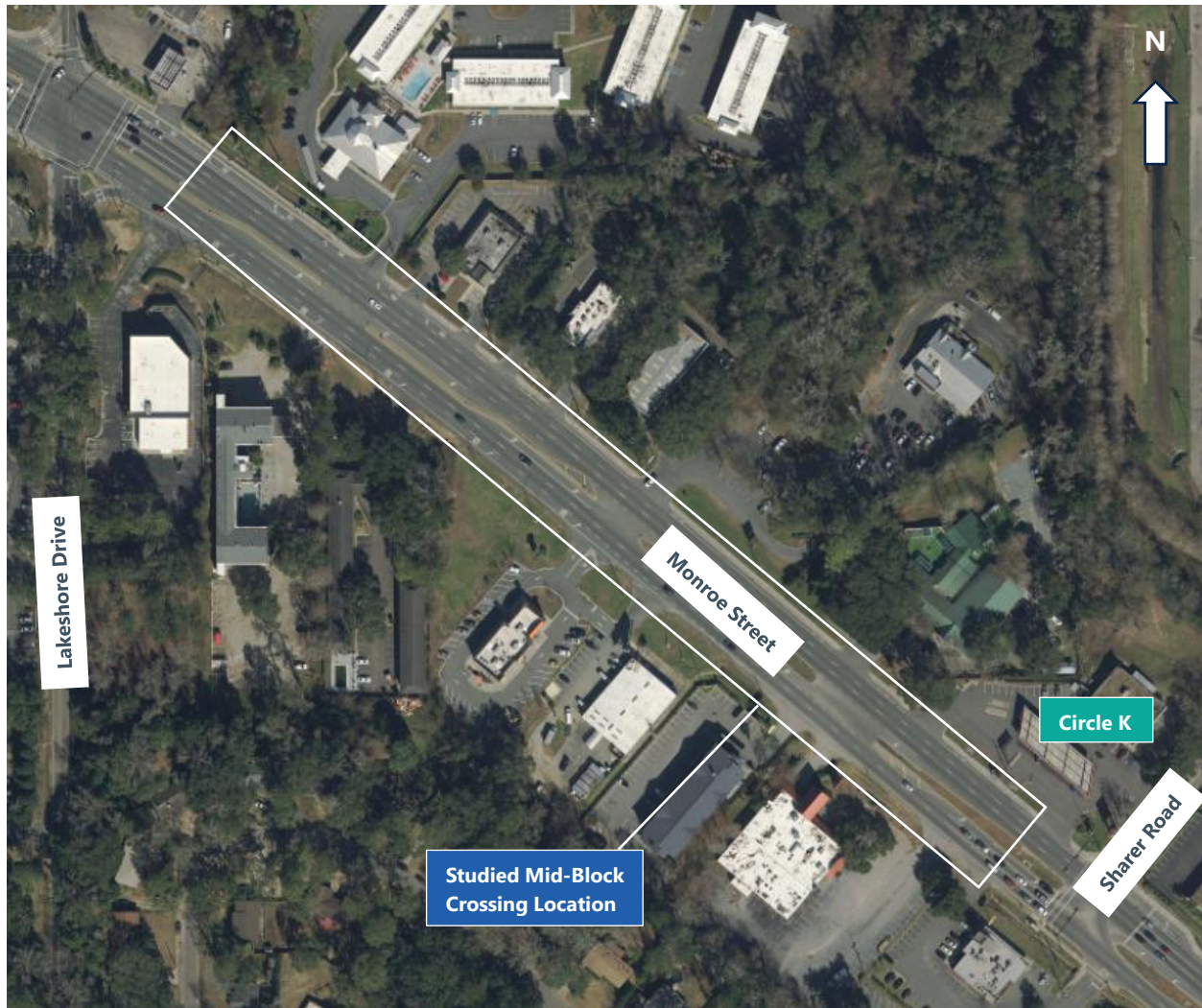
Map 3 -Potential Pedestrian Crossing Homewood Road to Sessions Road



