



## **CRTPA RETREAT**

MONDAY, OCTOBER 14, 2019  
9:00 AM – 1:00 PM

TALLAHASSEE CITY HALL  
TALLAHASSEE ROOM (2<sup>ND</sup> FLOOR)  
300 S. ADAMS STREET  
TALLAHASSEE, FL 32301

### **FINAL AGENDA**

**8:45 – 9:00**      **COFFEE AND DANISH**

#### **BUSINESS MEETING PORTION**

##### **PUBLIC COMMENT**

**9:00 – 9:05**      **ROLL CALL VOTE AGENDA ITEM**

**FISCAL YEAR (FY) 2020 – FY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT**

This item seeks Board adoption of the “Transportation Performance Measures Consensus Planning Document” which details consistency with transportation performance management requirements and will be included within the adopted TIP.

#### **CRTPA RETREAT**

**9:05 – 10:00**      **TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN**

An update of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan, scheduled for adoption at the November 19 CRTPA meeting, will be provided.

*If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.*

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- 10:00 – 10:20      INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN**  
An update on the ITS Master Plan for the Tallahassee Regional Transportation Management Center (RTMC) will be provided.
- 10:20 – 10:30      BREAK**
- 10:30 – 10:45      METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL (MPOAC) LEGISLATIVE UPDATE**  
An update on the Florida MPOAC's legislative priorities will be provided by Carl Mikyska, Executive Director of the Florida MPOAC.
- 10:45 – 11:10      MIDTOWN AREA TRANSPORTATION PLAN UPDATE**  
An update on the public involvement efforts of the Midtown Area Transportation Plan will be provided including the results of the recent on-line survey regarding desired transportation improvements for the Midtown area.
- 11:10 – 11:30      THOMASVILLE ROAD SAFETY STUDY**  
A report on roadway safety issues along Thomasville Road in the Midtown area, previous presented to the CRTPA in 2017, will be provided including potential changes to the roadway to improve identified safety concerns.
- 11:30 – 12:00      CONNECTIONS 2045 REGIONAL MOBILITY PLAN**  
Information related to the development of the CRTPA's Connections 2045 Regional Mobility Plan including existing conditions in the region and emerging trends in transportation will be discussed.
- 12:00 – 12:15      WORKING LUNCH**
- 12:15 – 12:45      FISCAL YEAR (FY) 2021 – FY 2025 DRAFT TENTATIVE WORK PROGRAM**  
The Florida Department of Transportation (FDOT), District 3 staff will present the FY 2021 – FY 2025 Draft Tentative Work Program. Written comments on the FY 2021 – FY 2025 Draft Tentative Work Program are due to the FDOT by October 24.
- 12:45– 1:00      CRTPA PROJECTS UPDATE/WRAP UP**  
The CRTPA Executive Director will provide an update of upcoming CRTPA projects.

October 14, 2019



## RETREAT AGENDA ITEM

# **FISCAL YEAR 2020 – FISCAL YEAR 2024 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

TYPE OF ITEM: Roll Call

### **STATEMENT OF ISSUE**

The purpose of this item is to amend the Fiscal Year (FY) 2020 – FY 2024 Transportation Improvement Program (TIP) to add language associated with transportation performance measures to the TIP. Specifically, the “Transportation Performance Measures Consensus Planning Document” is proposed to be added to the TIP. This document serves to outline the roles of the Florida Department of Transportation (FDOT) and the CRTPA in ensuring consistency with transportation performance management requirements promulgated by the United States Department of Transportation.

### **RECOMMENDED ACTION**

Option 1: Adopt a resolution amending the FY 2020 – FY 2024 Transportation Improvement Program to include the “Transportation Performance Measures Consensus Planning Document” within the TIP

### **HISTORY AND ANALYSIS**

Adopted annually, the CRTPA’s Transportation Improvement Program reflects those projects in the region that have received state and federal funding within the State Work Program. Subsequent to adoption, the TIP is often amended to reflect changes to projects such as the addition or deletion of a project or, occasionally, to reflect the addition of new language related to federal requirements.

To that end, the CRTPA’s TIP is proposed to be amended to add new language related to the issue of transportation performance management. Specifically, one of the requirements of metropolitan planning organizations such as the CRTPA is to address transportation performance management measures promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

As a result, the “Transportation Performance Measures Consensus Planning Document” is proposed to be amended into the C RTPA’s TIP at today’s meeting. The document’s language was developed cooperatively by the FDOT and Florida’s Metropolitan Planning Organizations to outline the roles of these agencies in ensuring consistency with transportation performance management requirements promulgated by the United States Department of Transportation. The language is proposed to be included in the TIP as Appendix I.

### **OPTIONS**

Option 1: Adopt a resolution amending the FY 2020 – FY 2024 Transportation Improvement Program to include the “Transportation Performance Measures Consensus Planning Document” within the TIP  
(Recommended)

Option 2: C RTPA Board Discretion.

### **ATTACHMENT**

Attachment 1: “Transportation Performance Measures Consensus Planning Document”  
Attachment 2: Resolution 2019-10-1A





## Transportation Performance Measures Consensus Planning Document

### Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”
- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

## Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

### 1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.<sup>12</sup> FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

### 2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

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<sup>1</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

<sup>2</sup> If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
  - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
  - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either<sup>3</sup>:
  - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
  - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

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<sup>3</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
  - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
  - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

### 3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
  - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
  - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
  - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
  - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
  - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
  - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
  - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

*For more information, contact:*

*Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, [mark.reichert@dot.state.fl.us](mailto:mark.reichert@dot.state.fl.us)*

*Carl Mikyska, Executive Director, MPOAC, 850-414-4062, [carl.mikyska@mpoac.org](mailto:carl.mikyska@mpoac.org)*

**CRTPA RESOLUTION 2019-10-1A**

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING  
THE FY 2020 – FY 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

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**Whereas**, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

**Whereas**, the Transportation Improvement Program (TIP) shall be endorsed annually by the CRTPA and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and to the Federal Highway Administration, through the State of Florida;

**Whereas**, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

**Whereas**, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP;

**NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) THAT:**

The CRTPA amends the FY 20 – FY 24 Transportation Improvement Program to include the "Transportation Performance Measures Consensus Planning Document" within the TIP.

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 14th day of October 2019.

**Capital Region Transportation Planning Agency**

**Attest:**

**By:** \_\_\_\_\_  
Anthony O. Viegbesie, Chair

\_\_\_\_\_  
Greg Slay, Executive Director

October 14, 2019



## RETREAT AGENDA ITEM

### **TALLAHASSEE-LEON COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN**

#### **STATEMENT OF ISSUE**

This item provides an update regarding the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). A presentation will be made by Kimley-Horn and Associates (KHA) regarding the status of the BPMP. Staff will be seeking approval of the BPMP at the November 19, 2019 Board meeting.

#### **BACKGROUND**

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) kicked off at the March 20, 2018 CRTPA Board meeting to update the 2004 BPMP, address growth changes in Leon County, and to prepare projects for incorporation into the Year 2045 Regional Mobility Plan (RMP).

The BPMP used and incorporated existing databases from relevant existing plans or initiatives. Although the emphasis of this plan was to develop an implementation plan for bicycle facilities, there was an appropriate consideration of the transit and pedestrian network, their interconnectivity with the bicycle network, and design considerations as they relate to the land use context.

This plan focused on a study area comprised of Leon County, the City of Tallahassee, and within the City, its Multimodal Transportation District (MMTD).

The plan resulted in a near-term set of tiered projects which can assist in directing allocated funding from City, County, Blueprint, the Florida Department of Transportation (FDOT), and the CRTPA. The plan provides a near-term set of priorities which will assist in directing allocated funding from City, County, Blueprint, the Florida Department of Transportation, and the CRTPA.

#### **MAJOR TOPICS OF DISCUSSION**

The major topics discussed in the presentation to the CRTPA Board at the Retreat are briefly described below with more detail provided at the Retreat.

**Previous Planning Efforts** – How did we get to this point? KHA will briefly provide the Board information as to how and why the BPMP is being updating and the significant differences between the previous bike and pedestrian efforts.



**The Foundation for the Plan** – The BPMP based the building of the network on understanding the different **Types of Riders** and the facilities that each will utilize as a specific type of rider. KHA used a process of identifying a **Bicycle Comfort Level (BCL)** for the streets of Tallahassee and Leon County to get a picture to get a status of the existing system.

**Stakeholder and Public Outreach** – Having input from citizens using the bike and pedestrian system is key to understanding the wide range of opportunities to improve these systems. KHA will provide Board members the opportunities that were providing for citizen input.

**Recommendations** – Utilizing the foundation data and citizen input KHA will present and discuss the types of improvements including the development of a Neighborhood Network, Minor Projects, Major Projects and Big Ideas for the bike system.

**Project Costs** – Finally, KHA will present the projects and the costs associated with the projects.

Any changes or clarifications from the Retreat will be incorporated into the document and presented at the November CRTPA Board meeting.

October 14, 2019



**RETREAT AGENDA ITEM**

**INTELLIGENT TRANSPORTATION SYSTEMS (ITS)  
MASTER PLAN**

**STATEMENT OF ISSUE**

This item provides an update on the development of the City of Tallahassee ITS Master Plan. The plan will provide a roadmap for the planning, implementation, operation, and maintenance of Intelligent Transportation Systems and ITS communications assets.

