

Chapter 7

Continued Coordination

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continued coordination

Introduction

Understanding that transportation mobility is a supportive objective can transform how we consider problem solving and the metrics we use to describe success. While a significant portion of the plan is supported by technical analysis documenting transportation performance there is an understanding that transportation decisions affect a broad range of community scale and regional objectives. Transportation strategies are directly and indirectly tied to the environment, economic vitality, health, social equity, and quality of life. For this reason, coordination amongst government agencies, non-profits, and advocacy groups remains an important role of the CRTPA. Through the RMP process a forum for collaboration has already been created. The RMP will be updated regularly just as the opportunities for idea sharing and information sharing will continue. Transportation mobility will forever be tethered to a community ecosystem of local, regional, and global importance; therefore, collaboration remains a shared responsibility of us all. Chapter 7 highlights opportunities for continued local and regional collaboration as well as some emerging trends and programs.

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Coordination

Agency Coordination

Collaboration and cooperation cannot be achieved without effective coordination. Through the *Connections 2040 RMP* process several stakeholder groups were consulted. The result is an RMP that meets or exceeds all MAP-21 coordination requirements. Generally, this process included coordination with planning staff from the jurisdictions within the CRTPA region as well as state and local agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, transportation, as well as economic development. A summary list of agencies follows:

Federal Level

- Federal Highway Administration
- Federal Transit Administration
- National Forest Service

State Level

- Florida Department of Transportation: District Three and Central Office
- Florida Department of Environmental Protection; Office of Greenways and Trails
- Florida Department of Economic Opportunity
- Florida Department of Management Services
- State Historic Preservation Officer
- Florida State University; Florida A&M University; Tallahassee Community College

Local and Regional Level

- CRTPA Board, Committees and Staff Tall Timbers Research Station and Land Conservancy
- Local Planning Commissions
- 1,000 Friends of Florida
- Apalachee Regional Planning Council
- Leon County Canopy Roads Committee
- Commuter Services of North Florida
- Local law enforcement agencies
- StarMetro
- Local fire departments
- Local Emergency Management Agencies Community Redevelopment Agencies
- Tallahassee Memorial Hospital
- Tourist Development Agencies/Associations
- Local Health Departments
- Council of Neighborhood Associations
- Local school boards and parent representatives
- Local historic preservation agencies
- Big Bend Transit Parks and Recreation Departments
- Local Growth Management Departments
- Trail groups
- Municipal and County Administrators
- Tallahassee Regional Airport
- Local Planning Department Staff
- Local Public Works Departments
- Chambers of Commerce
- CSX Transportation/Rail Engineering representative
- Blueprint 2000
- Lighthouse of the Big Bend

Emergency Management Agencies

The transportation planning process is required to consider the security of the transportation system for all motorized and non-motorized users. As the agency responsible for transportation planning, the CRTPA is responsible for preparing the regional transportation plan and the Transportation Improvement Program; however, other agencies are responsible for security planning, emergency response, and enforcement. Therefore, CRTPA included the emergency management agencies, law enforcement agencies, and fire departments as members of the committees providing direct input into the development of the RMP. The CRTPA coordinates with and supports the agencies responsible for emergency management through information sharing and collaborative planning. CRTPA ensures that with coordination, the security goals and objectives in the RMP will be met.

Planning Efforts

Another way that CRTPA continues to coordinate throughout the region is by supporting ongoing planning efforts. Currently, there are a variety of plans throughout the region. These plans range from corridor plans, area plans, comprehensive plans, and economic development strategies. Generally, these plans seek to promote improved economic vibrancy, quality growth, revitalization, quality of life, and infrastructure strategies. A summary of all existing and ongoing plans can be found in the Existing Conditions report found in the Technical Appendix.

The *Connections 2040 RMP* will be a continued resource for agencies developing plans within the region. The plan and its data are accessible to interested parties and CRTPA staff regularly participate in the planning processes of other agencies.

Comprehensive Plans

Specific opportunities that promote the effectiveness of a coordinated strategy is the development of local community and countywide comprehensive plans. While CRTPA is responsible for the development of strategies for providing sufficient transportation “supply” through a variety of travel modes, local comprehensive plans influence the location of form of future growth which has direct effects on transportation “demand”. When there is successful coordination, the region benefits from a coordinated, effective, and efficient strategy.

Transit Development Plan

StarMetro is the Capital Region’s primary transit provider, serving the City of Tallahassee and limited areas of unincorporated Leon County. StarMetro is updating the Transit Development Plan (TDP) to review existing services, understand current and future markets for transit, identify opportunities for improvement, and develop a prioritized program of investments in transit capital and services over the next 10 years.