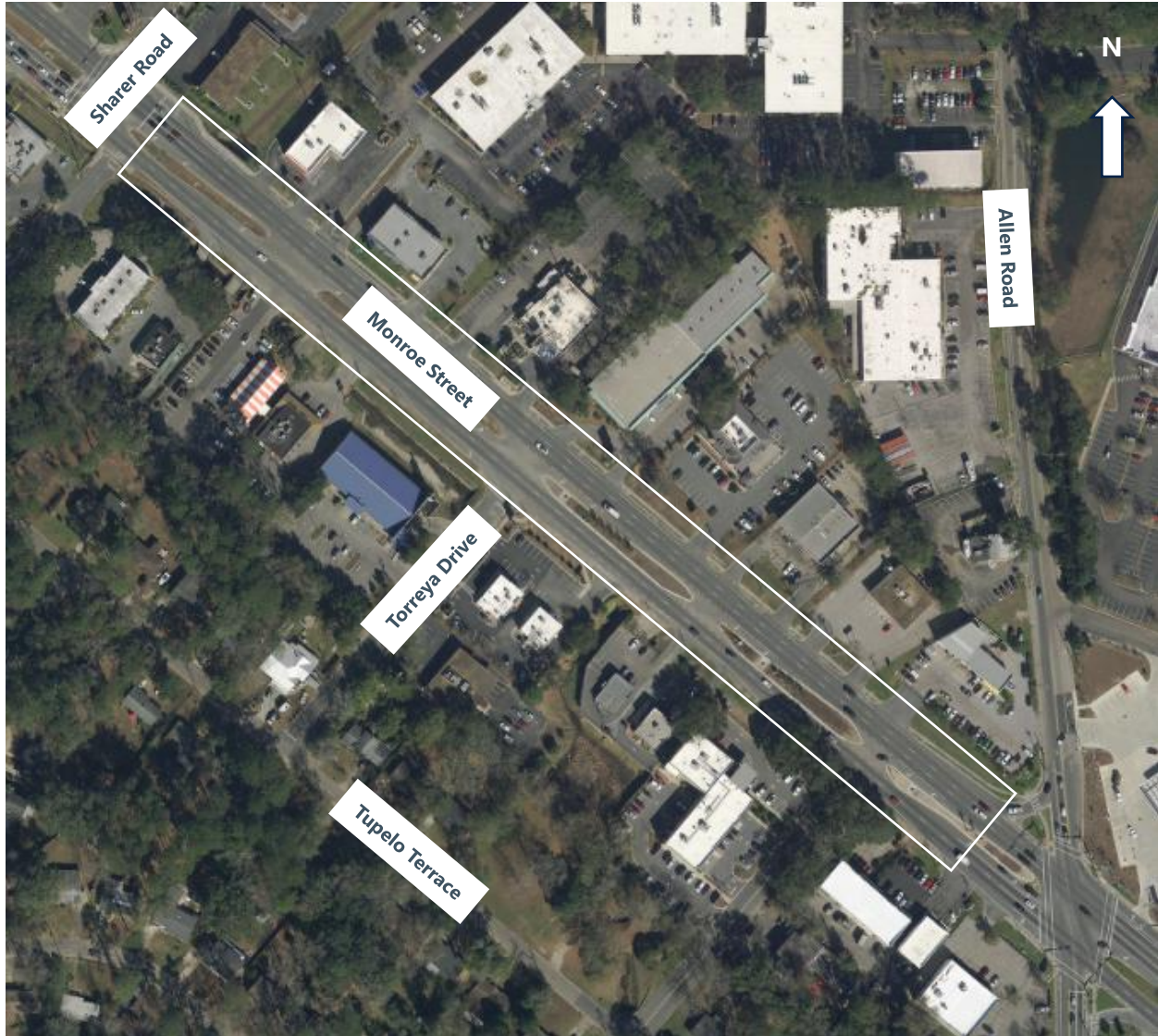
Map 4 -Potential Pedestrian Crossing Sessions Road to Okeeheepkee Road



Map 5 -Potential Pedestrian Crossing West Lakeshore Drive to Sharer Road



Map 6 -Potential Pedestrian Crossing Sharer Road to Allen Road



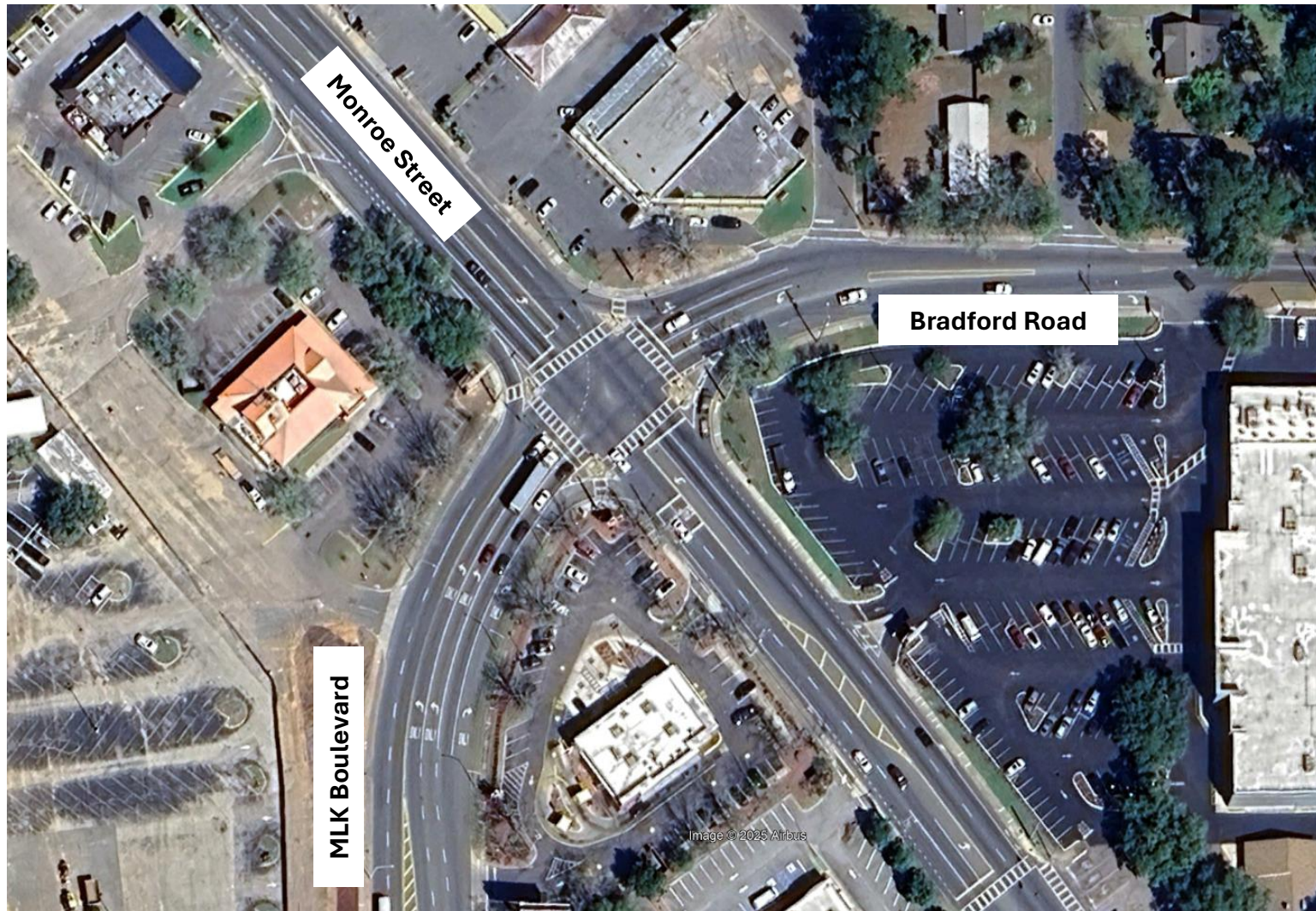
Map 7 -Potential Pedestrian Crossing John Knox Road to Bradford Road