October 14, 2019



RETREAT AGENDA ITEM

**METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL (MPOAC)  
LEGISLATIVE UPDATE**

**STATEMENT OF ISSUE**

An update on the MPOAC's legislative priorities for the upcoming legislative session will be provided by Carl Mikyska, Executive Director of the Florida MPOAC.



## RETREAT AGENDA ITEM

# MIDTOWN AREA TRANSPORTATION PLAN UPDATE

### STATEMENT OF ISSUE

This item provides an update on the public involvement efforts of Phase II of the Midtown Area Transportation Plan including recent survey findings.

### HISTORY AND ANALYSIS

#### **The Latest**

Initiated in early 2019, Phase II of the Midtown Area Transportation Plan builds upon the options identified and evaluated in Phase I (discussed on page 3 of this item) through conducting stakeholder meetings, surveys, general public workshops, and an open house. This phase includes a focus on receiving community input related to the needs of Midtown's bicycle, pedestrian and transit users and, to date, has included the following efforts (with future planned public involvement efforts shaded in *italics*):

- March to present – email/phone contact with **Midtown area neighborhood associations** discussing project and seeking to attend upcoming neighborhood meetings
- March 25 – **Midtown Working Group** (facilitated by Tallahassee-Leon County Planning Department) meeting to discuss project with Midtown neighborhood and business representatives
- April 30 – **Midtown Merchants Association** meeting to discuss project and receive input; continued email contact requesting to attend upcoming meetings
- May 16 – Informal project **pop up event** in Midtown area (location: Waterworks)
- May 9 – July 30 – **Midtown Online Survey** active
- June 4 – **Public Workshop** conducted at Tallahassee Senior Center to receive project input
- July 18 – meet informally with **Midtown area neighborhood association representatives** to discuss project and receive input (Brass Tap)
- August 20 – meet with the **Los Robles Neighborhood Association** to discuss project and receive input
- *November 2* – Planned Informal weekend project **pop up event** in Midtown area
- *November 6* – Planned **Public Workshop** at Tallahassee Senior Center to receive input on refined options
- *January 2020* – Planned **Open House** to present draft recommendations

Ultimately, the extensive public involvement efforts of Phase II will assist in refining identified options from which the plan's recommended options for the Midtown area will be developed.

### **Next Steps Phase II**

Based upon the public input received up to date (including input from the Midtown online survey), a second **public workshop** has been scheduled for November 6 to further refine the options for the Midtown area. Specifically, different options will be created for three distinct corridors in the Midtown area: (1) Thomasville Road near 5<sup>th</sup> Avenue, (2) Thomasville Road near Whole Foods and (3) Monroe Street near 5<sup>th</sup> Avenue). At the meeting, attendees will be able to vote on which of the options they most prefer for each of the three corridors.

The final phase of the project involves the development of draft recommendations based upon the most recent public input received from the second public workshop and, once completed, the Midtown Area Transportation Plan draft recommendations will be presented to the public at an **open house** (currently planned to occur in January 2020).

The project is scheduled to be completed and presented for CRTPA board approval in early 2020.

### **Midtown Area Transportation Plan Background**

Building on the recent efforts identified for the Midtown area of Tallahassee, the Midtown Area Transportation Plan was initiated at the June 19, 2017 CRTPA meeting. The plan is being developed in two parts (Phase I and Phase II).

Such recent efforts identified in the Midtown area include:

- The CRTPA's Connections 2040 Regional Mobility Plan" (adopted on November 16, 2015) which identifies the Thomasville Road/Meridian Road/Seventh Avenue intersection for improvement. This project has been included on the agency's RMP Roadways Priority Project List (and is on the most recent Roadway PPL scheduled for adoption at today's meeting).
- Blueprint Intergovernmental Agency Community Enhancement project ("Midtown Placemaking (Thomasville and Monroe Roads)") that identifies improvements at the five-points intersection of Meridian Road/Thomasville Road/Seventh Avenue as well as streetscaping improvements to Monroe Street (Thomasville Road to Tharpe Street) and Thomasville Road (Monroe Street to Post Road). This project was included in the November 2014 passage of the Leon County Penny Sales Tax Extension.
- FDOT safety study ("Thomasville Road (Midtown) Safety Study") was conducted by the FDOT on Thomasville Road (Monroe Street to Betton Road) based upon a request by the CRTPA to evaluation bicycle and pedestrian safety along the corridor. The study, presented to the CRTPA on September 19, 2016, identified potential pedestrian safety improvements along the corridor (some of which are included on the agency's Transportation Systems Management (TSM) Priority Project List for funding).

Phase I of the Plan is complete and provided a technical review analyzing potential changes to the transportation network to gain a better understanding of travel patterns in and around the Midtown area of Tallahassee. This phase provided an evaluation of existing conditions including data collection efforts that have included use of Bluetooth technology to provide a picture of traffic patterns throughout the Midtown area (including traffic traveling both to and through Midtown).

Included within Phase I was the identification of options and how each option performs based on both qualitative and quantitative criteria. Specifically, the following nine (9) transportation options (many of which are not stand alone and may be implemented in coordination with other identified options) were identified:

- **Beard St and North Gadsden St Realignment** - Realignment of Beard Street within existing right-of-way to improve connectivity at this location has been identified.
- **Sidewalk Connectivity** - Missing gaps in the Midtown area are identified (including key missing gaps at N. Gadsden, discussed below).
- **North Gadsden St corridor improvements from 6<sup>th</sup> Ave to Thomasville Rd** - Identifies construction of missing key sidewalk gaps and road diet in this key location of Midtown.
- **Midtown Boulevard/Complete Street** - by definition, complete streets are streets designed for all users (pedestrian, bicyclists, transit users as well as motorized transportation). Many of the proposed alternatives evaluated can be implemented in a manner that to improve the Midtown area for all users.
- **One-way southbound option of Thomasville Rd from N Gadsden St to N Monroe St** - This alternative improves roadway level of service and could be constructed to use existing right-of-way for complete street improvements. Potential negatives with proposal include reduced access to businesses.
- **One-way southbound option of Thomasville Rd from N Gadsden St to 6<sup>th</sup> Ave** - This alternative improves roadway level of service and could be constructed to use existing right-of-way for complete street improvements. Potential negatives with proposal include reduced access to businesses.
- **Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)** - Analysis identifies that this option does not operationally work and will have constructability issues. Additionally, a roundabout at this location creates pedestrian challenges. Study recommendation – Consider not moving forward with further exploration of this option.
- **Thomasville, Meridian and N Gadsden Roundabout (No Gadsden to Meridian movement)** - Analysis identifies constructability issues. Additionally, a roundabout at this location creates pedestrian challenges. Study recommendation – Consider not moving forward with further exploration of this option.
- **6<sup>th</sup> and 7<sup>th</sup> Ave Bi-Directional Roadways** - Convert the existing one-way pairs into two-way roadways. Analysis identifies that this change would reduce level-of-service and create additional conflict points at intersections. Study recommendation: Do not move forward with further exploration.

On February 20, 2018, the CRTPA approved Phase 1 of the plan and eliminated the last 3 options (identified in shading above) in from further study. Due to the technical nature of Phase I of the Plan,

coordination efforts focused largely on meetings with the Florida Department of Transportation District 3 and the CRTPA's local planning partners.

Phase II of the plan, discussed in more detail above, involves extensive public and stakeholder input on the plan's development including the refinement of the options identified in Phase I.

