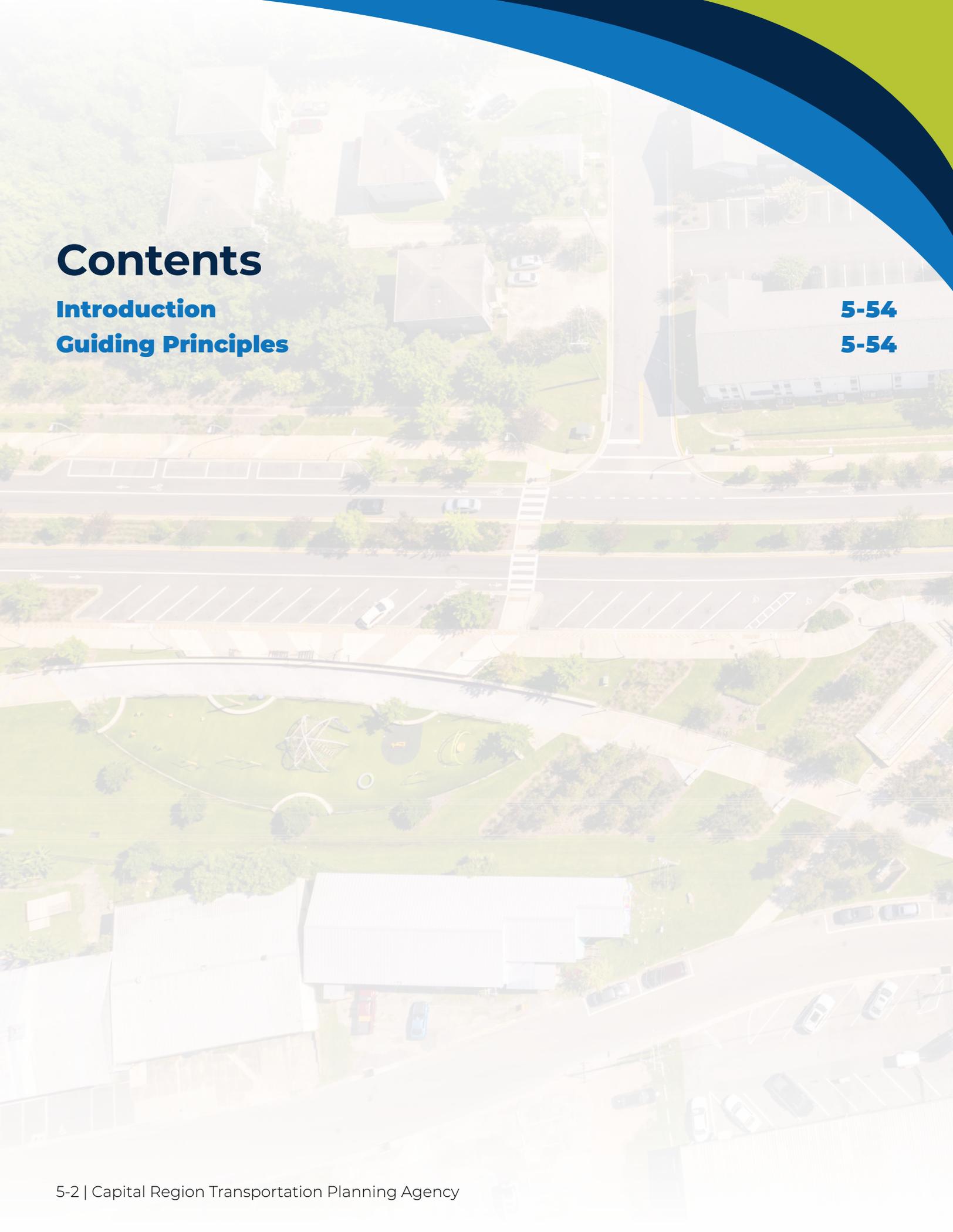


CHAPTER 5 NEEDS ASSESSMENT AND PRIORITIZATION



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Introduction

Since the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, all federal transportation reauthorization laws have emphasized the importance of performance-based planning (PBP). The advent of Big Data in the 1990's, followed by technological advancements in data collection, processing and storage, has made PBP the gold standard of most transportation studies. This has made it possible to operationalize plan goals and objectives. This is done by establishing metrics associated with the objectives and applying those metrics to assess transportation infrastructure and prioritize improvements that can address measurable deficiencies.