Map 8 -Potential Pedestrian Crossing Northwood Center Boulevard to Tharpe Street



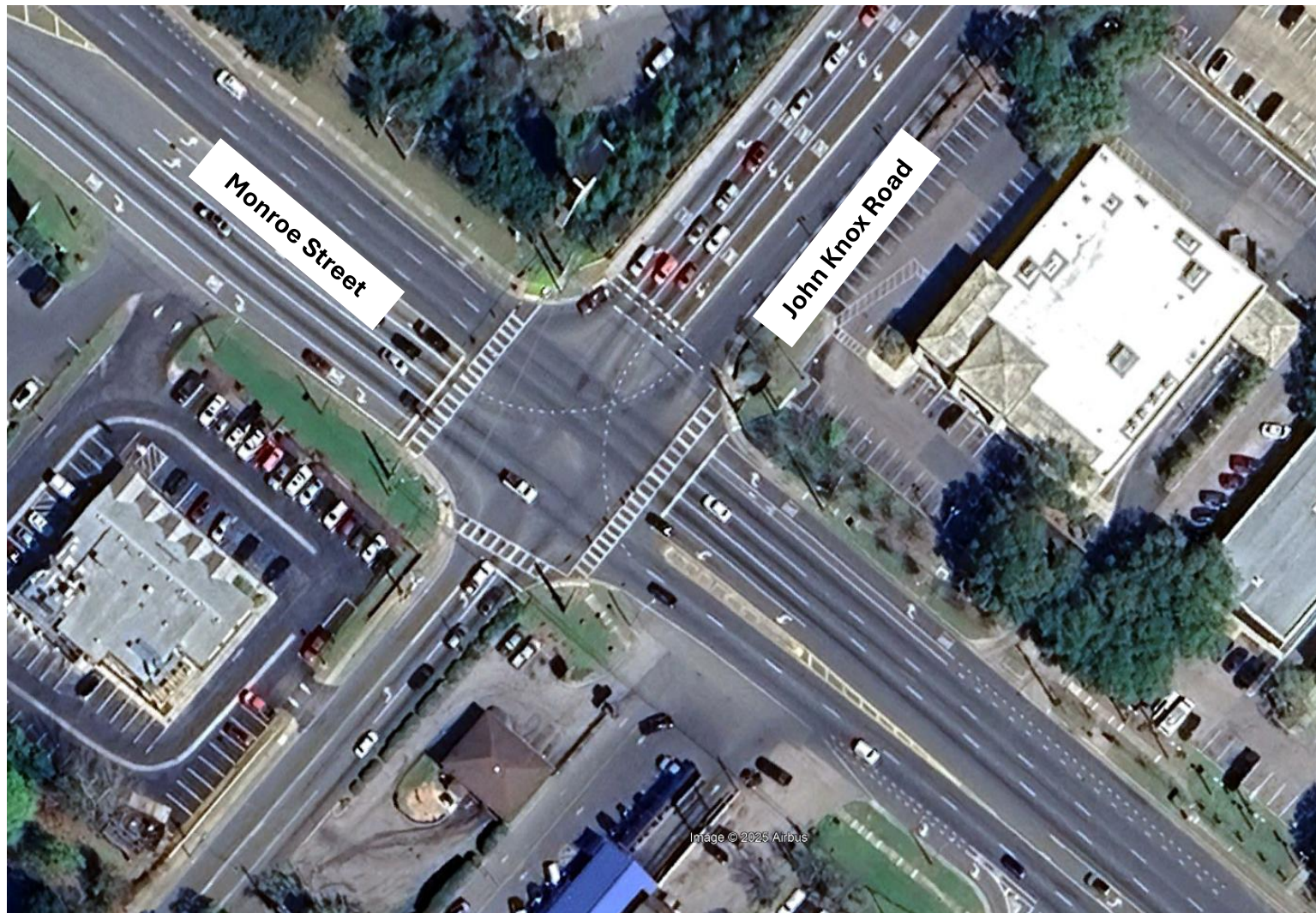
MLK Boulevard/Bradford Road at Monroe Street