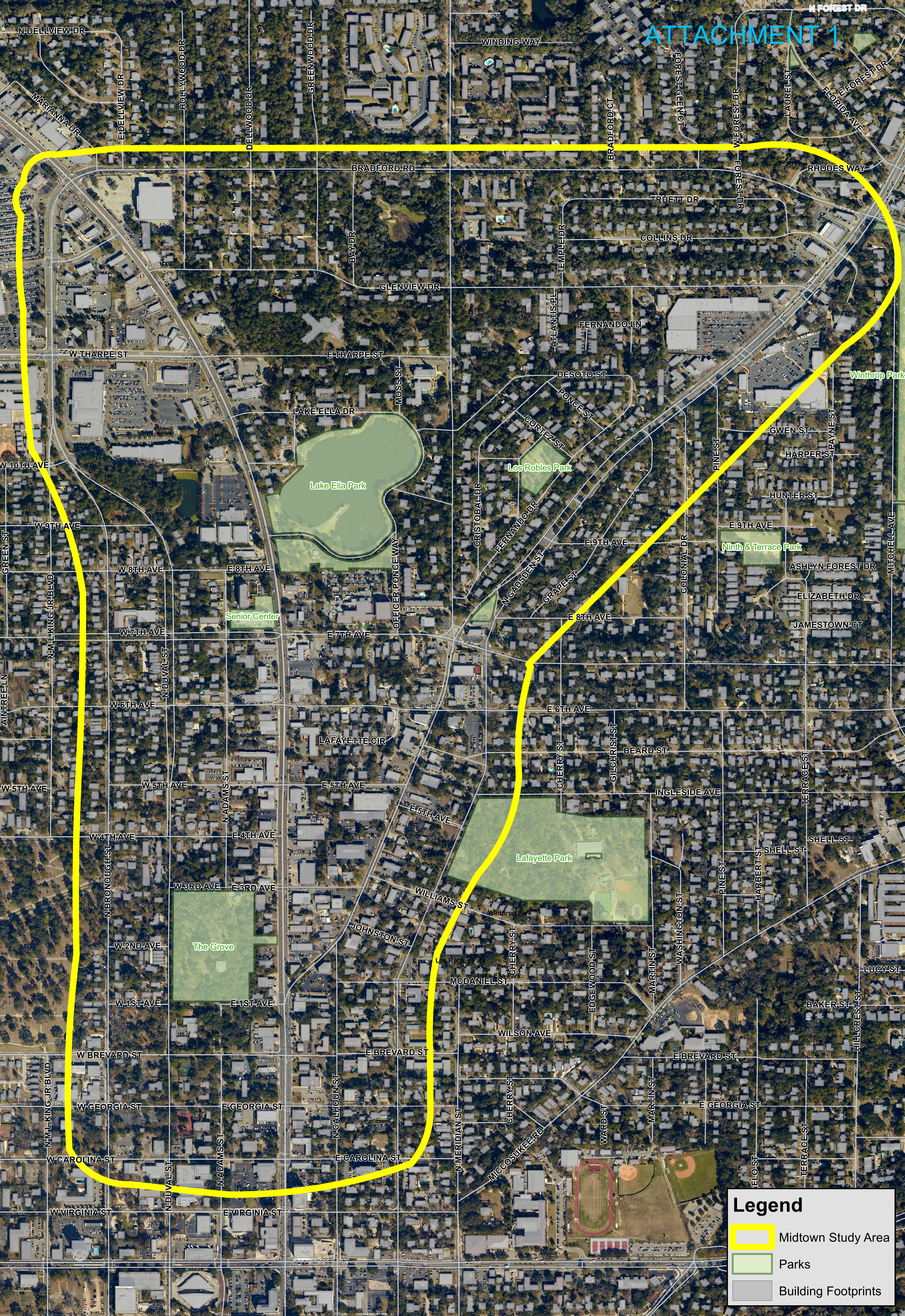
A project page for the Midtown Area Transportation Plan (<http://crtpa.org/midtown-area-transportation-plan-phase-ii/>) provides project highlights and details public involvement opportunities.

## **ATTACHMENTS**

Attachment 1: Project Map



# ATTACHMENT 1

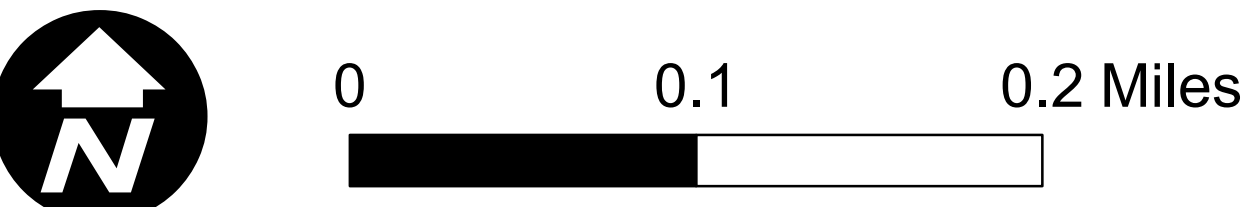


**Legend**

Midtown Study Area

Parks

Building Footprints



## Midtown Area Transportation Plan Phase II



October 14, 2019



## RETREAT AGENDA ITEM

### THOMASVILLE ROAD SAFETY STUDY

#### **STATEMENT OF ISSUE**

This item provides the findings of a road safety study conducted on Thomasville Road that was previously presented to the CRTPA in November 2017. Due to the number of projects underway or proposed in the Midtown area of Tallahassee, this item is being presented again.

#### **HISTORY AND ANALYSIS**

The Florida Department of Transportation will present the results of a safety analysis of Thomasville Road in the Midtown area conducted in 2017. The analysis, focused on the Meridian Road/Thomasville Road/Seventh Avenue (5 Points) intersection north to Betton Road, includes potential access recommendations to enhance safety along the corridor.

#### **ATTACHMENTS**

Attachment 1: Presentation from November 2017



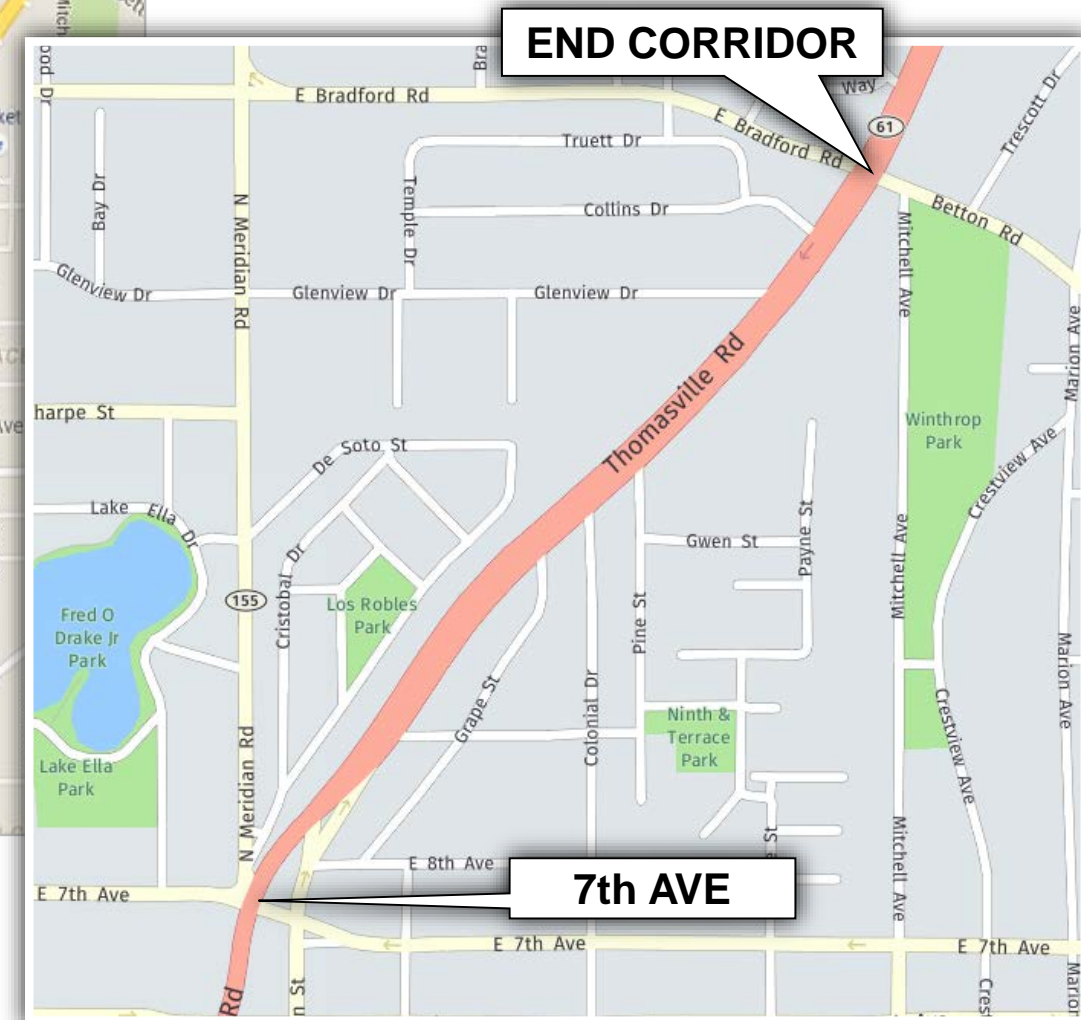
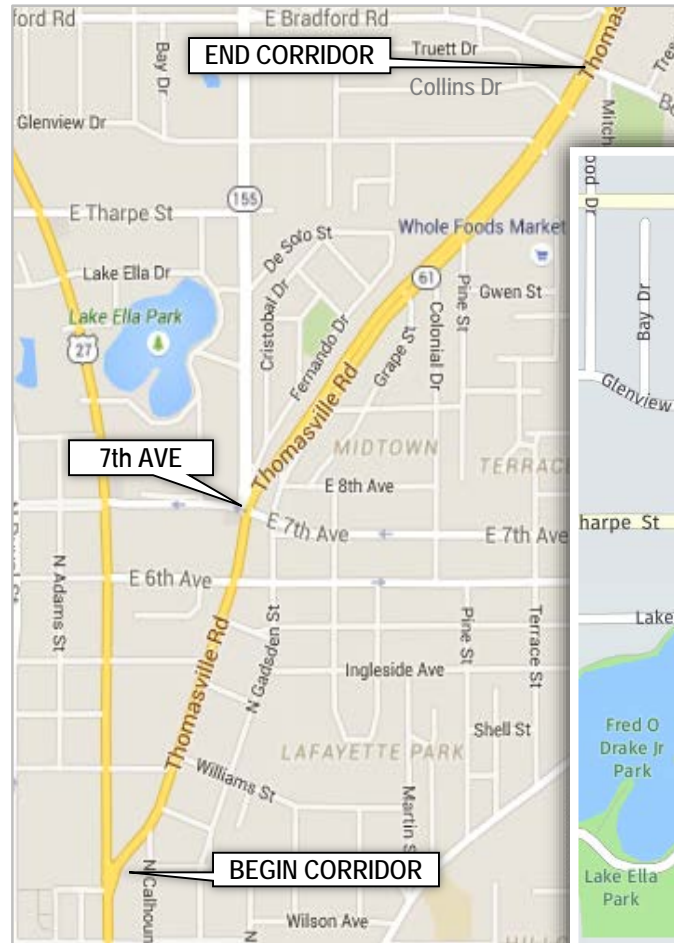
# SR 61 / Thomasville Road Supplemental Safety Study

