

Chapter 6

Recommendations

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Introduction

This chapter serves as the summary of recommendations for the *Connections 2040 RMP* that is organized by county to allow plan participants to easily locate details important to them. This approach offers Gadsden, Jefferson, Leon, and Wakulla counties (and the communities contained therein) a subset of the RMP where their county specific strategy (vision and needs) is expressed. This chapter also provides a quick reference inventory of projects that advanced into the cost-feasible portion of the *Connections 2040 RMP*. Supporting this list is a set of project sheets that offers the reader more information about cost-feasible projects including a description, vicinity map, and initial need and purpose statement.

“This chapter serves as a summary of recommendations for the Connections 2040 RMP organized by county in order to allow plan participants to easily locate details important to them.”

Recommendations

The *Connections 2040 RMP* is supported by three foundational elements: an Opportunities Plan, a Needs Plan, and a Cost Feasible Plan. The Opportunities Plan supports the visioning process; the Needs Plan development provides analysis; and the Cost Feasible Plan provides a framework for project selection. Collectively, each plays a critical role in the RMP by fulfilling aspects of a rational planning process. Ultimately, this process informs the creation of recommendations intended to respond to the changing needs of the region.

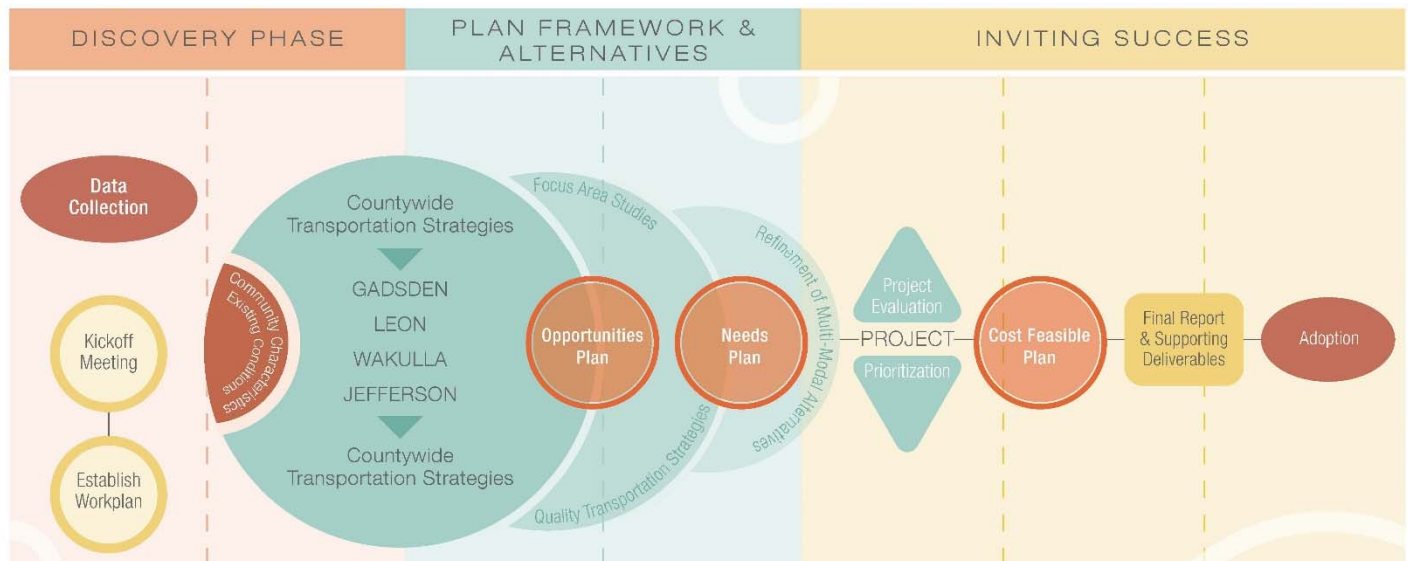
The process diagram below reinforces the relationship between each of these plan elements as well as the supporting activities that inform their creation. The following narrative describes each of these plan elements as well as the process that led to their development.

The Opportunities Plan

The Opportunities Plan for the *Connections 2040 RMP* is a set of unconstrained vision projects for the Capital Region.

The list of projects is intentionally unconstrained when considering cost and feasibility. This allows each county to assemble a set of projects that aligns with emerging trends, desired vision and community aspirations. In an effort to capture ideas for the Opportunities Plan, detailed work sessions were conducted in each county. These work sessions included local staff, elected officials, and representatives from CRTPA. During these meetings existing transportation priorities were discussed, and projects intended to respond to emerging community needs were reviewed. In addition, an inventory of candidate transportation projects resulting from a screening of past, current, and ongoing plans and studies was created. The results of public workshops held in each county provided another opportunity to highlight county specific needs. Finally, a review of comments from the MetroQuest online survey allowed for a broader set of participants to weigh in on transportation ideas believed to be important to the region's future. Because the Opportunities Plan is unconstrained it contains the greatest quantity of projects (when compared to the Needs Plan and Cost Feasible Plan). These projects served as a pool of potential projects that could respond to identified needs.