Guiding Principles

The Regional Mobility Plan (RMP) goals detailed in **Chapter 3 Goals and Objectives** were selected based on their alignment with the goals of the Capital Region for addressing transportation decisions and challenges associated with growth as well as their alignment with the national goals established in Title 23 of the United States Code.

The ability of the CRTPA to measure the transportation and community benefits of future transportation investments was established by identifying measurable objectives associated with Goals. **Table 5-1** summarizes the RMP Goals and Objectives.

Table 5-1. RMP Guiding Principles and Objectives

Guiding Principle	RMP Objectives
Safety	Reduce fatal and severe injury crashes. Reduce fatal and severe injury crashes involving vulnerable users.
Multimodal Accessibility	Improve multimodal access to public transit. Improve bicycle and pedestrian infrastructure in traditionally underserved areas.
Natural Resource Protection	Limit impacts to natural resources like parks and preservation areas. Limit impacts to historic and cultural resources.
Economic Development	Improve mobility in high growth areas. Improve mobility on heavy truck routes.
Land Use	Improve bicycle and pedestrian facilities in mixed use areas. Improve multimodal accessibility in affordable housing areas.
Connectivity	Close gaps in sidewalk network. Close gaps in bike network.
Security, Resilience, Reliability	Improve resilience in flood prone areas. Maintain mobility on evacuation routes. Mitigate non-recurring traffic congestion.
System Preservation and Efficiency	Expand use of technological and/or operational strategies.
Travel and Tourism	Improve access to tourist attractions for all users. Reduce recurring congestion on roadways.

Weighting Factors

One of the nuances of PBP is a weighting of the goals to reflect each goal's importance, relative to the other goals. As part of the RMP development process, the CRTPA Board held a retreat in January 2025 to discuss and evaluate the methodology and approach for conducting the needs assessment and project prioritization weighting. The initial set of goal weights recommended to the Board were based on what the CRTPA learned from the first phase of public engagement (see **Chapter 4 Public Involvement Summary**). The Board accepted these weights but also requested that an alternative weighting structure with more uniformity be tested. **Table 5-2** summarizes the public outreach-based weights and the alternative weights suggested by the Board.

Table 5-2. Weighting Factors

Guiding Principle	Public Input Weighting	CRTPA Board Weighting
Safety	15%	14%
Multimodal Accessibility	15%	14%
Natural Resource Protection	15%	14%
Economic Development	10%	14%
Land Use	8%	14%
Connectivity	13%	11%
Security, Resilience, Reliability	11%	9%
System Preservation and Efficiency	10%	8%
Travel and Tourism	3%	2%

Several similarities exist between the two weighting approaches. The Recommended set of weights resulting from the public outreach as well as those from CRTPA Board Workshop identified Safety, Multimodal Accessibility, and Natural Resource Protection as the highest priorities. The CRTPA Board also felt that efforts to coordinate transportation investments with economic development and land use initiatives were also top priorities. Both groups saw travel and tourism considerations as the lowest priority when making transportation investment decisions.

Scoring Criteria

Measuring the performance of future transportation investments and assessing the needs of the transportation system is accomplished by identifying criteria and a scoring rubric that use the weighting factors noted above. Measurable data sets, relating to the RMP goals, evaluate current and future conditions to identify a relative ranking of projects and areas of need.

Since certain criteria are specific to the benefits of a future project, specifically those addressing the Natural Resource Protection and System Preservation and Efficiency Guiding Principles, the RMP Project Team worked through the scoring criteria and weighting to develop a system-level needs assessment and a project prioritization scheme for the Year 2050 RMP. **Table 5-3** lists the criteria for each of the guiding principles that were used to evaluate performance of proposed projects relative to the goals of the RMP. Also included are the scoring values and conditions that were applied to the weighting factors and an indication of those that were also used in the system-wide needs assessment.