*Gadsden Street to Betton Road /  
Bradford Road Corridor*

Leon County

# SR 61/Thomasville Road Supplemental Safety Study

- > Background
  - Original Ped/Bike Study
    - Monroe St to Betton/Bradford Rd
  - Ped/Bike Safety Recommendations
    - Monroe Street to 7<sup>th</sup> Avenue
  - Crash Analysis
    - 7<sup>th</sup> Ave to Betton/Bradford Rd



# SR 61/Thomasville Road Supplemental Safety Study

- > Five-Year Crash Investigation (2010-2015)
  - Left-turn Crash Pattern
    - Colonial Drive to Collins Drive
    - Weekday / PM peak hours / local motorists





# SR 61/Thomasville Road Supplemental Safety Study

- > FDOT District 3 - High Crash Rate Segment List
  - Colonial Dr to Post Rd (0.2 miles north of Betton/Bradford Rd)
    - #79 on list
    - 6.739 versus 3.079 Avg.

Crashes by Location			
Location	Left-turn Crashes	Angle Crashes	Total Crashes
Gadsden Street	0	8	8
Ninth Avenue	0	1	18
Grape Street	1	0	5
Colonial Drive	10	0	24
Pine Street	12	0	21
Capital Plaza Signal	9	6	26
Capital Plaza Median Opening	2	4	20
Glenview Drive Signal	3	8	40
Collins Drive	6	1	14



# SR 61/Thomasville Road Supplemental Safety Study

NOTE: click on corresponding number for close-up of designated intersections.



	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL
	EXISTING SIGNAL		EXISTING SIGNAL



# SR 61/Thomasville Road Supplemental Safety Study

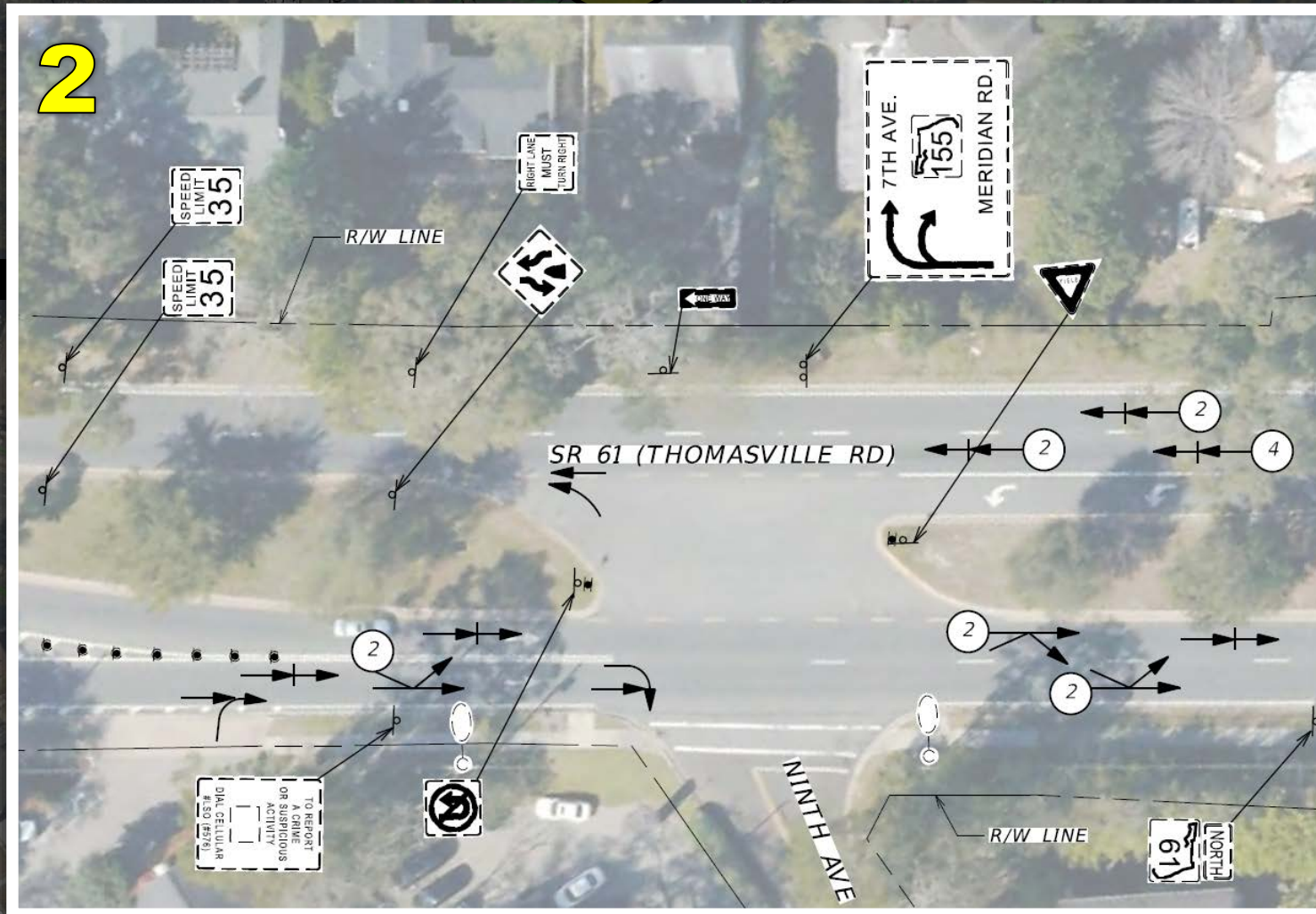
NOTE: click on inset aerial to return to crash/existing aerial.





# SR 61/Thomasville Road Supplemental Safety Study

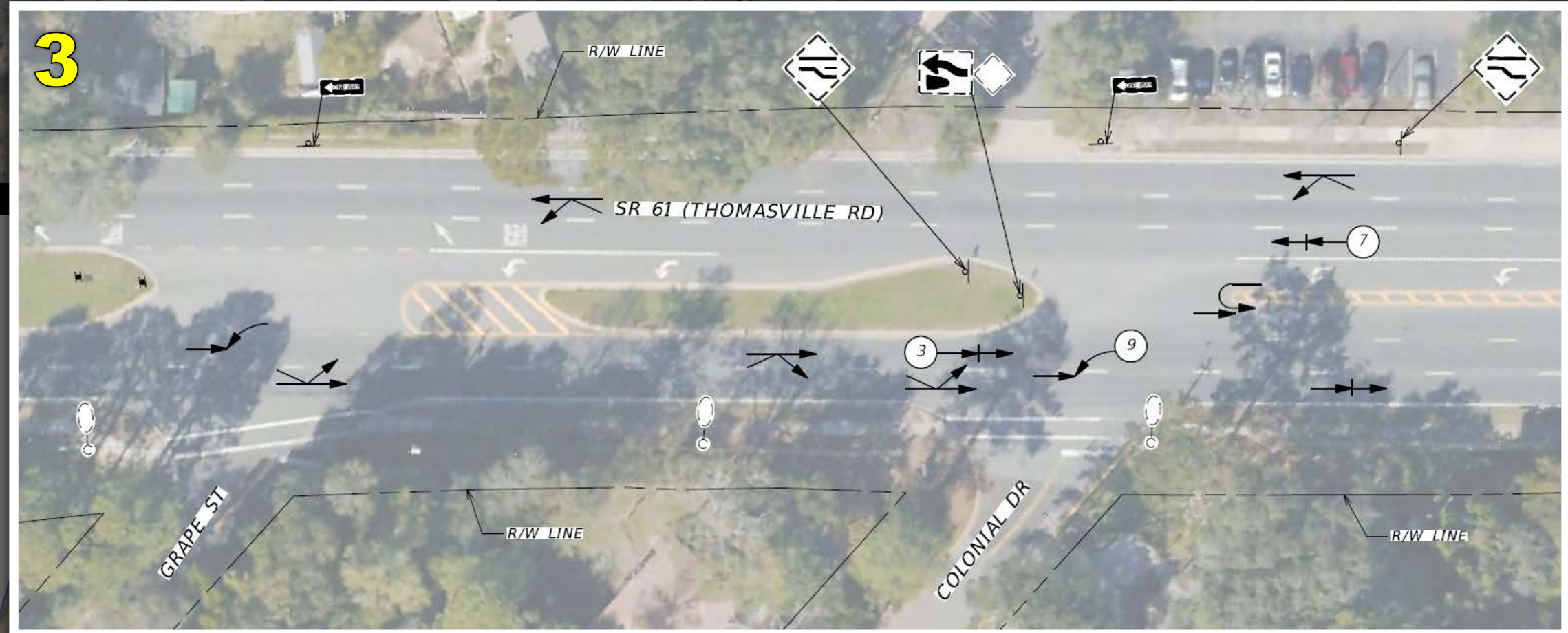
NOTE: click on inset aerial to return to crash/existing aerial.