PROCESS FLOW CHART



The Needs Plan

The Needs Plan identifies projects that satisfy an existing or projected future deficiency within the 2040 planning horizon. This process involves two basic steps:

- a) Identifying existing and forecasted future deficiencies; and
- b) Identifying projects that respond to identified needs.

Deficiencies were identified through qualitative and quantitative means. Committee and public input was documented through regular meetings as well as through online opportunities such as the MetroQuest survey. In addition, travel modeling revealed performance deficiencies related to delay and capacity which highlighted existing and future transportation challenges.

The next step involved the identification of projects intended to respond to the documented deficiencies. This was largely accomplished by selecting projects from the Opportunities Plan. The resulting Needs Plan incorporated input from C RTPA staff, committees, stakeholders, and the public. This information was combined with elements of the Congestion Management Plan, 2035 RMP, StarMetro TDP, and the Existing Conditions Report to fully consider the best method to address identified needs. The process itself considers regional and statewide planning initiatives alongside the plan's goals and objectives (see Chapter 1).

The Needs Plan responds to specific deficiencies and therefore can be considered a narrow subset of the Opportunities Plan. Bicycle and pedestrian projects were divided into regionally significant and non-regionally significant recommendations prior to their consideration for the Needs Plan. Lower cost bicycle and pedestrian projects can be considered for funding through the state Transportation Alternatives Program. As such, there is not a need to prioritize these projects at the regional level. These projects have been identified in the Opportunities Plan, but as a result of this approach do not progress to the Needs Plan.

The Needs Plan focuses on the capital needs of the system. As a result, Roadway maintenance and preservation projects identified in the Opportunities Plan did not progress into the Needs Plan.

The Cost Feasible Plan

The Cost Feasible Plan represents the project selection process for multimodal improvements in the C RTPA area. These projects have been vetted through project evaluation and prioritization, as detailed in Chapter 4. Each project considers planning level cost estimates based on constructability, environmental and social characteristics/mitigation, and proposed improvement type. The committed projects identified in the Transportation Improvement Plan (TIP) were included to ensure the projects consider current activities. Because the Cost Feasible plan is financially constrained, it represents the narrowest subset of projects from the Needs Plan that is reasonably expected to be funded within the 2040 planning horizon.

The Cost Feasible Plan projects are organized into tiers:

- **Tier 1** - Existing Plus Committed Projects (2016-2020)
- **Tier 2** - Short Range Projects (2021-2025)
- **Tier 3** - Interim Year Projects (2026-2030)
- **Tier 4** – Plan Horizon Projects (2031-2040)
- **Beyond 2040** – Vision Projects

More detail on the Cost Feasible Plan development is included in Chapter 5.

Chapter Organization

This chapter is organized by county to increase the user friendliness of the report for C RTPA member jurisdictions. The result is a set of county-specific sections that summarize the Opportunities Plan, Needs Plan, and projects that have been included in the Cost-Feasible Plan. (See Chapter 3 for the development of the Opportunities and Needs Plans.) The excerpts contained in this chapter are solely intended to serve as county-specific reference material. Within each section, individual project sheets catalogue cost-feasible project for Tiers 1, 2, and 3. Each project sheet offers information about cost-feasible projects such as the project ID, description, location, length, cost, vicinity, initial need and purpose. Tier 4 projects are summarized in a table.

When viewed as a whole, these sections represent the transportation strategy for each county. When viewed in aggregate, they represent the mobility strategy for the region.

Gadsden County

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

Gadsden County Comprehensive Plan, 2001

Opportunities Plan

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

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

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

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



Gadsden County Needs Plan

Roadway

- 21 projects
- Strategies include new roads, road widenings, and general improvements

New Road

Project Name	Total Cost
Quincy Bypass (South)	\$ 30,811,532
Quincy Bypass (North)	\$ 9,285,232
Quincy Bypass	\$ 15,491,642
City of Midway Access Road	\$ 17,209,166
Main St Bypass - Havana	\$ 11,475,605
Washington St Bypass - Chattahoochee	\$ 7,262,370
Washington St Bypass	\$ 13,496,346
Total	\$105,031,893

Improvement

Project Name	Total Cost
Hardaway Hwy	\$ 42,191,719
Bettstown Rd	\$ 14,444,165
McPhaul Rd Reconstruction	\$ 3,309,944
Total	\$59,945,828