Silver Slipper Lane at Monroe Street



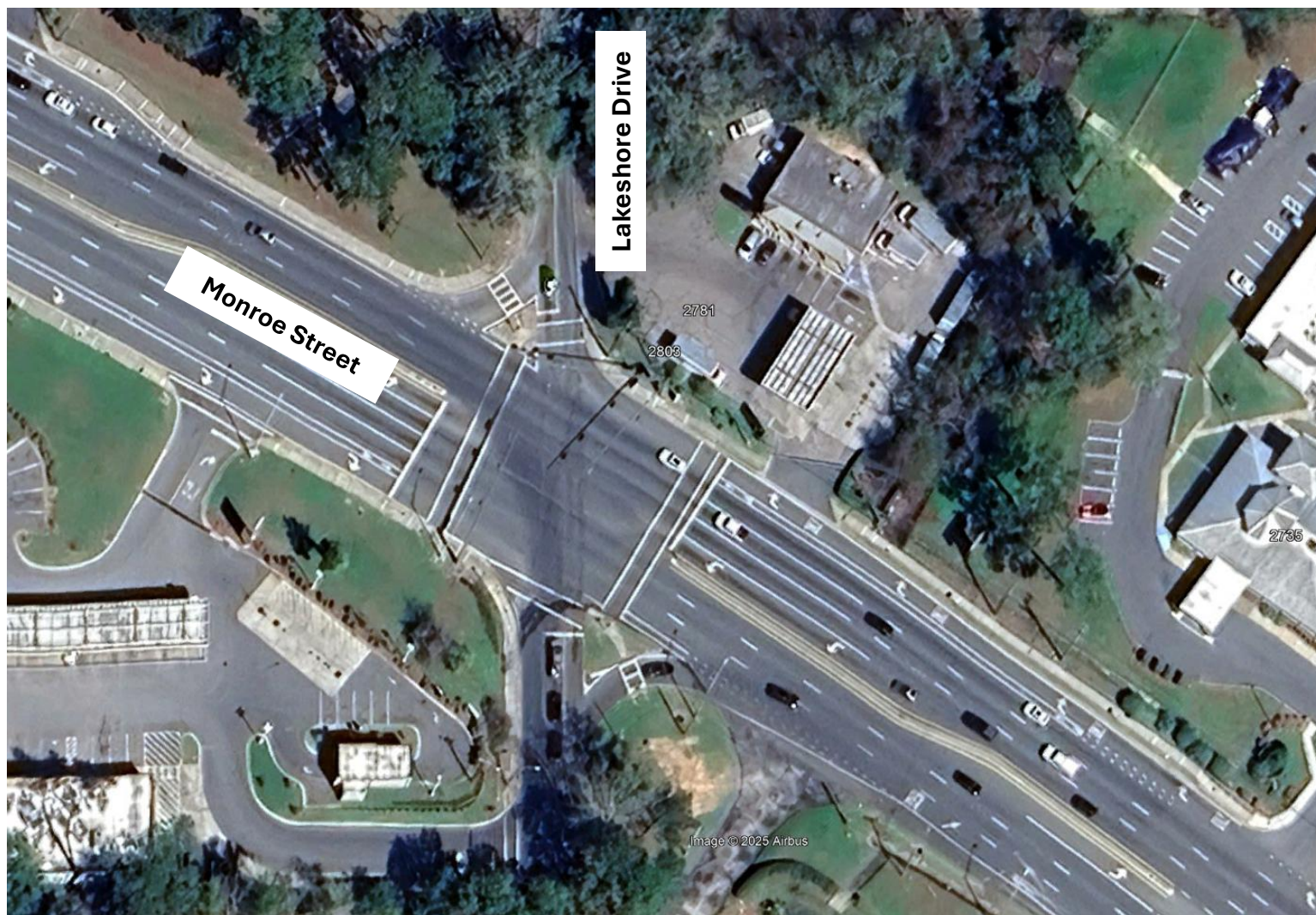
John Knox Road at Monroe Street



Sharer Road at Monroe Street



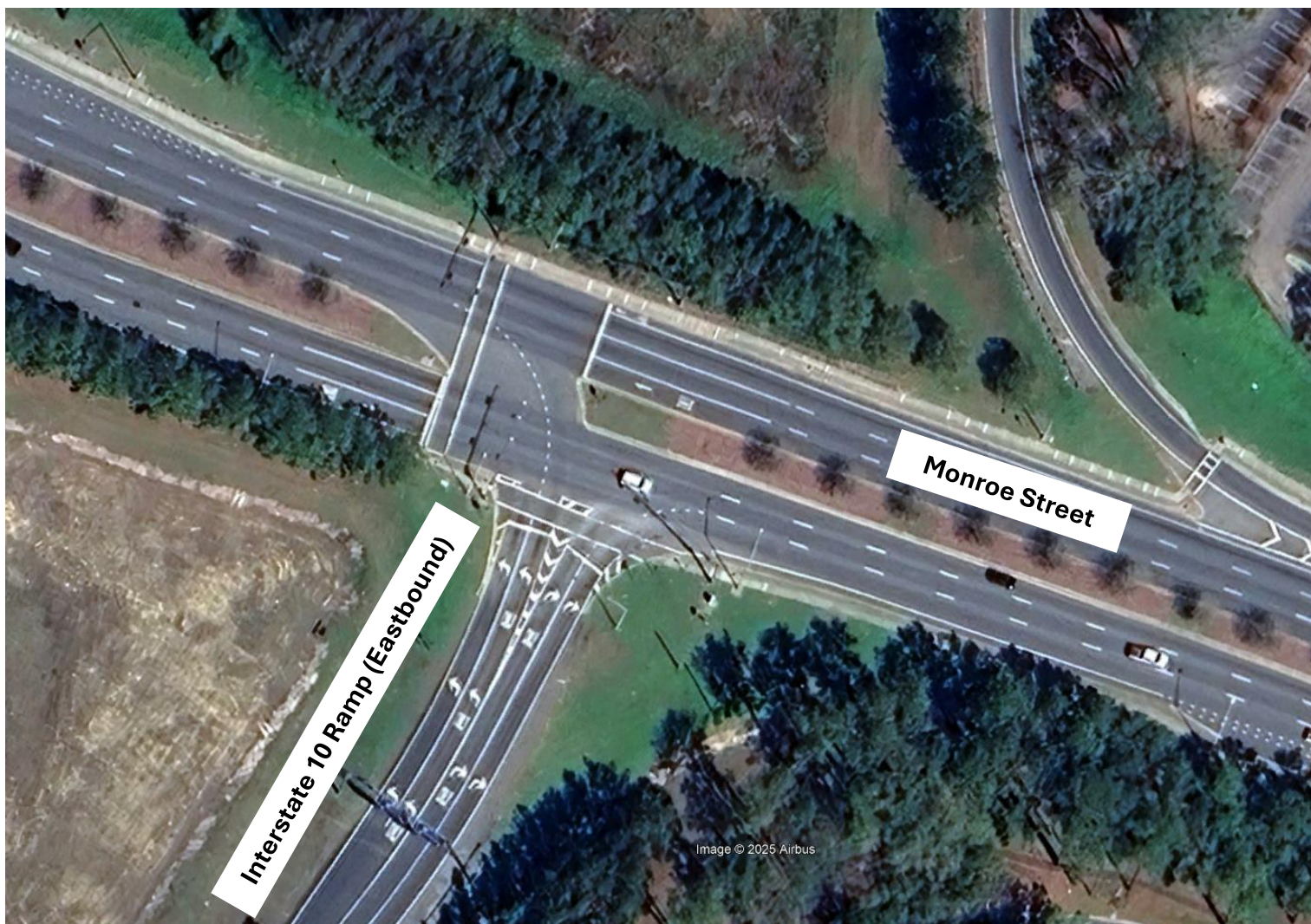
Lakeshore Drive at Monroe Street



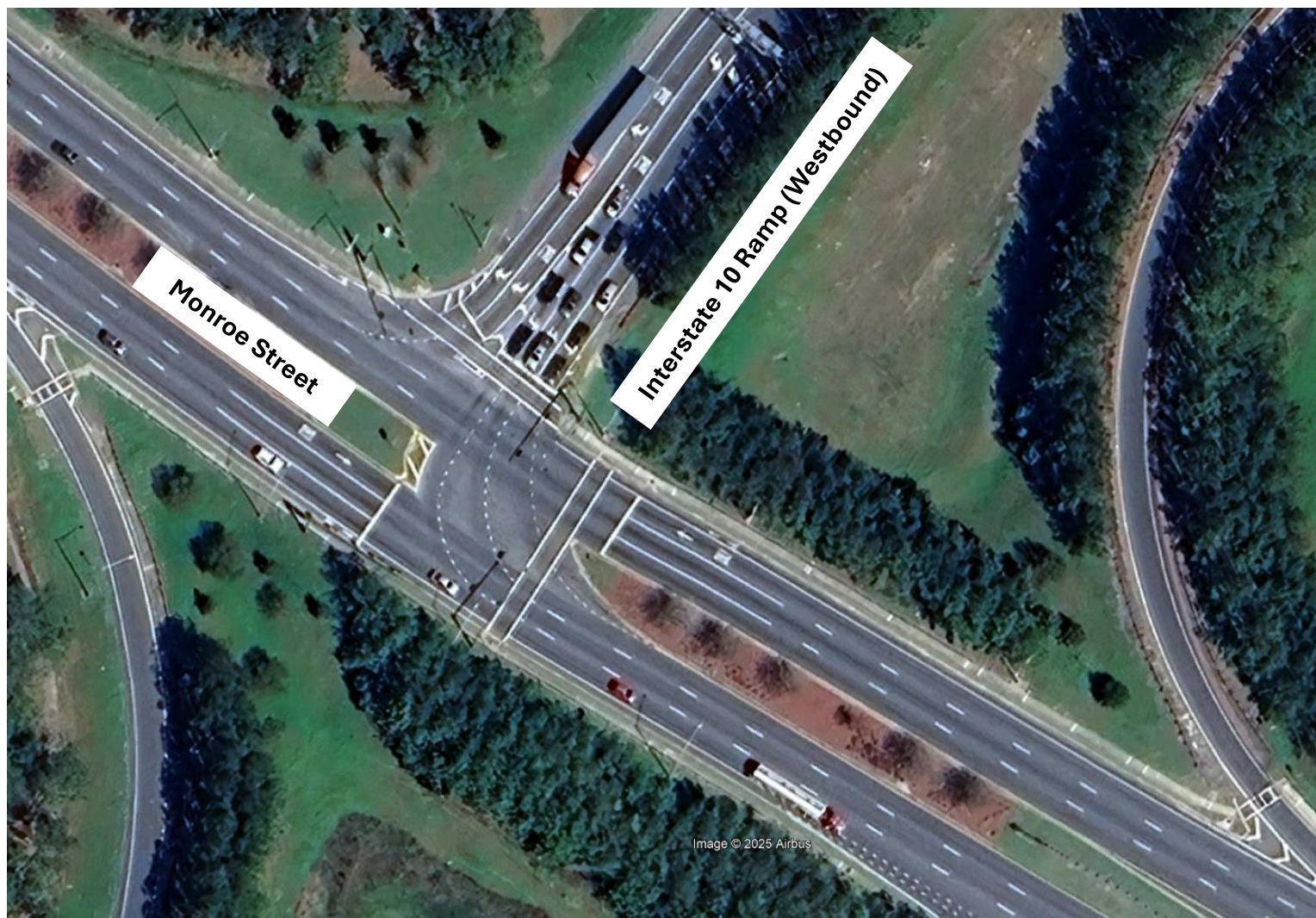
Lakeshore Drive at Monroe Street



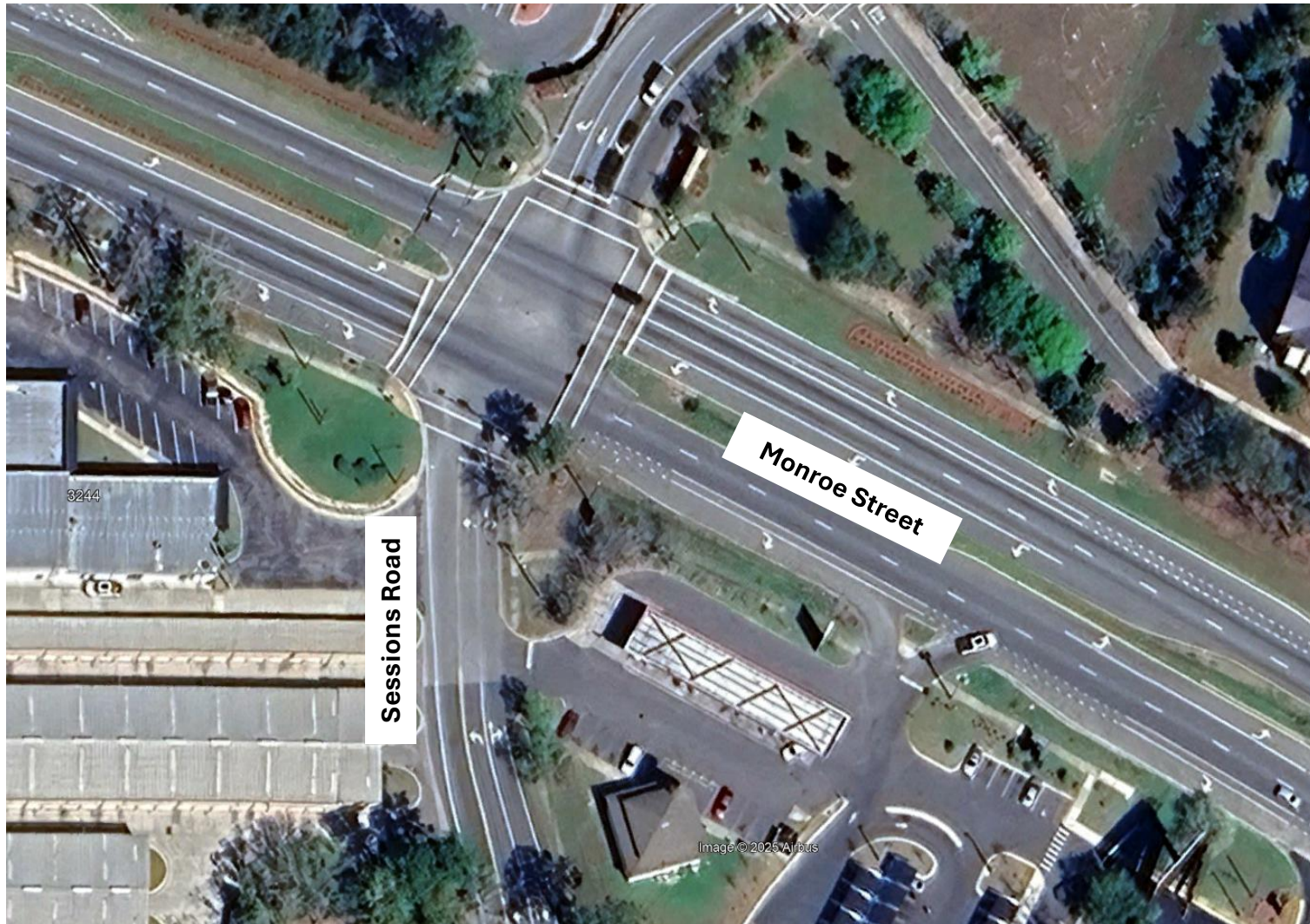
Interstate 10 Ramp (Eastbound) at Monroe Street



Interstate 10 Ramp (Eastbound) at Monroe Street



Sessions Road at Monroe Street





RETREAT AGENDA

TRANSPORTATION DATA MANAGEMENT CRTPA REPORTING AND DASHBOARD

STATEMENT OF ISSUE

The CRTPA employs the Urban SDK Transportation Data Management platform to gather, analyze, and visualize traffic conditions and reporting. Through systematic data collection and analytics the platform provides vital safety information, supports policy initiatives and facilitates efficient decision-making. Key features developed for the CRTPA Region include a customized [public-facing dashboard](#), regular reporting on traffic conditions and customized reports on key segments of major corridors and school zones.