# SR 61/Thomasville Road Supplemental Safety Study

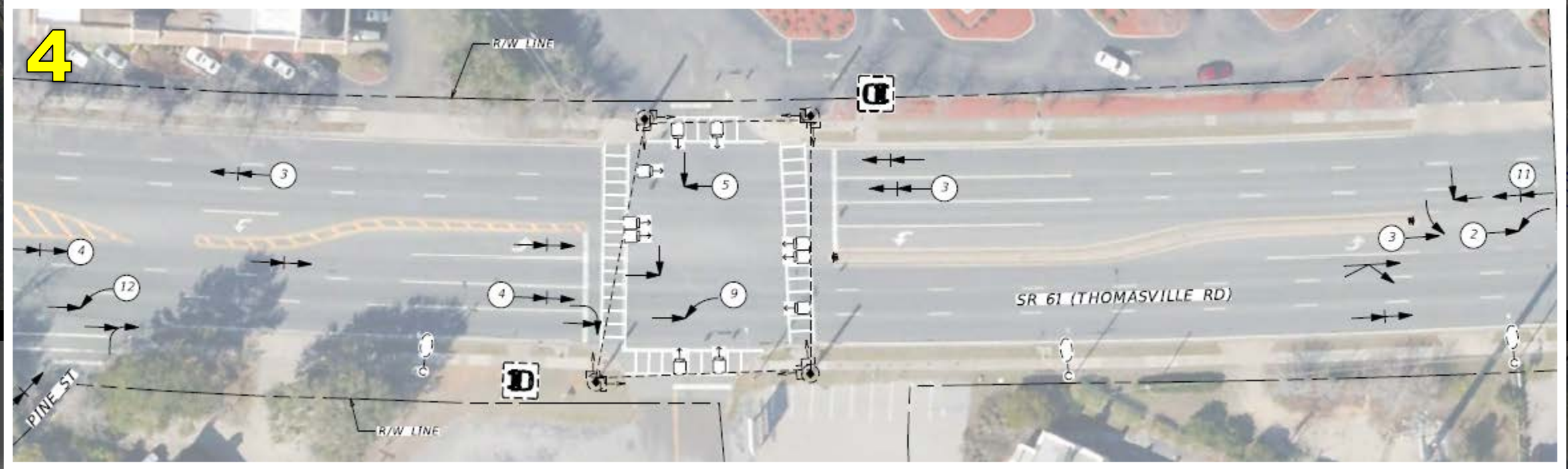
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# SR 61/Thomasville Road Supplemental Safety Study

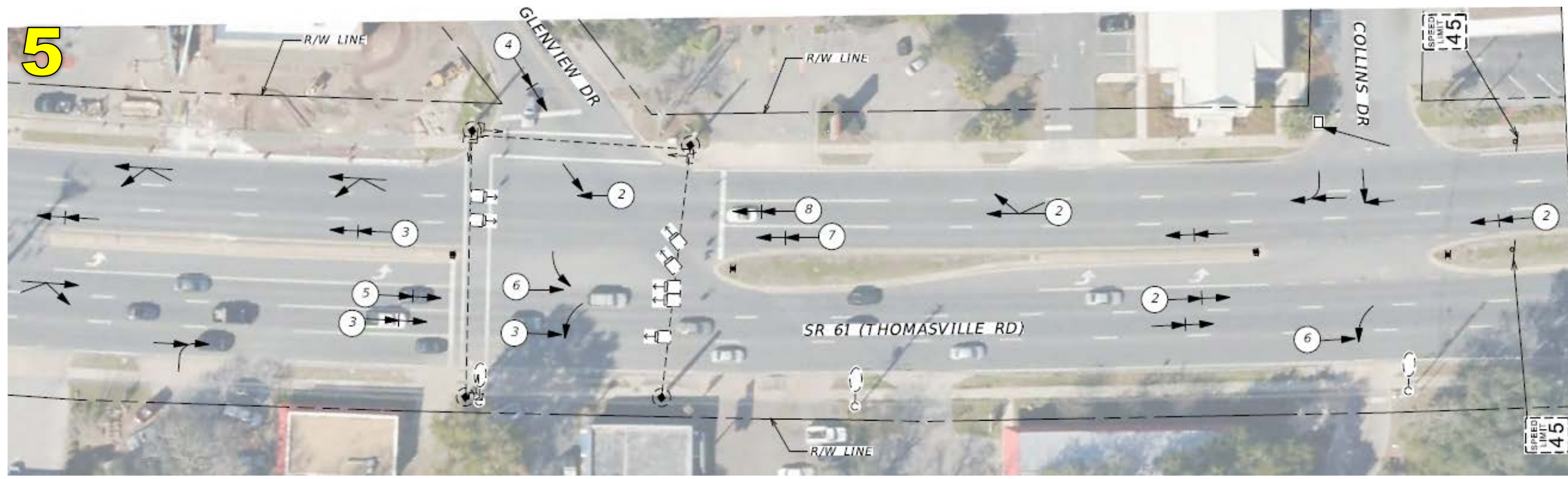
NOTE: click on inset aerial to return to crash/existing aerial.





# SR 61/Thomasville Road Supplemental Safety Study

NOTE: click on inset aerial to return to crash/existing aerial.





# Proposed Modifications



[illegible]