Widen Road

Project Name	Total Cost
Attapulugus Hwy	\$ 93,634,744
Salem Rd	\$ 57,626,111
MLK Jr Blvd	\$ 14,495,054
Bonnie Hill Rd	\$ 25,449,041
Flat Creek Rd	\$ 9,141,044
Telogia Creek Rd	\$ 15,258,398
Hosford Hwy	\$ 64,212,073
Tolar White Rd	\$ 21,384,234
Concord Rd	\$ 48,080,070
Bonnie Hill Rd	\$ 80,645,173
Total	\$429,925,942

Narrow Road

Project Name	Total Cost
Main St - Downtown Havana	\$ 4,111,456
Total	\$ 4,111,456

Gadsden County Needs Plan

Bicycle/Pedestrian

- 22 projects
- Predominant strategies are shared use paths and sidewalks

Shared Use Paths

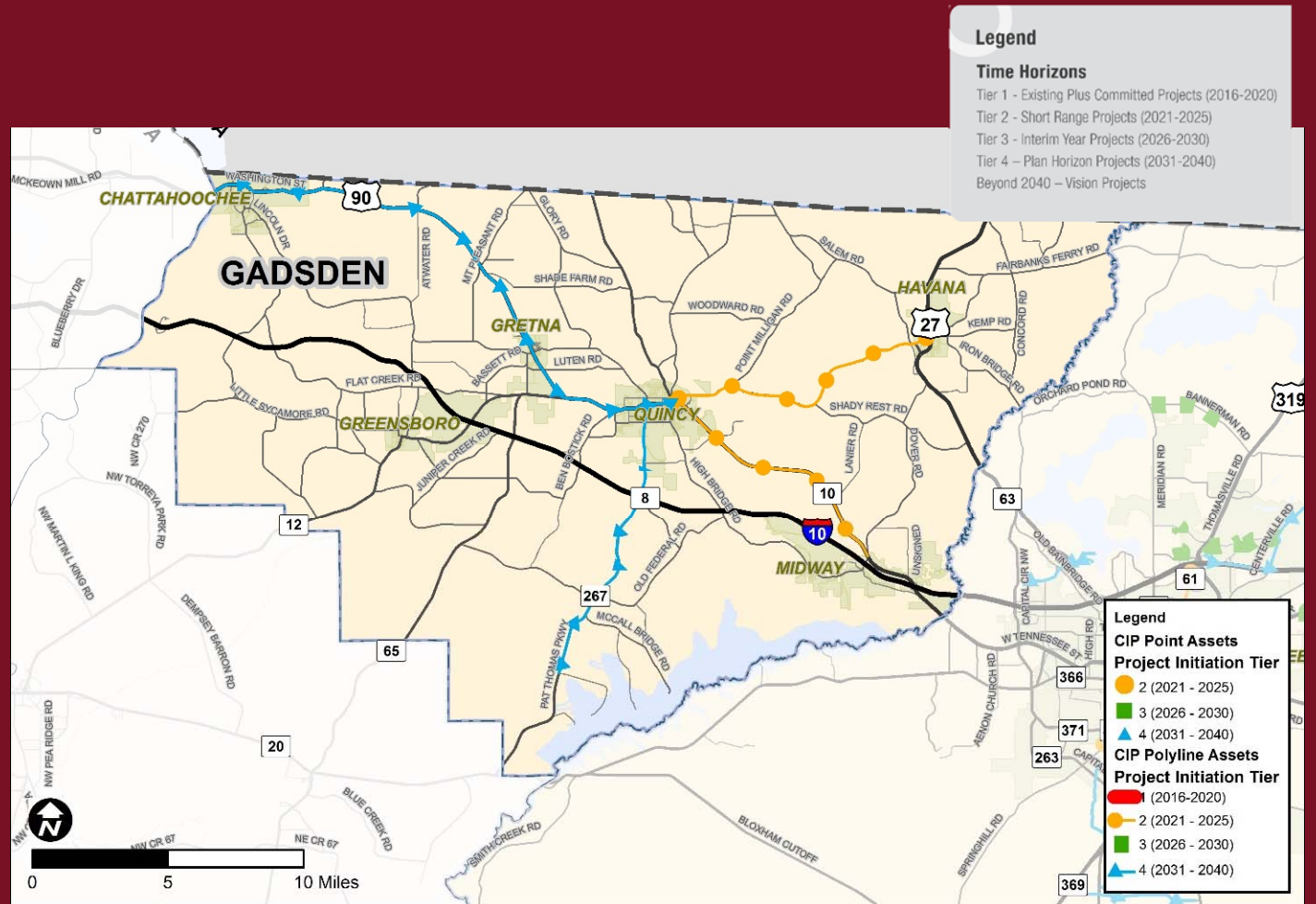
Project Name	Total Cost
Florida Arts Trail	\$ 14,820,732
Quincy to Midway/US 90 Trail	\$ 9,177,740
Pat Thomas Pkwy - Quincy to Lines Tract	\$ 10,248,810
Quincy to Chattahoochee/US 90 Trail	\$ 28,894,691
Greensboro to Gretna/SR 12/Greensboro Rd Trail	\$ 9,452,743
Park St/Morgan Ave/McDonald Ave/Maple St	\$ 2,716,232
Rails-to-Trails (Chattahoochee)	\$ 2,237,022
CR 269/Main St Trail	\$ 1,971,972
McCall Bridge Rd	\$ 4,136,900
Railroad Trail	\$ 2,215,818
McCall Bridge Rd	\$ 1,986,815
Cooks Landing Rd	\$ 4,287,449
Lakeview Point Rd Trail	\$ 4,380,746
Total	\$ 87,359,847