The TDP is required by the Florida Department of Transportation (FDOT) and provides a 10-year guide and planning tool for the transit agency to provide consumers with effective and efficient transit service. The TDP process includes a major update every five years, as well as annual updates to address changing conditions. This major update was conducted as part of the *Connections 2040 Regional Mobility Plan* for the Tallahassee region, an update of the Long Range Transportation Plan. This coordinated effort resulted in the inclusion of TDP strategies in the RMP Cost-Feasible Plan and consideration of regional strategies into the TDP process. The TDP planning effort also included an extended horizon year beyond the required ten years. The TDP also benefited from an extensive public involvement campaign as part of the RMP. The TDP can be found under separate cover and by reference in the Technical Append

Emerging Opportunities

FHWA is partnering with State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and Federal Land Management Agencies (FLMAs) to pilot approaches to conduct climate change and extreme weather vulnerability assessments of transportation infrastructure and to analyze options for adapting and improving resiliency. This pilot program is being jointly sponsored by the FHWA Office of Environment, Planning and Realty, and the Office of Infrastructure.

This type of program offers CRTPA yet another method of enhancing their coordination in anticipation of future needs. More information regarding this and other pilot projects sponsored by FHWA can be found at the following:

http://www.fhwa.dot.gov/environment/climate_change/adaptation/ongoing_and_current_research/vulnerability_assessment_pilots/index.cfm

Emerging trends and new programs are items CRTPA continues to monitor. Through enhanced awareness and coordination with other agencies there will be increased opportunities to compete for existing and future funding. One example is the National Disaster Resilience Competition. The goal of the competition was to make Community Development Block Grant and Resilient Disaster Recovery (CDBG-RDR) funds available for compelling resilient recovery projects. The competition criteria are informed by the goals of the President's Climate Action Plan (CAP) and the Hurricane Sandy Rebuilding Strategy recommendations. The competition is awarding up to a billion dollars in competitive grants to communities throughout the country.

<http://www.federalgrants.com/National-Disaster-Resilience-Competition-48142.html>



FEMA, State and Local Emergency Management officials prepare to fan out in teams across Florida to complete preliminary disaster assessments following Tropical Storm Debby dumped heavy rain and caused widespread flooding to homes and businesses across the state. FEMA/David Fine

Additional Studies

Continued evaluation of projects that further the goals of the CRTPA region will remain a continuous means of collaboration and cooperation amongst agencies, foundations, and member jurisdictions. These efforts include (but are not limited to):

Feasibility Study Areas

The primary function of the *Connections 2040 RMP* is to develop a Cost Feasible Plan that will guide project implementation for the next 25 years. However, it is also important to think about areas that will need additional work before suitable projects can be identified. Through coordination with CRTPA staff, a list of projects were identified for further study. Each of these projects should be considered as the subject for a future feasibility study.

The projects identified as potential Feasibility Study Areas are as follows:

- Welaunee Boulevard Extension from Shamrock Street to Roberts Road
- Adams Street from Orange Avenue to S Bronough Street
- E 7th Avenue / Thomasville Road / N Gadsden Street Intersections
- I-10/US 19 Interchange
- Thomasville Road from Woodbine Drive to Metropolitan Boulevard
- US 19 from I-10 to US 90
- US 27 from 9th Avenue to 6th Avenue

Each of these Feasibility Study Areas are detailed with a project page. These project sheets are located at the end of the chapter and include the following elements:

- Issues and Challenges
- Improvement Strategies
- Opportunities
- Next Steps

The CRTPA, FDOT, and member jurisdictions should consider these locations for planning or feasibility studies during the next five years.

Additional Active Transportation Studies

There are several ongoing studies, programs, and projects related to bicycle facility design and active transportation. CRTPA will continue to support and coordinate. Additional active transportation studies include:

- **A study to evaluate the feasibility and challenges associated with adding bike lanes to existing state roads.** In an effort to support the identification of potential on-road bicycle facility improvements, the CRTPA will work with member jurisdictions to refine recommendations for on-street bicycle improvements. This process will be conducted in a manner that is consistent with federal best practices, as outlined recently in FHWA guidance titled “Bicycle and Pedestrian Provisions of Federal Transportation Legislation” (updated September 10, 2015). More information on this guidance can be found at the following link: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/guidance_2015.cfm#bp12. The desired final outcome is a network of on-street bicycle facility recommendations that are suitable for consideration in the Needs Plan and Cost Feasible Plan of future *Connections 2040 RMP* updates.