Table 5-3. Needs Assessment Prioritization Criteria

Goal	Criteria	Points	Used in Needs Assessment
Safety			
Reduce fatal and severe injury crashes.	Project location is on the High Injury Network	1 point	✓
Reduce fatal and severe injury crashes involving vulnerable users.	Project location is on the vulnerable user High Injury Network	1 point	✓
Multimodal Accessibility			
Improve multimodal access to public transit	Project location currently does not include a bike lane within ¾ mile of transit	1 point	✓
Improve bicycle and pedestrian infrastructure in traditionally underserved disadvantaged areas	Project location currently does not include walking or cycling infrastructure in a traditionally underserved area?	1 point	✓
Natural Resource Protection			
Limit impacts to natural resources like parks and preservation areas	Project location is not in or near environmentally sensitive area	1 point	✗
Limit impacts to historic and cultural resources	Project location is not in, or near, historic/cultural resources	1 point	✗
Economic Development			
Improve mobility in high growth areas or areas designated as economic development/growth areas in local plans	Project located on a roadway in high growth area with a future Level of Service of E or F	1 point	✓
Improve mobility on heavy truck routes	Project located on a roadway with greater than 10% daily truck traffic with a future Level of Service of E or F	1 point	✓
Land Use			
Improve bicycle and pedestrian facilities in mixed use areas	Project location currently does not include walking and biking facilities in a mixed use area	1 point	✓
Improve multimodal accessibility in affordable housing areas	Project location has low bicycle accessibility in a traditionally underserved area	1 point	✓
Connectivity			
Close gaps in sidewalk network	Project location currently does not include a pedestrian facility	1 point	✓
Close gaps in trail and bike lane network	Project location currently does not include a bike lane or shoulder	1 point	✓
Security, Resilience, Reliability			
Maintain mobility on evacuation routes	Project located on a hurricane evacuation route with a future Level of Service of E or F	0.7 points	✓
Mitigate non-recurring traffic congestion	Project location has a planning time index >1.5	0.7 points	✓
Improve resilience in flood prone areas	Project location is within the 100-year floodplain	0.7 points	✓
System Preservation and Efficiency			
Expand use of technological and/or operational strategies	Project is an operational improvement	2 points	✗
Travel and Tourism			
Improve access to tourist attractions for all users	Project provides direct connection to an attraction	1 point	✓
Reduce recurring congestion on roadways	Project located on a roadway with a future Level of Service of E or F	1 point	✓

Needs Assessment

Identifying needs on the regional transportation system was accomplished through various applications of the weighting factors and scoring criteria previously discussed. Determining the system needs excluded the criteria associated with the Natural Resource Protection and System Preservation and Efficiency guiding principles.

Figure 5-1 and **Figure 5-2** illustrate how roadways in the Capital Region rank comparatively using the recommended weights (Public Input) and the alternative weights (CRTPA Board). Scores associated with the network are generally higher using the recommended weights compared with the alternative weights.