Sidewalks

Project Name	Total Cost
Spooner Rd	\$ 1,477,919
Blue Star Hwy	\$ 2,340,922
Brickyard Rd	\$ 1,231,952
Commerce Blvd	\$ 1,170,461
Rustling Pines Blvd	\$ 1,170,461
Dupont Rd	\$ 1,908,360
Post Plant Rd	\$ 1,170,461
St Hebron Rd	\$ 1,170,461
Florida Georgia Hwy	\$ 1,702,681
Total	\$ 13,343,678

Gadsden County Cost Feasible Plan

ID	Project Name	Strategy	Tier 1	Tier 2	Tier 3	Tier 4	Total Cost
156	Florida Arts Trail	Shared Use Path		CRTPA	CRTPA		\$16,649,186
160	Quincy to Midway/US 90 Trail	Shared Use Path		CRTPA	CRTPA	CRTPA	\$9,649,057
161	Quincy to Chattahoochee / US 90 Trail	Shared Use Path				CRTPA	\$24,820,899
162	Pat Thomas Pkwy - Quincy to Lines Tract	Shared Use Path				CRTPA	\$13,054,332
333	Main St - Downtown Havana	Narrow Road				CRTPA	\$3,531,792
Total							\$67,705,266



Florida Arts Trail

PROJECT DESCRIPTION

This project proposes the addition of a shared-use path along S.R. 12 from North Corry Street to the Florida Georgia Highway to connect the City of Quincy to the City of Havana. This project is a part of the Gadsden County Bicycle and Pedestrian Plan. This project is intended to provide a safe facility for residents to use alternative transportation options as well as a recreation facility for residents and visitors. The Florida Arts Trail has the potential to connect to other proposed shared-use paths within Gadsden County benefitting more residents and attracting more visitors to the region.

PROJECT ATTRIBUTES

Facility Type: Shared-Use Path
Length: 10.7 miles
Estimated Cost: \$16,650,000
Funding Tiers: 2 and 3

COMMUNITY FEATURES

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

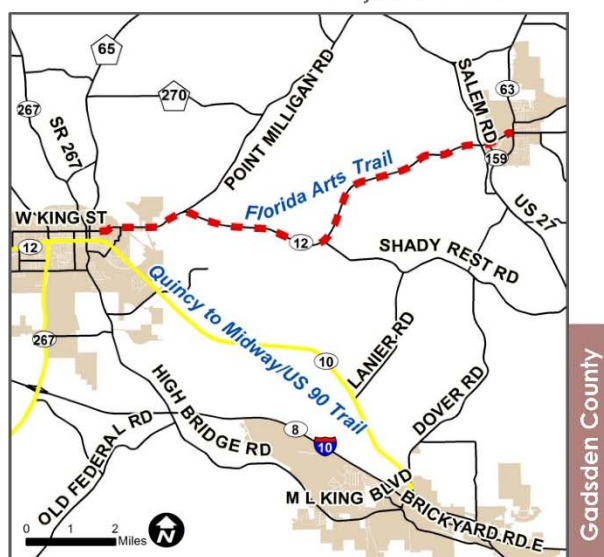
EXISTING FACILITIES

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

PLANNED FACILITIES

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

Project ID: 156



NEARBY PROJECTS

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

Quincy to Midway/US 90 Trail

Project ID: 160

PROJECT DESCRIPTION

The Quincy to Midway/US 90 Trail is proposed to connect the City of Quincy to the City of Midway. The City of Midway is near the Ochlockonee River Wildlife Management Area, Talquin Wildlife Management Area, and Joe Budd Wildlife Management Area which coupled with the proposed trail make a great destination for recreationalist. The proposed shared-use path will also provide a facility for alternative forms of transportation between Quincy and Midway. The Quincy to Midway/US 90 Trail is proposed to connect to several other proposed shared-use paths within the City of Quincy.