**4a**

**5a**

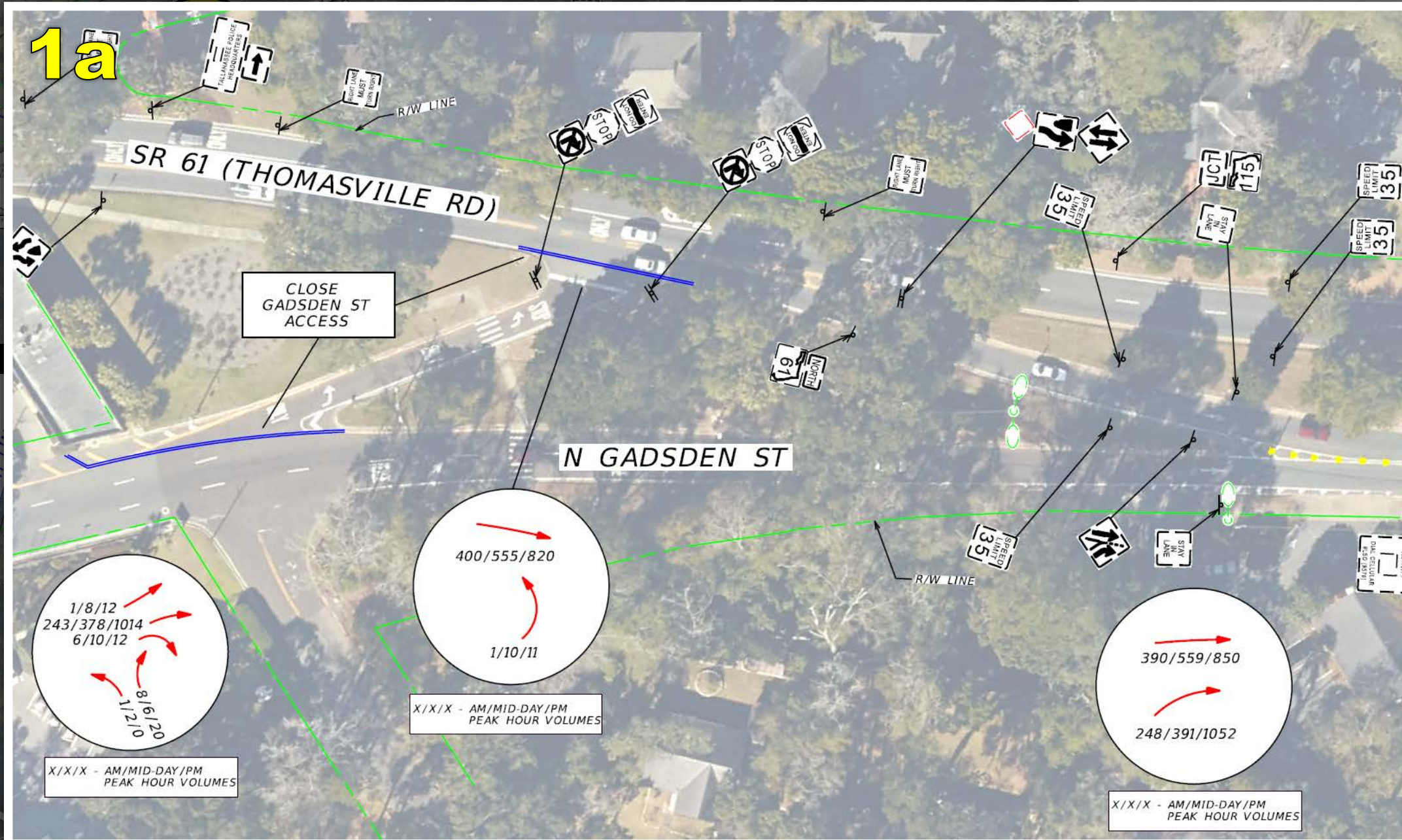
**6a**

**CLICK HERE FOR EXISTING CONDITIONS**

**CLICK HERE FOR EXISTING CONDITIONS**



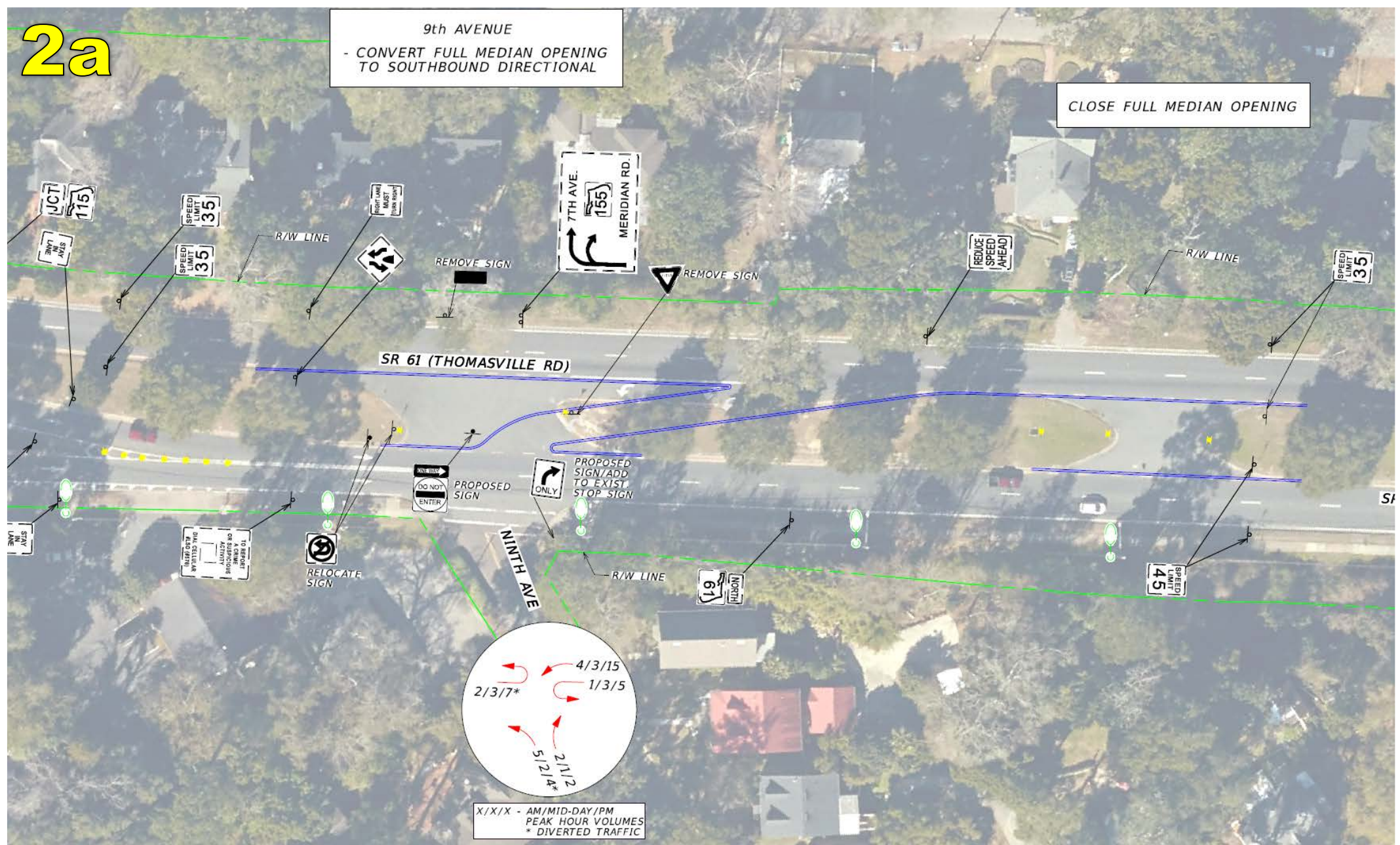
**NOTE:** click on inset aerial to return to modifications aerial.





# SR 61/Thomasville Road Supplemental Safety Study

NOTE: click on inset aerial to return to modifications aerial.





# SR 61/Thomasville Road Supplemental Safety Study

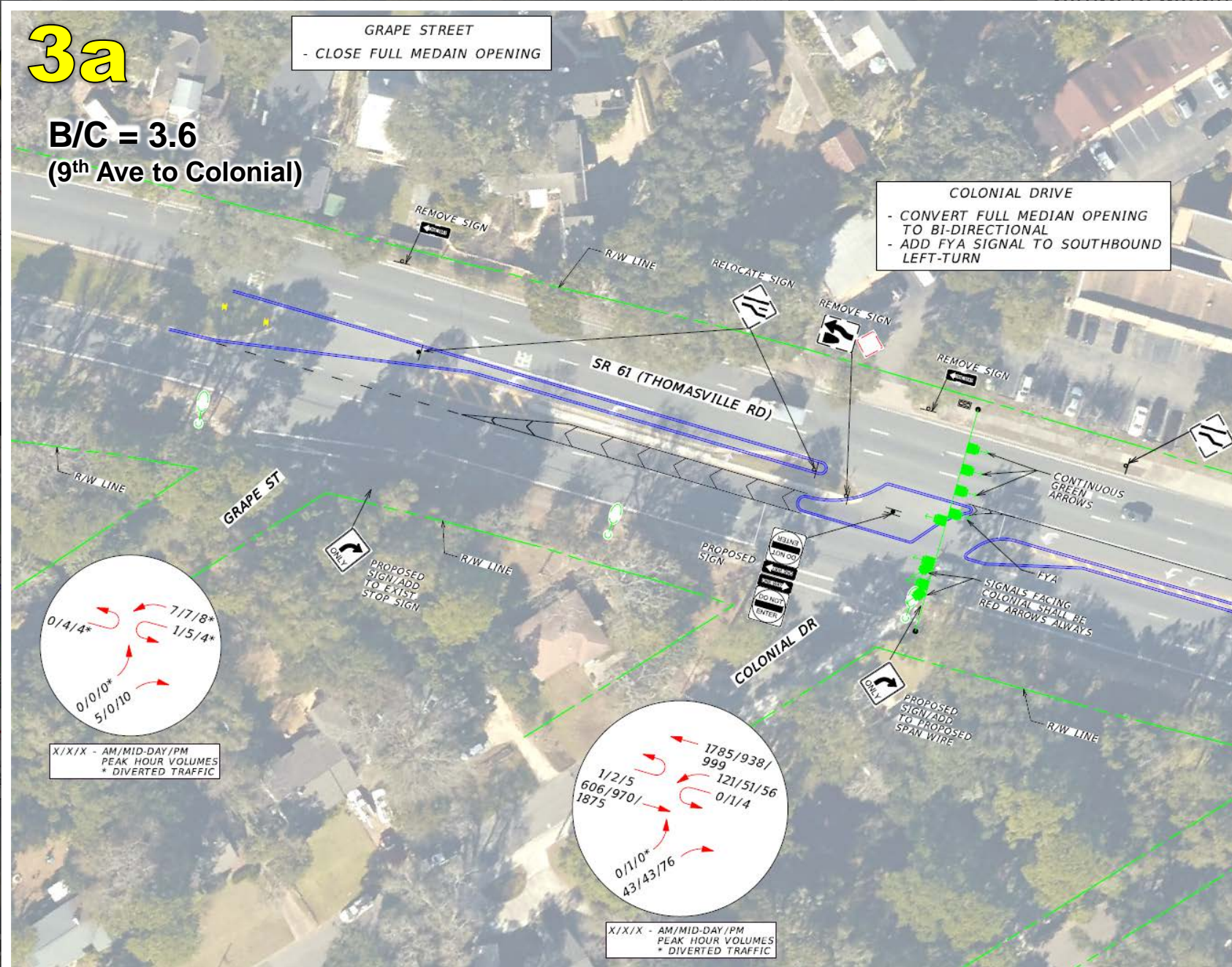
NOTE: click on inset aerial to return to modifications aerial.