Figure 5-1. Needs Assessment using Recommended Weights

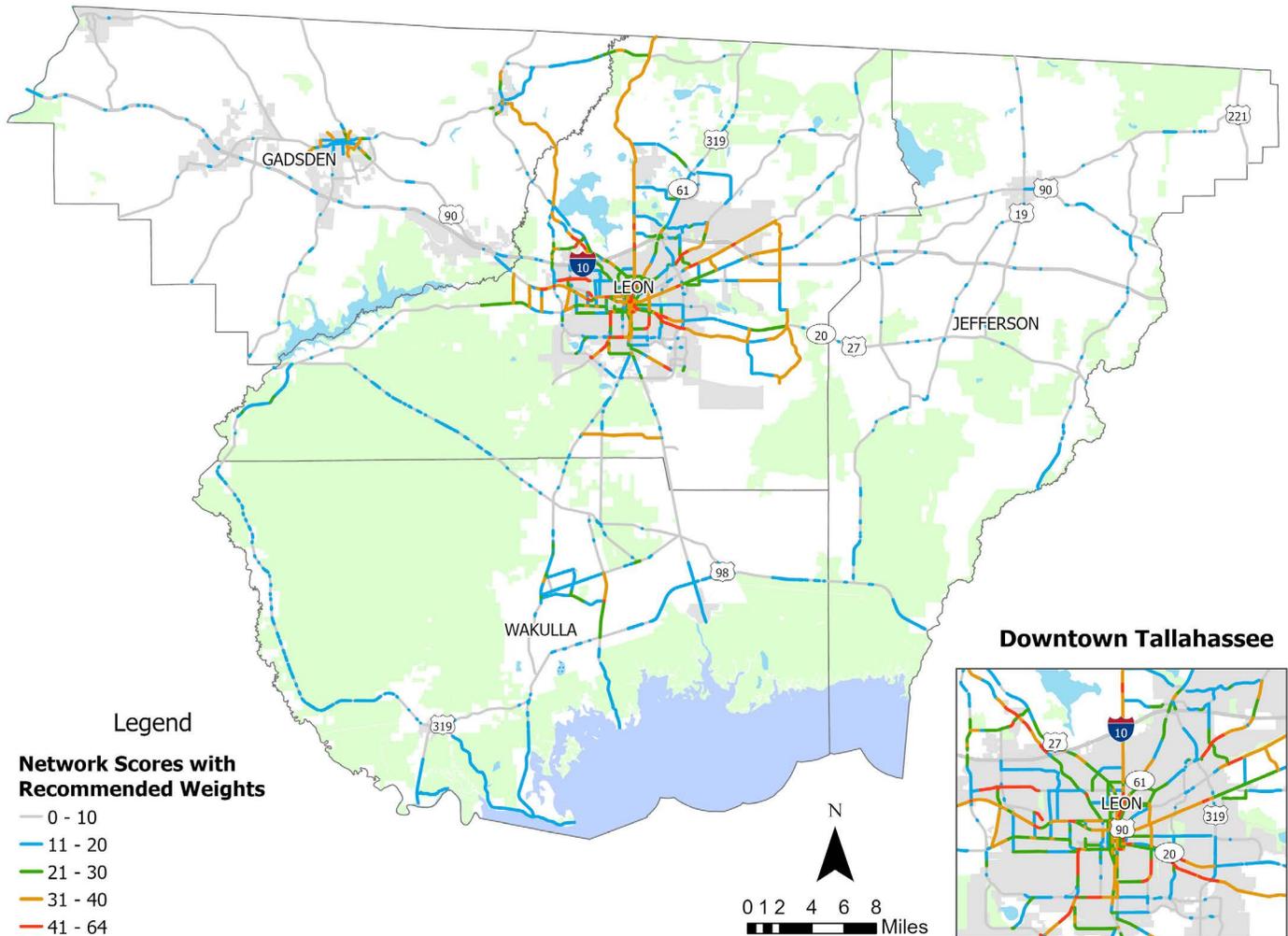
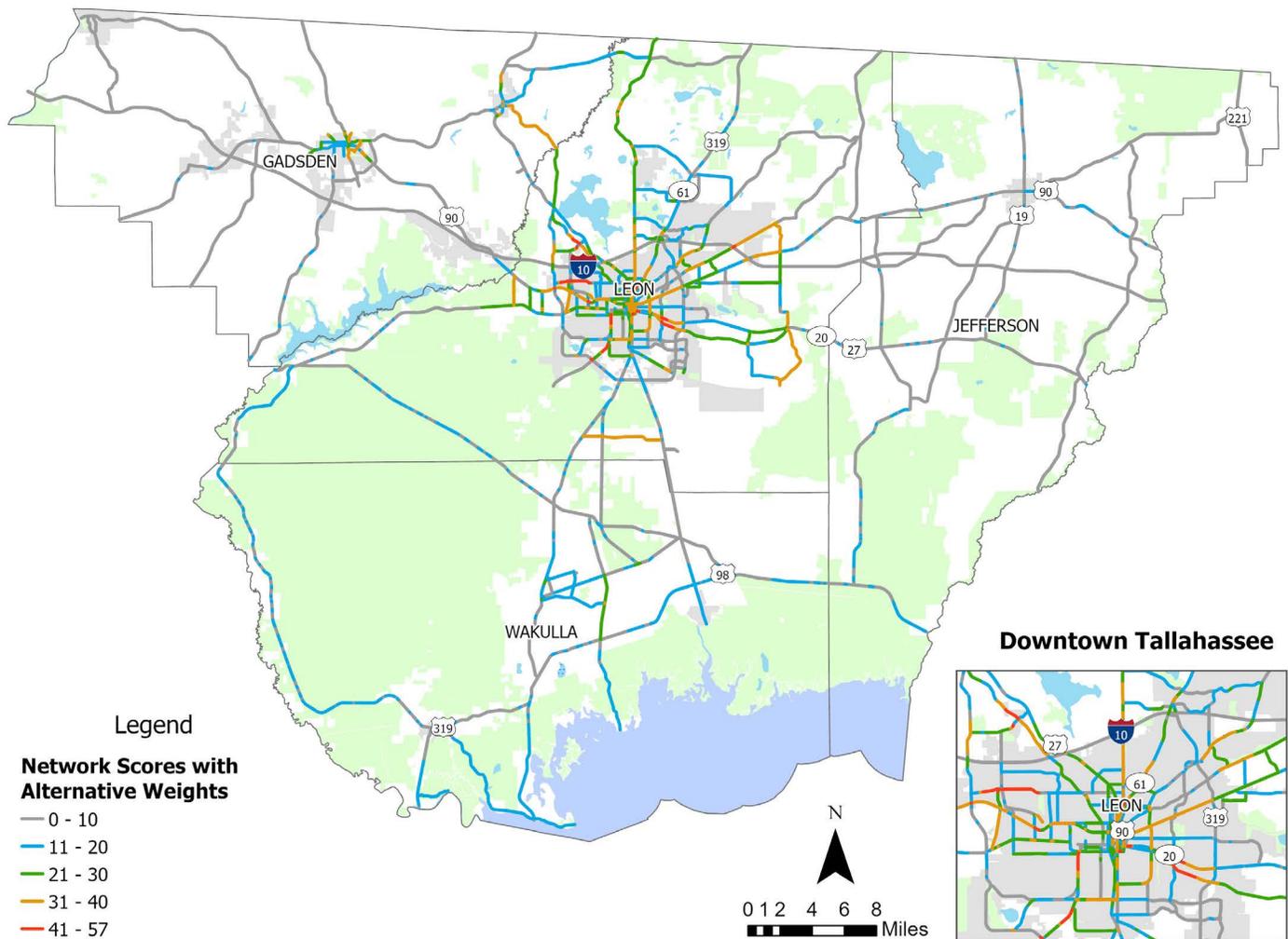