PROJECT ATTRIBUTES

Facility Type: Shared-Use Path
Length: 10.7 miles
Estimated Cost: \$9,649,000
Funding Tiers: 2, 3, and 4

COMMUNITY FEATURES

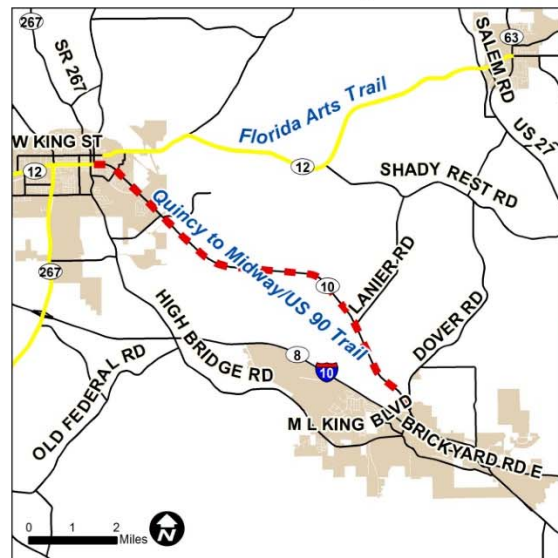
City of Quincy
City of Havana
Gadsden Arts Center
The Quincy Music Theater

EXISTING FACILITIES

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

PLANNED FACILITIES

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



NEARBY PROJECTS

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

Quincy to Chattahoochee/US 90 Trail

Project ID: 161

PROJECT DESCRIPTION

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

PROJECT ATTRIBUTES

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

COMMUNITY FEATURES

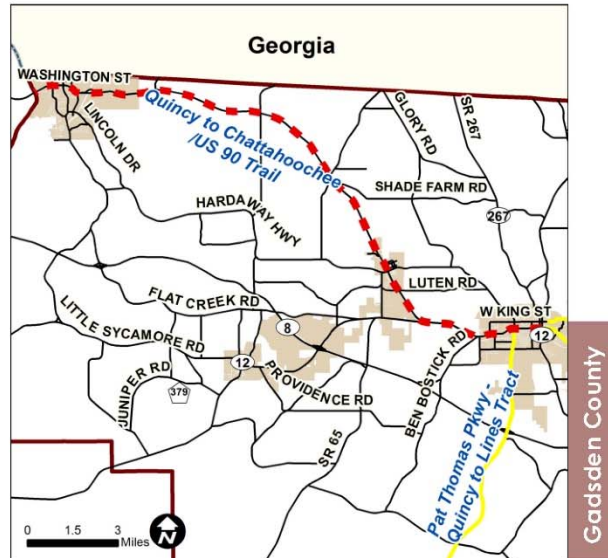
City of Quincy
City of Chattahoochee
Gadsden Arts Center
The Quincy Music Theater

EXISTING FACILITIES

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

PLANNED FACILITIES

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



NEARBY PROJECTS

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

Pat Thomas Parkway to Quincy Lines Tract

PROJECT DESCRIPTION

The Pat Thomas Parkway – Quincy to Line Tract is proposed to connect the City of Quincy south to Cooks Landings Road. This proposed shared-use path will provide a safe facility for residents to move to and from the City of Quincy to the southern part of Gadsden County. The proposed facility will also connect to other proposed shared-use path facilities connecting through the City of Quincy. This project will have the potential to attract recreational users from the region and around the state.

PROJECT ATTRIBUTES

Facility Type: Shared-Use Path
Length: 20.9 miles
Estimated Cost: \$13,054,300
Funding Tiers: 4

COMMUNITY FEATURES

City of Quincy
Gadsden Arts Center
The Quincy Music Theater

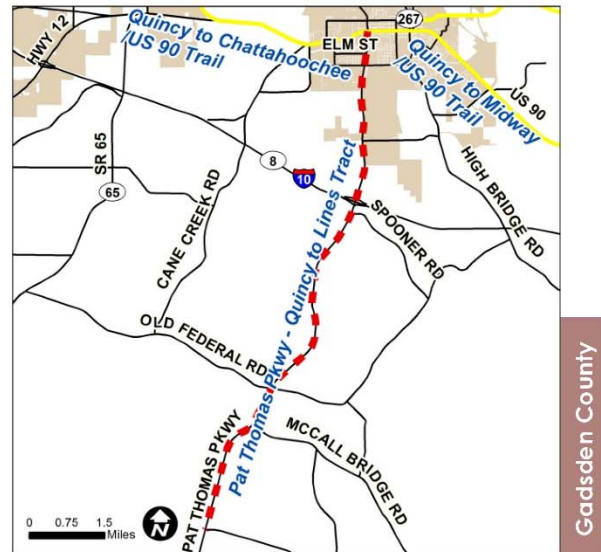
EXISTING FACILITIES

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

PLANNED FACILITIES

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

Project ID: 162



NEARBY PROJECTS

Quincy to Midway/US 90 Trail
Quincy to Chattahoochee/US 90 Trail
Florida Arts Trail