BACKGROUND

Data analytics is an important tool in transportation planning. Mapping tools and transportation-specific data can visually and objectively convey trends. CRTPA has employed the Urban SDK software using a GIS platform to collect, verify, and analyze safety and speeding data.

The CRTPA's customized dashboard provides data on the following metrics:

- Crash Data - generalized information including location for the most recent full year of data (currently 2024) for each county and the Capital Region.
- Speed Data - for the following select, high volume corridors:
 - **Thomasville Road:** US27/N Monroe Street to Metropolitan Blvd.
 - **Thomasville Road:** Metropolitan Blvd. to Bradfordville Road
 - **Apalachee Parkway:** US27/Monroe Street to Capital Circle SE
 - **US27/N Monroe Street:** Tennessee Street to I-10
 - **US27/S Monroe Street:** Tennessee Street to Orange Avenue
 - **US90/Tennessee Street:** US27/N Monroe Street to Magnolia Drive
 - **US90/Mahan Drive:** US27/Magnolia Drive to Capital Circle NE

Through automated reporting, data is collected on average speed, traffic volumes and travel time reliability. Additionally, data on crash locations and types from Signal 4 is imported and also reported on the CRTPA Dashboard. This information provides the CRTPA, and local agency and law enforcement partners with information to make efficient and data-driven decisions.

The Tallahassee Police Department and the Leon County Sheriff's Office utilize the platform to follow up on neighborhood complaints regarding speeding and monitor peak speed violation times and locations. At times, these complaints prove to be more of a perception problem and at other times there is basis for concern and remediation. Through the use of the platform law enforcement efficiently gather data to respond to citizens' complaints and effectively allocate officers to areas where speed enforcement is critical.

Customized mobility analytics and data visualization is a key feature of the software platform. The Urban SDK platform offers an on-demand repository of data that can be accessed and visually presented. Staff can create, share, and save custom reports.