Figure 5-2. Needs Assessment using Alternative Weights



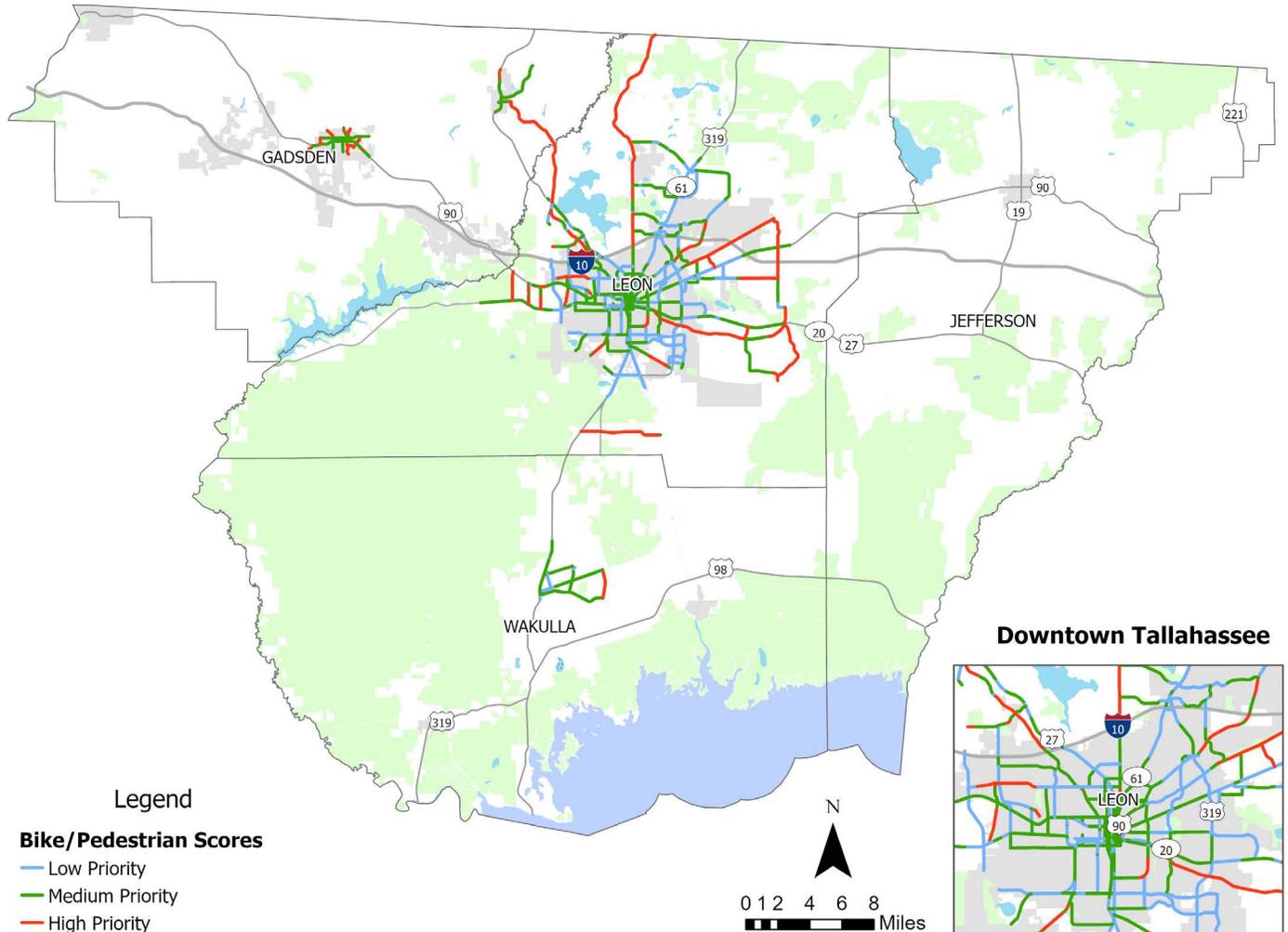
Roads in the Tallahassee core show the greatest change in project scores while other locations within Leon County also have higher scores using the recommended weights. Scores in the surrounding counties show little change in the scoring breakdown when comparing the two weighting systems.