Main Street – Downtown Havana

PROJECT DESCRIPTION

Main Street (Highway 27) from 12th Avenue East to 160 feet north of 6th Avenue East is proposed to be narrowed from 4 lanes to 2 lanes. This lane reduction will introduce a complete streets approach to downtown Havana and should make this area safer for non-motorized users. US Highway 27 is a popular north-south route from the Tallahassee Area to Bainbridge Georgia.

Project ID: 333



PROJECT ATTRIBUTES

Improvement Type: Narrow 4 to 2 Lanes
Length: 0.6 miles
Estimated Cost: \$3,531,800
Funding Tiers: 4

NEARBY PROJECTS

OPERATIONAL CHARACTERISTICS

12th Ave East to 160 Feet North of 6th Ave

Existing	Future
Travel Lanes: 4	Travel Lanes: 2
V/C: 0.36	V/C: 0.69
Volume: 10,800	Volume: 19,900

EXISTING FACILITIES

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

PLANNED FACILITIES

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

Jefferson County

"Jefferson County is a rural community seeking to preserve and utilize its unique agricultural, cultural, and natural resources to achieve economic viability and sustainability in the present and into the future. The County recognizes that a thriving community depends on a clear understanding of the relationships between economic development, environmental protection, and social equity. Jefferson County endeavors to see its community flourish while preserving its unique natural environment."

**Vision Plan for Sustainable Future, 2010
Jefferson County, Florida**

Opportunities Plan

Refer to Chapter 3 for more information.

- 174 corridor and spot projects
- Corridor recommendations relatively split
- Most spot recommendations are roadway

Corridor Recommendations	No. of Projects
Roadway	72
Bicycle/ Pedestrian	84
Transit	0
Total	156

Spot Recommendations	No. of Projects
Roadway	10
Bicycle/Pedestrian	1
Freight	3
Other	4
Total	18



Jefferson County Needs Plan

Roadway

- 11 projects
- Includes intersection improvements, new roads, road realignments, roundabouts, and road widening

New Road

Project Name	Total Cost
I-10 Parallel Route	\$ 18,759,179
Jefferson County Access Road	\$ 17,828,323
Monticello Bypass	\$ 40,677,754
New Monticello Rd Extension	\$ 15,319,890
Total	\$92,585,146

Widen Road

Project Name	Total Cost
Waukeena St	\$ 11,840,314
Total	\$ 11,840,314

Realignment

Project Name	Total Cost
West Lake Rd at US 19	\$ 3,547,429
CR 257	\$ 2,077,992
Washington St/Ashville Hwy	\$ 1,282,842
Total	\$ 6,908,263

Intersection

Project Name	Total Cost
Waukeena Hwy and Jefferson St Intersection Improvements	\$ 5,725,080
Total	\$ 5,725,080

Roundabout

Project Name	Total Cost
Old Lloyd Rd/Gamble Rd Intersection	\$ 216,128
Jefferson St and Seminole Ave Roundabout	\$ 1,599,233
Total	\$ 1,815,361