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US 90 WEST FEASIBILITY STUDY

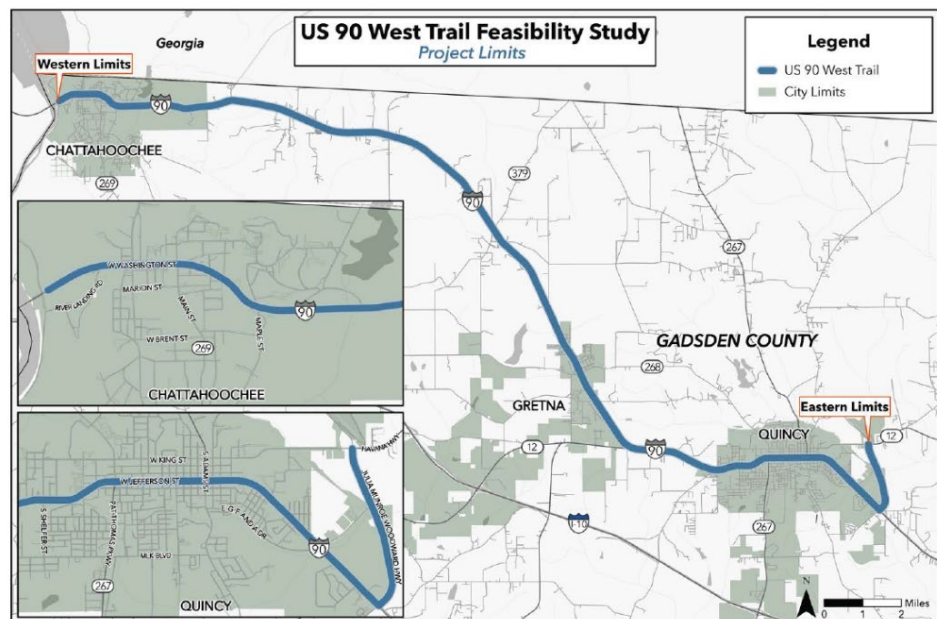
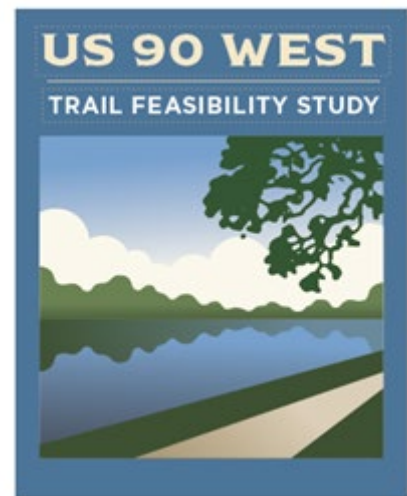
STATEMENT OF ISSUE

The recently initiated [US 90 West Feasibility Study](#) in Gadsden County, which evaluates the feasibility of constructing a paved 10- to 12-foot multi-use trail along US 90 West from Chattahoochee east to SR 12 in Quincy, will be discussed.

BACKGROUND

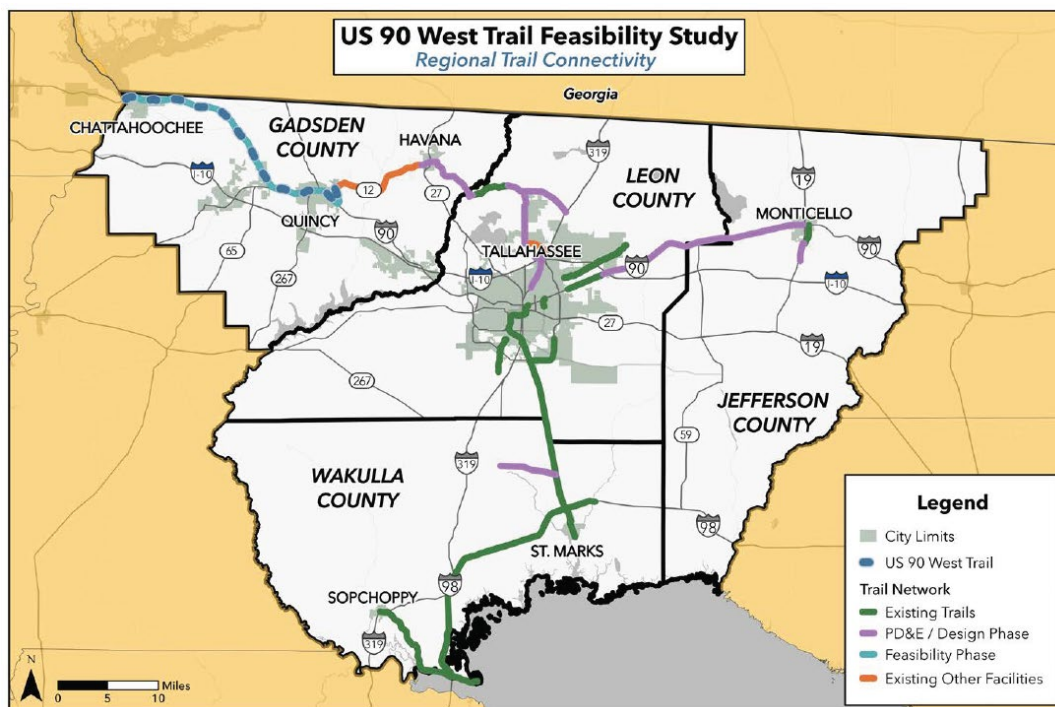
In late 2024, the CRTPA was awarded SUN Trails funding to develop a feasibility study along US 90 in Gadsden County. The funding followed the CRTPA's successful submission of a grant application for the project, which is included on the Florida Department of Environmental Protection's Land Priorities Trail Network.

The feasibility study is evaluating a trail along US 90 extending from the western limits of the City of Chattahoochee to the eastern limits of the City of Quincy. The approximately 22-mile project limits span from the Jackson County line west of Chattahoochee to SR 12 at the Quincy Bypass/Julia Munroe Woodward Highway (SR 269) east of Quincy, *as reflected in the map to the right.*



The study represents a first step in the westward expansion of the CRTPA region's multiuse trail system and will enhance connectivity to both existing and planned trails currently under development. For residents along the corridor, the trail will provide a safe, multimodal connection that links communities throughout Gadsden County. Furthermore, given the trail's length, the facility is expected to attract visitors from outside the region, supporting enhanced economic development within the Capital Region.