This assessment of the regional transportation system points to the areas of higher need concentrated in Leon County. Areas of moderate need can also be seen in Quincy with less critical transportation needs in Jefferson and Wakulla Counties.

In addition to evaluating the transportation system to identify transportation needs, certain evaluation criteria were selected to develop focused areas of need. Three categories of needs were identified, including bicycle/pedestrian, mobility/congestion, and safety.

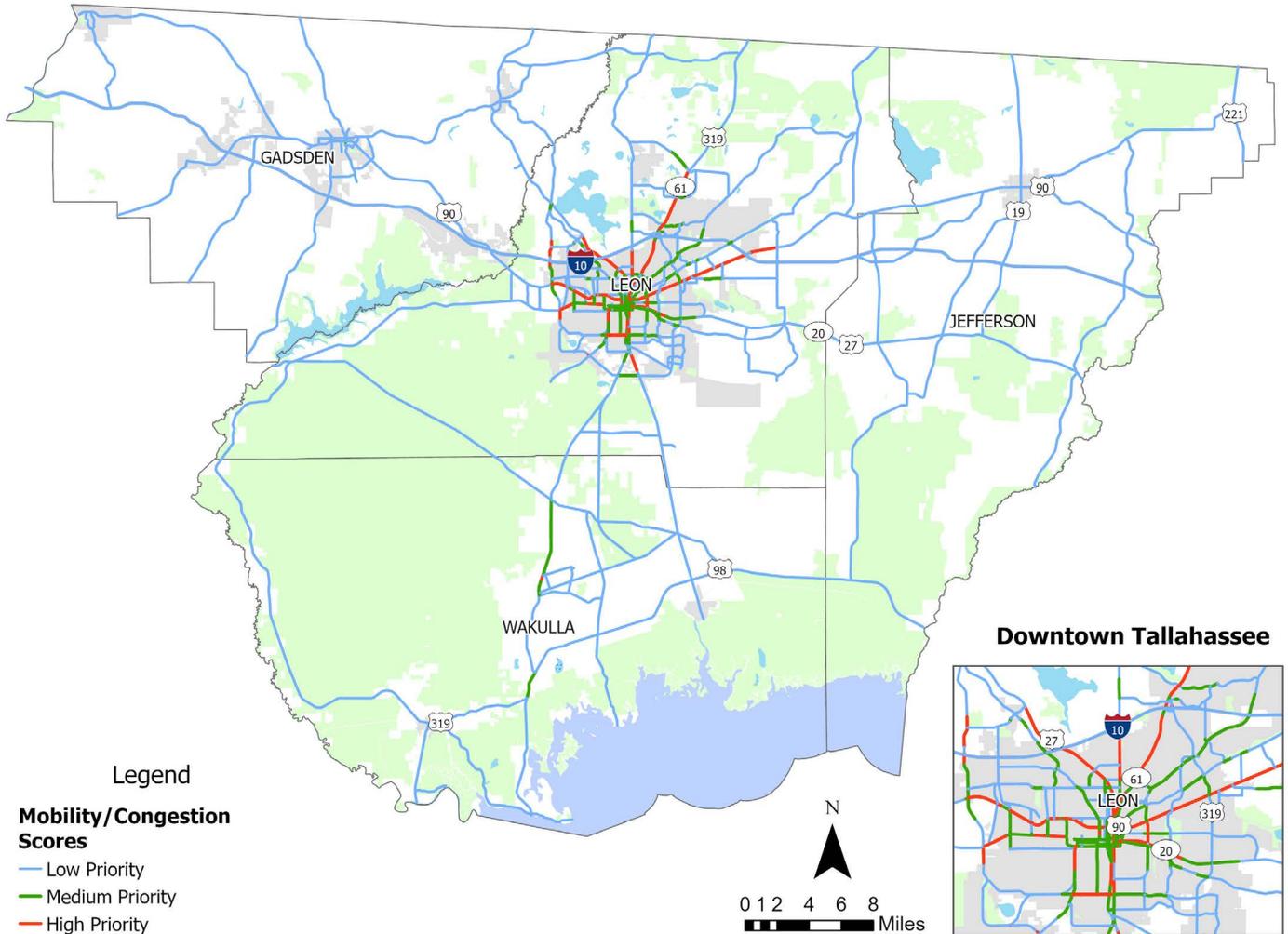
In **Figure 5-3**, high priority locations for bicycle and pedestrian projects appear in Leon County surrounding Tallahassee as well as Quincy and Crawfordville. Areas within Tallahassee show as medium to low priorities as a result of previous investment in walking and biking infrastructure. To calculate scores for this focus area, only criteria associated with the connectivity, multimodal access, and land use guiding principles were used.