Jefferson County Needs Plan

Bicycle/Pedestrian

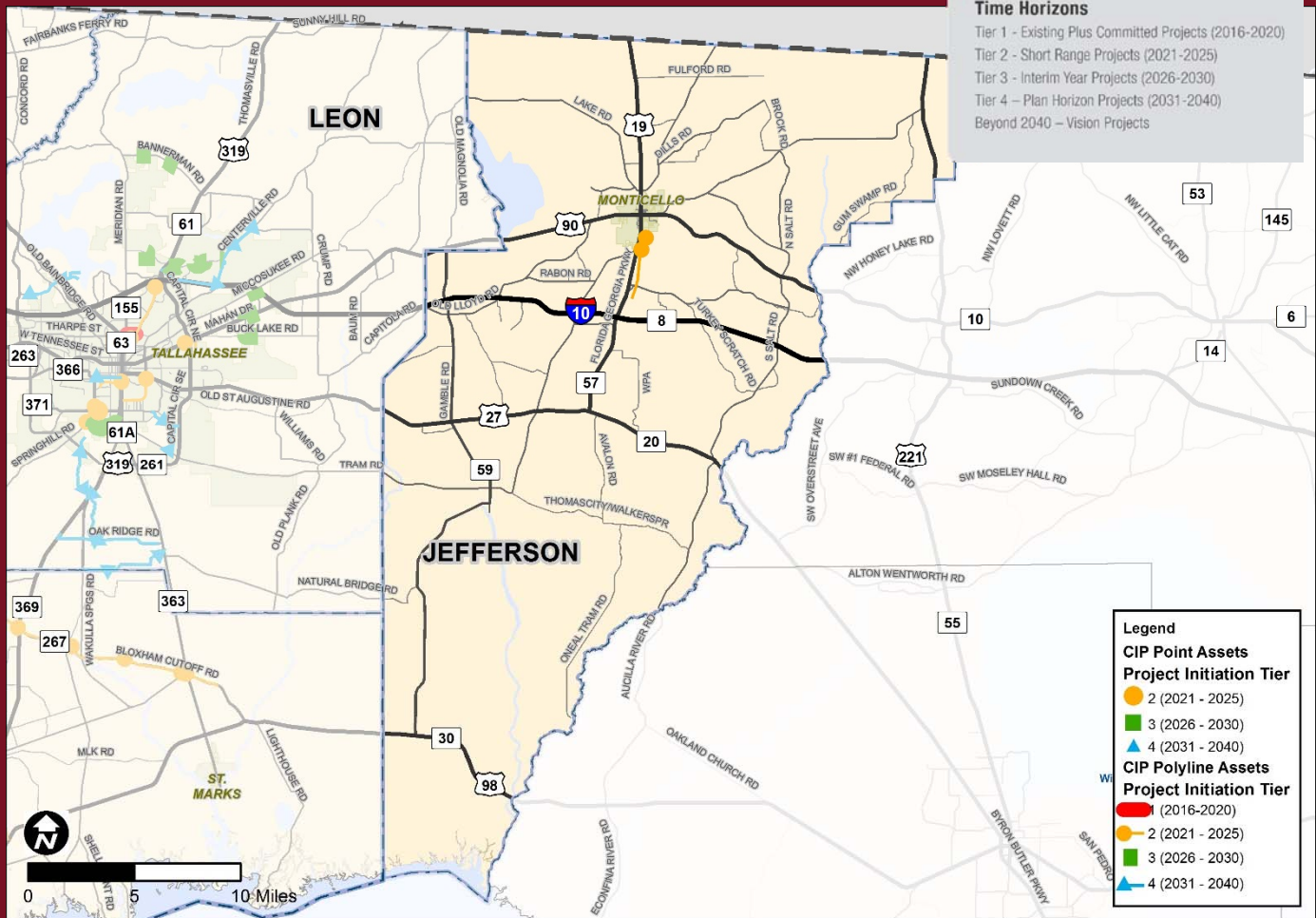
- 11 projects
- Each project is a shared use path

Shared Use Paths

Project Name	Total Cost	Project Name	Total Cost
Jefferson St Trail	\$ 13,313,992	Progress Energy Rail Trail III	\$ 1,263,758
Progress Energy Rail Trail IV	\$ 10,294,542	US 98 Trail	\$ 10,205,485
Washington St Trail	\$ 12,726,641	Capps Hwy Trail	\$ 12,283,477
Progress Energy Rail Trail II	\$ 5,301,000	Monticello Bike Trail Extension	\$ 2,157,538
Progress Energy Rail Trail V	\$ 2,131,002	Martin Rd Trail	\$ 276,300
Progress Energy Rail Trail I	\$ 15,288,084		
Total			\$522,391,521

Jefferson County Cost Feasible Plan

ID	Project Name	Strategy	Tier 1	Tier 2	Tier 3	Tier 4	Total Cost
567	Monticello Bike Trail Extension	Shared Use Path		CRTPA	CRTPA		\$ 2,157,538
1254	Martin Rd Trail	Shared Use Path		CRTPA			\$ 276,300
4	Old Lloyd Rd/Gamble Rd Intersection	Roundabout		CRTPA			\$ 216,128
6	Jefferson St and Seminole Ave Roundabout	Roundabout				CRTPA	\$ 1,599,233
Total							\$ 4,249,199



Monticello Bike Trail Extension

Project ID: 567

PROJECT DESCRIPTION

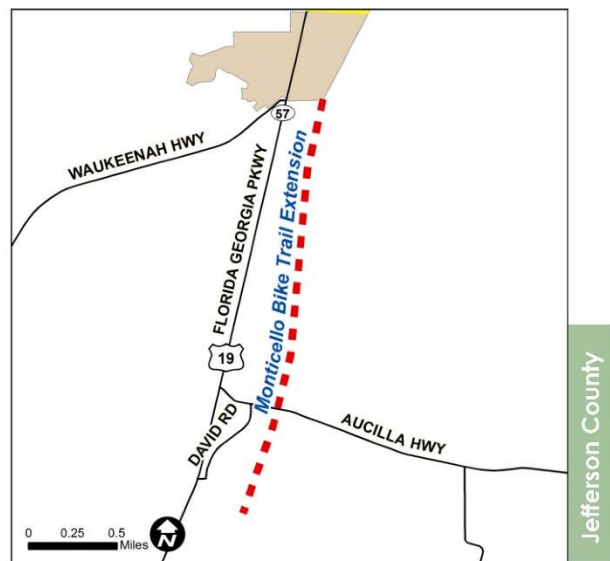
The Monticello Bike Trail Extension project is a proposed shared-use path connecting the southern part of the City of Monticello down to south of Aucilla Highway.