The below map details existing regional trails as well as trail projects currently under development in the CRTPA region, including the US 90 West Feasibility Study:



EXISTING CONDITIONS REPORT

One of the initial tasks associated with the study has recently been completed and involves the development of an [Existing Conditions Report](#). The report details the conditions along the corridor including potential issues to be addressed as the project moves forward. Also included in the report are the study's goals, shown to the right.

The Existing Conditions Report includes detailed information related to the land uses along the project's corridor as well as information related to the presence of driveways, preliminary right of way availability, wetlands, flood zones, historical and cultural resources, and wildlife species along the corridor.

PROJECT GOALS

- Enhance Safety for All Users
- Establish Continuous Multimodal Connectivity from Chattahoochee to Quincy
- Provide alternative transportation and recreational opportunities for residents, businesses, and visitors along the US 90 corridor in Gadsden County
- Expand the SUN Trails Regional Network in the Capital Region
- Enhance Economic Development and Tourism

NEXT STEPS

Next steps for the project include conducting public meetings along the corridor, identifying viable alternatives, and developing the project's Feasibility Report.

The project is scheduled for completion in late 2026.

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RETREAT AGENDA

TALLAHASSEE TO HAVANA TRAIL/ORCHARD POND GREENWAY ENVIRONMENTAL IMPACT AND ALTERNATIVES STUDY

STATEMENT OF ISSUE

The [CRTPA Tallahassee to Havana Trail/Orchard Pond Greenway Environmental Impact and Alternatives Study](#) was initiated in late 2025 to study the Leon County segment of the Tallahassee to Havana Trail (from Old Bainbridge Road (CR 153) at the Ochlockonee River to Orchard Pond Greenway at the eastern trailhead, a distance of approximately 4.6 miles).

BACKGROUND

[The Tallahassee to Havana Trail Feasibility Study](#) ("Study") was completed in 2022 and evaluated a potential multi-use trail connection between Tallahassee and Havana. Specifically, the Study analyzed the potential to construct a 10 to 12-foot multi-use trail between the Orchard Pond Parkway in Leon County and Salem Road in Gadsden County.

Subsequent to Study approval in 2022, the CRTPA applied for, and was awarded, SUN Trails funding for the next phases of the trail project. Specifically, design funding (\$678,000) was awarded for the Gadsden County segment (being managed by the Gadsden County). The Leon County segment was awarded funding (\$976,000) for the development of a Project Development and Environment (PD&E) Study/Environmental Impact and Alternatives Study (which is being managed by CRTPA).



The Environmental Impact and Alternatives Study for the Leon County segment of the project was initiated in late summer 2025 subsequent to [CRTPA Board approval](#) of the selection of Halff consultants to develop the study. The following efforts are underway or scheduled associated with study development (scheduled to be complete in late 2026):

- Engineering Analysis
 - Trail and Bridge Alternatives Analysis
 - Drainage Analysis
 - Traffic Analysis Technical Memorandum
 - Preliminary Engineering Report
- Environmental Analysis
 - Contamination Screening Evaluation Study (CSER)
 - Cultural Resource Assessment Survey (CRAS)
 - Natural Resources Evaluation Report (NRE)
 - Sociocultural Effects Evaluation (SCEE)
 - Section 4(f) Evaluation
- Public Involvement
 - Newsletters
 - HOA Articles
 - Stakeholder Meetings
 - Alternatives Public Meeting
 - CRTPA Board Meeting (Public Hearing)

To date, activities associated with corridor stakeholders have been initiated and will continue throughout the study's development.

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RETREAT AGENDA

CAPITAL REGION COMMUNITY CHARACTERISTICS INVENTORY

STATEMENT OF ISSUE

A Community Characteristics Inventory (CCI) report for the Capital Region has been developed. Data on the natural and built environment, land use, and socioeconomic and demographic factors provide the framework for the CCI. Cataloging of key social, economic and physical elements that define the Capital Region helps to inform planning and transportation decisions.

BACKGROUND

In 2025 the CRTPA approved and updated the Title VI Plan and Policy. One of the tasks identified in the Title VI Plan was to develop and maintain a CCI for the CRTPA four-county Metropolitan Planning Area. In addition, the CCI is a best practice for Metropolitan Planning Organizations and supports FDOT's requirement to collect statistical data of participants and beneficiaries of state highway programs. [23 CFR 200.9(b)(4)].

The profiles in the CCI are organized into several key categories:

People: Population size and density, demographic data, poverty levels, and cost of living indicators.

Education: Number and types of educational institutions, enrollment figures, school performance metrics, and educational attainment in the population.

Employment: Income levels and distribution, employment rates and employment industry sectors.

Housing: Type and condition of housing, affordability, vacancy rates, and ownership compared to rental rates.

Environmental: Land use, zoning, flood zones, recreational facilities, and sustainability initiatives.

Transportation: Evaluation of modal splits, commute information, public transportation services, traffic counts, congestion levels, and bicycle and pedestrian infrastructure.

- Safety:** Crash data, crime rates and types of crimes, and fire and emergency medical service coverage.
- Health:** Public health indicators and challenges, health disparities among different demographic groups, and access to healthcare facilities.
- Community:** Cultural and recreational opportunities and the availability and accessibility of community services.

The CCI illustrates the diverse nature of the region and is a useful tool. This inventory will be used to guide planning efforts and to foster meaningful collaborations with stakeholders and community members. It will also serve as a resource for the CRTPA member governments.

NEXT STEPS

The CCI report is being finalized and will be distributed for comment and review prior to the Technical Advisory Committee and Citizens Multimodal Advisory Committee meetings in February. Subsequently, the final draft will be presented for Board approval.

ATTACHMENTS

Attachment 1: Draft Presentation to be Provided