Figure 5-3. Bicyclist/Pedestrian Focused Needs Assessment



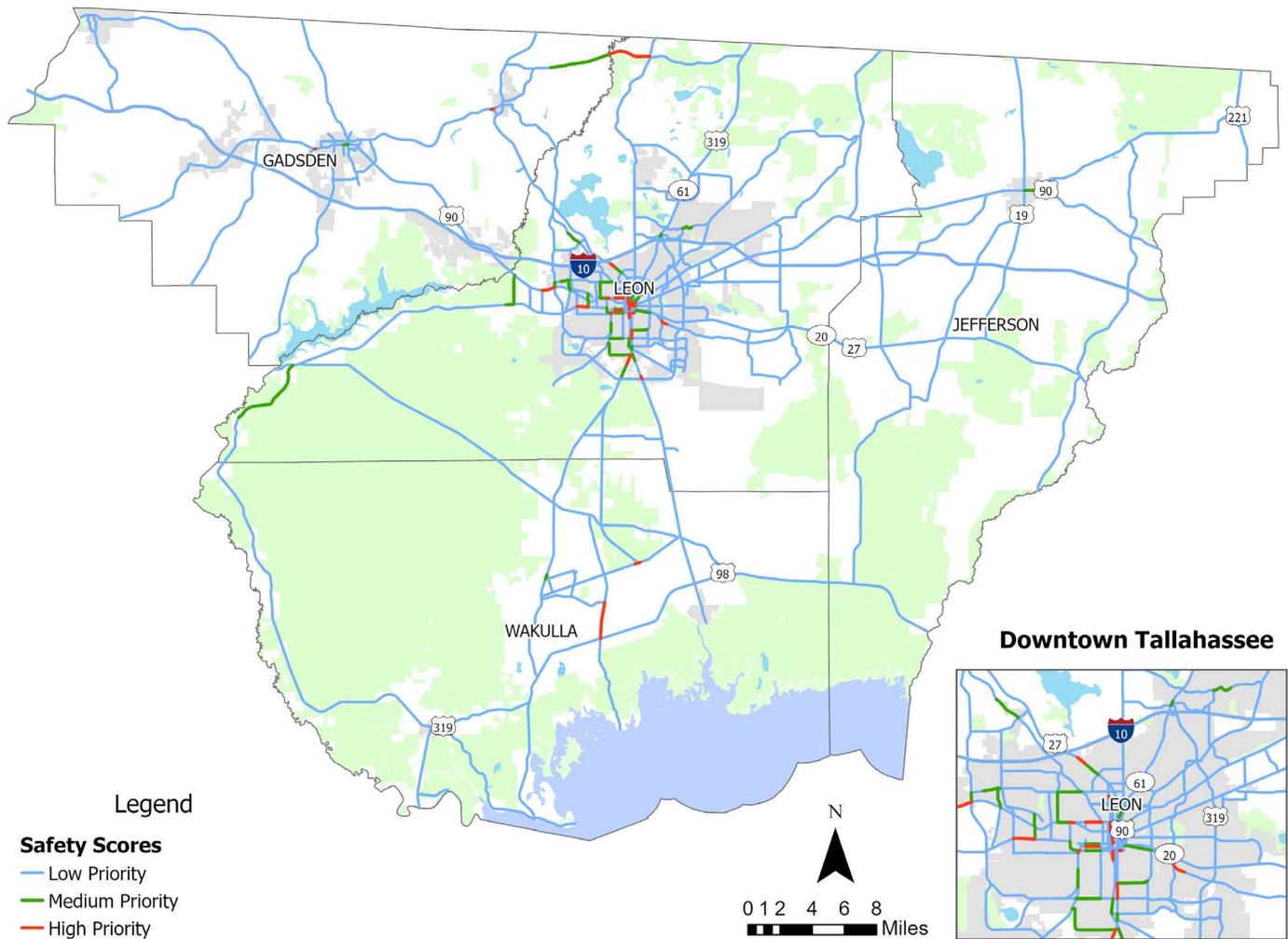
For Mobility/Congestion focused needs, criteria from the economic development, travel/tourism, and security, resilience and reliability goals were selected. **Figure 5-4** shows the high cluster of need on the major roadways leading in and out of Tallahassee such as US 27, US 90, and SR 319. Portions of Orange Avenue, Pensacola Street, and Lake Bradford Road also appear as high priority locations. A small portion of SR 319 in Crawfordville also appears as a high priority location.