PROJECT ATTRIBUTES

Facility Type: Shared-Use Path
 Length: 2.4 miles
 Estimated Cost: \$2,157,500
 Funding Tiers: 2 and 3

COMMUNITY FEATURES

City of Monticello
 Jefferson County Middle/High School



NEARBY PROJECTS

Martin Road Trail

EXISTING FACILITIES

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

PLANNED FACILITIES

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

Martin Road Trail

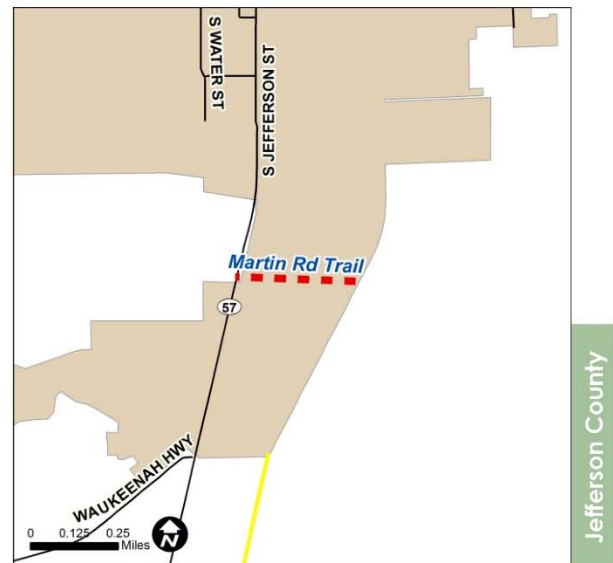
Project ID: 1254

PROJECT DESCRIPTION

The Martin Road Trail is a proposed shared-use path that will connect the existing Monticello Bike Trail to Jefferson Street. Jefferson Street is one of the main corridors in the City of Monticello so this proposed trail will allow connections directly to the downtown area. The connection to the existing Monticello Bike Trail will also allow those riding on that facility to connect over to other areas within the city on a safe facility. There are some residential areas near this proposed facility who will benefit from its implementation..

PROJECT ATTRIBUTES

Facility Type: Shared-Use Path
Length: 0.3 miles
Estimated Cost: \$276,300
Funding Tiers: 2



COMMUNITY FEATURES

City of Monticello
Monticello Bike Trail

NEARBY PROJECTS

Monticello Bike Trail Extension

EXISTING FACILITIES

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

PLANNED FACILITIES

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

Old Lloyd Road/Gamble Road Intersection

Project ID: 4

PROJECT DESCRIPTION

This roundabout implementation is proposed to improve the flow of traffic through the Old Lloyd Road and Gamble Road intersection. After implementation the reduced speeds should ensure a safer roadway environment.

PROJECT ATTRIBUTES

Improvement Type:	Roundabout
Length:	N/A
Estimated Cost:	\$216,100
Funding Tiers:	2



NEARBY PROJECTS

OPERATIONAL CHARACTERISTICS

EXISTING FACILITIES

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

PLANNED FACILITIES

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

Jefferson Street and Seminole Avenue Roundabout

PROJECT DESCRIPTION

This intersection improvement is proposed to allow for the efficient travel through Monticello. There are multiple businesses and residences that would benefit from the moderated traffic flow and reduced speeds.

PROJECT ATTRIBUTES

Improvement Type:	Intersection Improvement
Length:	N/A
Estimated Cost:	\$1,599,200
Funding Tiers:	4

NEARBY PROJECTS

EXISTING FACILITIES

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

PLANNED FACILITIES

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

Project ID: 6



OPERATIONAL CHARACTERISTICS

Leon County

"The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods." (Goals, Objectives and Policies - Goal 1 of Leon County Comprehensive Plan)

Leon County Comprehensive Plan, 2015

Opportunities Plan

Refer to Chapter 3 for more information.

- 1,033 corridor and spot projects
- Wide variety of multimodal improvements including corridor and spot specific locations

Corridor Recommendations	No. of Projects
Roadway	87
Bicycle/ Pedestrian	799
Transit	14
Other	11
Total	911

Spot Recommendations	No. of Projects
Roadway	54
Bicycle/Pedestrian	68
Total	122