## 3a

B/C = 3.6  
(9<sup>th</sup> Ave to Colonial)

GRAPE STREET  
- CLOSE FULL MEDIAN OPENING

COLONIAL DRIVE  
- CONVERT FULL MEDIAN OPENING  
TO BI-DIRECTIONAL  
- ADD FYA SIGNAL TO SOUTHBOUND  
LEFT-TURN

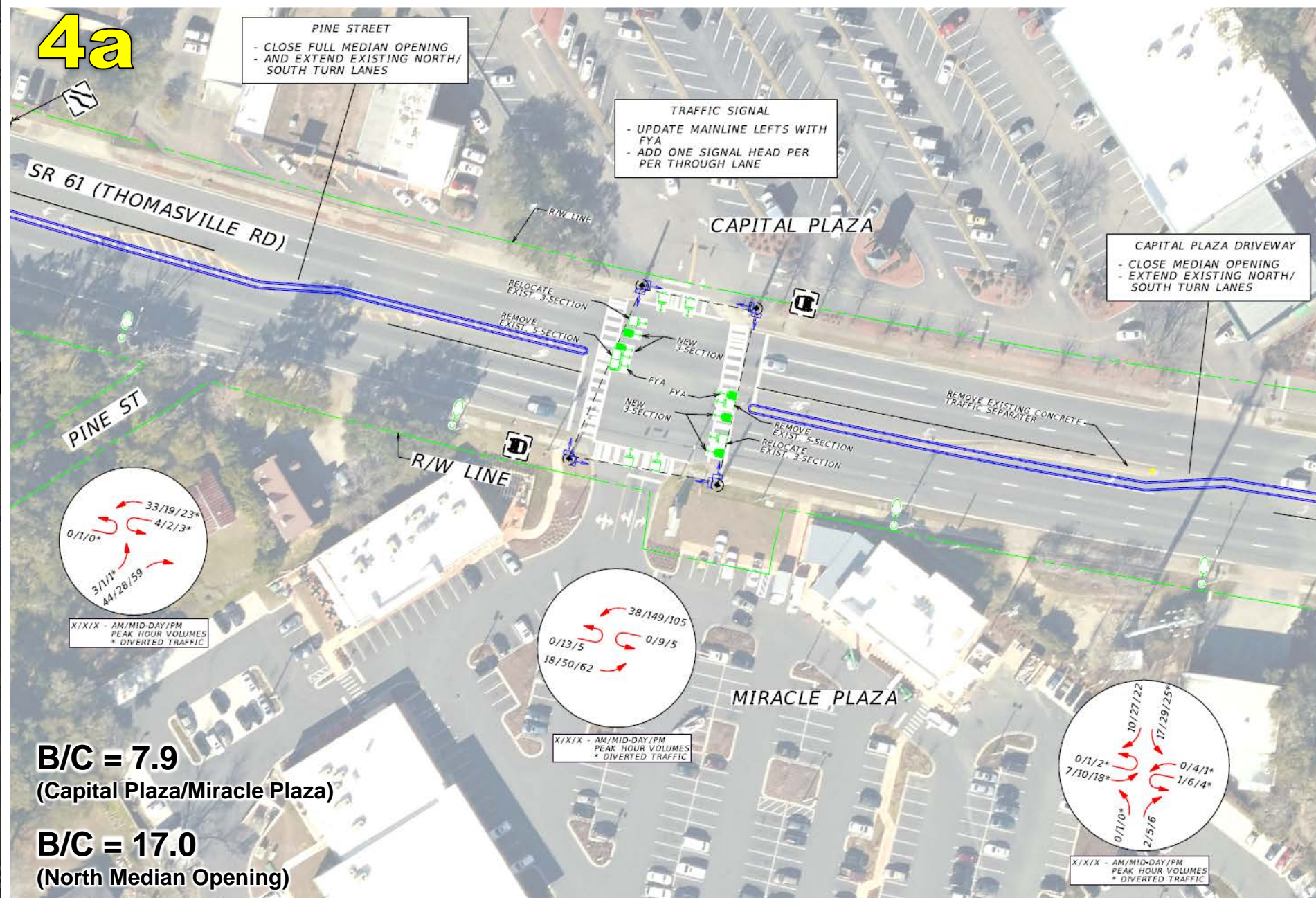


## 3a

## 6a

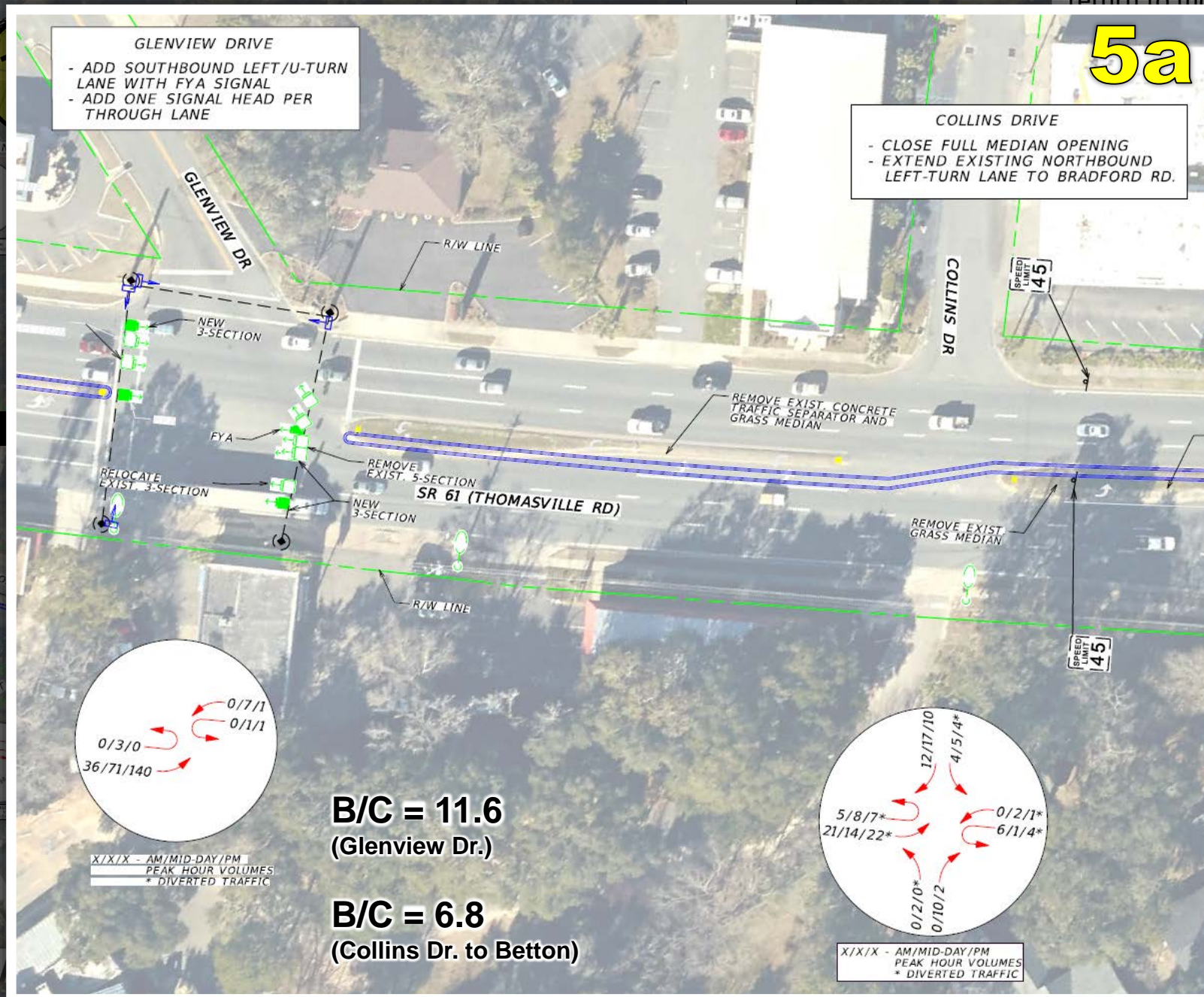


**NOTE:** click on inset aerial to return to modifications aerial.





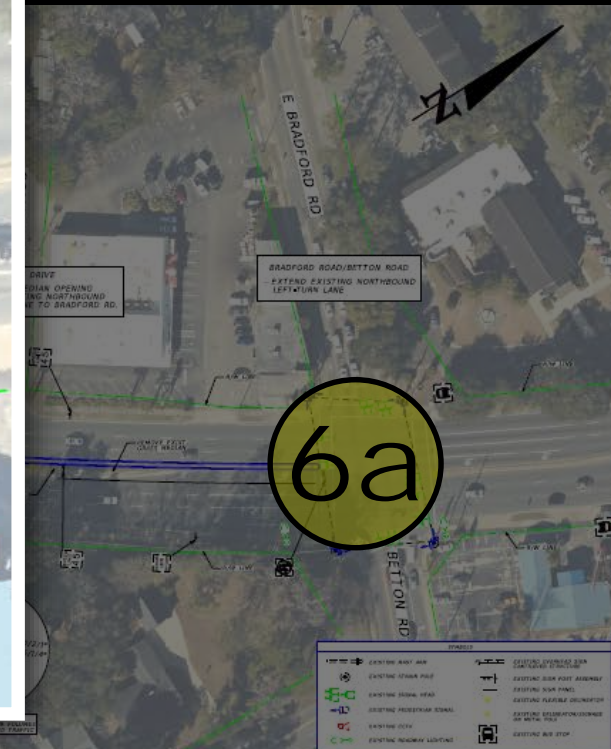
**NOTE:** click on inset aerial to return to modifications aerial.





# SR 61/Thomasville Road Supplemental Safety Study

NOTE: click on inset aerial to return to modifications aerial.