Figure 5-4. Mobility/Congestion Focused Needs Assessment



The third focus area for evaluated needs was safety. Using the criteria under the safety guiding principle, **Figure 5-5** illustrates the high priority locations across the planning area. While high priority locations are clustered in Tallahassee, high priority locations are also shown in northern Leon County as well as Wakulla County.

Figure 5-5. Safety Focused Needs Assessment



Using the system-wide needs assessment and three focused-area assessments, the CRTPA is able to identify the types of transportation projects needed for the region in developing the RMP. Along with public outreach and community engagement, a list of transportation investment needs was identified and prioritized for implementation based on available funding.

Project Prioritization

Once the list of needs was identified, the scoring criteria were applied to each of the projects, and the overall priority score was determined. Listed below in **Table 5-4** are the results of this project assessment. This analysis provides the performance-based assessment of priorities, but does not reflect other important factors, including project readiness and project development status. For that reason, the Cost Feasible Plan does not necessarily include all the top ranked priorities, but does include three of the top five in **Table 5-4**. Projects not in the Cost Feasible Plan are currently considered unfunded needs for the purpose of the Year 2050 RMP, but will be considered for inclusion in future plan updates.

Figure 5-6 illustrates these project locations in Leon and Wakulla Counties.

Table 5-4. RMP Prioritized Needs

Project Location	Project Type	Prioritization Score
Tharpe Street (Ocala Road-to-Capital Circle)	Widening	53.1
Capital Circle NW	Widening	47.4
Orange Avenue (Monroe Street-to-Lake Bradford Road)	Widening	46.0
Stadium Drive/SR 366	Intersection Improvement	43.1
Pensacola Street (Appleyard Drive-to-Capital Circle NW)	Widening	41.7
Adams Street	Widening	38.6
Interstate 10	Widening	38.3
Crawfordville Road (Lost Creek Bridge-to-Wakulla Arran Road)	Widening	38.0
Crawfordville Road (Wakulla Aaran Road-to-East Ivan Road)	Widening	31.6
Crawfordville Road (LL Wallace Road-to-Wakulla County Line)	Widening	31.5
Crawfordville Road (Wakulla Springs Road-to-LL Wallace Road)	Widening	31.5
Woodville Highway	Widening	31.5
Interstate 10 (West of Capital Circle NW-to-Gadsden/Leon County Line)	Widening	30.3
Blountstown Highway	Widening	30.3
Crawfordville Road (Lost Creek Bridge-to-North of Alaska Way)	Widening	25.8
Orange Avenue (South Lake Bradford Road-to-Capital Circle SW)	Multimodal Operation/Improvement	25.8

Project Location	Project Type	Prioritization Score
Woodville Highway (Paul Russell Road-to-Capital Circle SE)	Widening	25.1
Capital Circle NE	Intersection Improvement	24.9
Interstate 10 (Gadsden/Leon County Line-to-Midway (US 90) Interchange)	Widening	24.6
Welaunee Boulevard	New Interchange	24.6
Orange Avenue (Cypress Lake Street-to-South Lake Bradford Road)	Widening	21.8
US 90	Intersection Improvement	19.7

Figure 5-6. Project Prioritization Scoring