# SR 61/Thomasville Road Supplemental Safety Study

- > Summary
  - High Crash Rate
  - High Incidence of Left-turn Crashes
  - Access Management
    - Reduce Conflict Points
    - Reduce Speed Differentials
    - Increase Driver Expectancy
    - Improved Efficiency
  - Benefit Cost Ratio
    - Ranges from 3.6 to 17.0
  - Crash Reduction
    - Ranges from 20 to 59 percent
  - Next Steps





# SR 61/Thomasville Road Supplemental Safety Study

## ***QUESTIONS ?***



October 14, 2019



## RETREAT AGENDA ITEM

### CONNECTIONS 2045 REGIONAL MOBILITY PLAN

#### **STATEMENT OF ISSUE**

This item provides an update regarding the Connections 2045 Regional Mobility Plan.

#### **BACKGROUND**

The Capital Region Transportation Planning Agency (CRTPA) is required to update the Long Range Transportation Plan (LRTP) in five-year cycles. The LRTP is the most important document produced by the CRTPA since it provides guidance on the direction of the transportation system in the region for a horizon period of 20 years. This document will include all modes of transportation ranging from pedestrian, bike, transit, roadway, freight and rail.

Earlier this year Kimley-Horn and Associates (KHA) was approved by the CRTPA Board to perform the update to the Connections 2040 Regional Mobility Plan (RMP). KHA will be presenting materials regarding the Connections 2045 RMP.

#### **MAJOR TOPICS OF DISCUSSION**

The major topics discussed in the presentation to the CRTPA Board at the Retreat are briefly described below with more detail provided at the Retreat.

**Connections 2045 Process** – The consultant will provide a summary of the process undertaken to update the Connections 2045 RMP.

**Emerging Trends** – Automated Vehicles (AV) and Connected Vehicles (CV) are hot topics for all Florida MPOs. How will they be integrated into the RMP process? What is the emerging technology for these vehicles? How should we move forward with this effort? What other transportation technology is emerging?

**Goals and Objectives** – One of the first tasks in the RMP is the establishment of the Goals and Objectives. KHA will discuss the Goals and Objectives to ensure the Board agrees with the direction of the RMP.

**Schedule** – What are the key events in the RMP process? What are the upcoming events? The consultant will update the Board with the efforts for citizen engagement.

**CRTPA Board Input** – Comments, questions, issues, concerns, feedback from the Board.

If there are any initial questions that staff and the consultant can answer before the Retreat, please send them to us and we can have an answer at the meeting.

October 14, 2019



## RETREAT AGENDA ITEM

### FISCAL YEAR (FY) 2021 – FY 2025 TENTATIVE WORK PROGRAM

#### STATEMENT OF ISSUE

The FY 2021 – FY 2025 Tentative Work Program has been developed and will be presented by the Florida Department of Transportation (FDOT) District 3. The Tentative Work Program identifies transportation projects that have received state and federal funding within the next five (5) years.

Those projects located within the CRTPA region (Gadsden, Jefferson, Leon and Wakulla counties) will be discussed and are included as **Attachment 1** (Gadsden County), **Attachment 2** (Jefferson County), **Attachment 3** (Leon County) and **Attachment 4** (Wakulla County).

#### HISTORY AND ANALYSIS

The Tentative Work Program identifying transportation projects that have received state and federal funding over the next five (5) years has been developed by the FDOT. Any written comments on the Work Program are due to the FDOT by October 24.

Development of the Work Program occurs in coordination with the CRTPA which includes the CRTPA's annual adoption of priority project lists (PPLs) to provide FDOT guidance on the agency's funding priorities. To that end, the CRTPA's FY 2021 – FY 2025 PPLs used in development of the Tentative Work Program were adopted at the June 17 CRTPA meeting (with the exception of the Transportation Alternatives PPL that was adopted on April 16). The PPLs reflect the CRTPA's adopted plans and programs, including agency's long-range transportation plan ("Connections 2040 Regional Mobility Plan").

#### ATTACHMENTS

- Attachment 1: Gadsden County – Tentative FDOT FY 2021 – FY 2025 Work Program
- Attachment 2: Jefferson County – Tentative FDOT FY 2021 – FY 2025 Work Program
- Attachment 3: Leon County – Tentative FDOT FY 2021 – FY 2025 Work Program
- Attachment 4: Wakulla County – Tentative FDOT FY 2021 – FY 2025 Work Program





FLORIDA DEPARTMENT OF TRANSPORTATION

# **Gadsden County Citizen's Plan**

## **Tentative Work Program**

### **Fiscal Years 2021-2025**

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Florida Department of Transportation  
District 3 Title VI Coordinator,  
Alicia Brininger  
1074 Highway 90 East  
Chipley, Florida 32428-0607  
(888) 638-0250 ext. 1502  
[alicia.brininger@dot.state.fl.us](mailto:alicia.brininger@dot.state.fl.us)

Florida Department of Transportation  
State Title VI Coordinator,  
Jacqueline Paramore  
605 Suwannee Street, MS 65  
Tallahassee, FL 32399-0450  
(850) 414-4753  
[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)

## GADSDEN COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
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### Highways: Interstate

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4067425	SR 8 (I-10) OVER APALACHICOLA RIVER BRIDGE NO. 500087	BRIDGE - PAINTING	1.037		1,497 CST			
4454651	SR 8 (I-10) OVER CR 268A BRIDGE NO. 500080	BRIDGE-REPAIR/REHABILITATION	.027	1,158 CST				
4067424	SR 8 (I-10) OVER APALACHICOLA RIVER BRIDGE NOS. 500086 & 087	FENDER WORK	1.155		4,026 CST			

### Highways: State Highways

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4228232	SR 10 (US 90) OVER LITTLE RIVER & HURRICANE CRK BR NOS. 500151 2 3 & 4	BRIDGE-REPAIR/REHABILITATION	.280	1,118 CST				
4346451	SR 10 (US 90) FROM W OF FLYING J TO LEON COUNTY LINE	RESURFACING	1.960	583 PE				
					676 ROW			
						6,084 CST		
4377611	SR 267 FROM SR 10 (US 90) JEFFERSON ST TO THE GEORGIA STATE LINE	RESURFACING	8.488	250 RRU				
				6,804 CST				
4415461	SR 63 (US 27) S MAIN ST FROM SR 159 TO CR 159A POTTER WOODBERRY RD	RESURFACING	3.088	2,956 CST				
4436421	SR 63 (US 27) FROM N OF CR 159A POTTER WOODBERRY RD TO GEORGIA SL	RESURFACING	3.484		6,432 CST			
4436431	SR 10 (US 90) FROM OPPORTUNITY LANE TO W OF SR 8 (I-10)	RESURFACING	6.149		11,392 CST			
4367411	GADSDEN CO MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	TRAFFIC SIGNALS	.000	85 OPS	87 OPS	90 OPS	92 OPS	95 OPS

### Highways: Local Roads

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4460651	STEWART ST FROM STEWART ELEMENTARY SCHOOL TO SR 10 (US 90)	RESURFACING	.688	473 CST				
4403851	RALPH STRONG RD FROM CROSSROADS SCH ENTRANCE TO SR 10 (US 90)	SIDEWALK	.863	783 CST				
4413472	GADSDEN SAFE ROUTES TO SCHOOL - SCHOOL ZONE STRIPIING AND ADA UPGRADES	SIDEWALK	2.117	291 CST				

### Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4393741	CR 159 SALEM ROAD OVER SWAMP CREEK BRIDGE NO. 500032	BRIDGE REPLACEMENT	.674		4,032 CST			
4465751	CR 267A SPOONER RD FROM CR 65B OLD FEDERAL RD TO SR 267 PAT THOMAS	FLEXIBLE PAVEMENT RECONSTRUCT.	2.468			1,537 CST		
4406221	CR 65 ATTAPULGUS HWY FROM SR 12 EAST KING ST TO GEORGIA STATE LINE	RESURFACING	8.226		3,693 CST			
4381271	HAVANA MIDDLE SCHOOL SIDEWALK EXTENSION	SIDEWALK	.535		215 CST			
4407241	CR 274 ATLANTA ST FROM BEN BOSTIC RD TO MARTIN LUTHER KING BLVD	SIDEWALK	1.447			966 CST		
4424021	CR 159A POTTER WOODBERY RD FROM CR 159 (SALEM RD) TO SR 63 (US 27)	WIDEN/RESURFACE EXIST LANES	1.441	815 CST				

### Freight, Logistic And Passenger Operation: Aviation

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4466471	QUINCY MUNICIPAL AIRPORT ENVIRON. DESIGN & CONSTRUCTION OF APRON AREA	AVIATION CAPACITY PROJECT	.000					800 CAP
4203724	QUINCY MUNICIPAL AIRPORT CONSTRUCT PERIMETER TAXIWAYS A & B	AVIATION PRESERVATION PROJECT	.000		550 CAP	550 CAP		
4256116	QUINCY MUNICIPAL AIRPORT RUNWAY REHABILITATION	AVIATION PRESERVATION PROJECT	.000	900 CAP				
4256119	QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN/CONSTR HANGARS & TAXIWAY	AVIATION REVENUE/OPERATIONAL	.000				800 CAP	

### Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4203101	BIG BEND TRANSIT COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	10 OPS	10 OPS	9 OPS	10 OPS	10 OPS
4203131	BIG BEND TRANSIT COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	5 OPS	10 OPS	10 OPS	9 OPS	10 OPS
4222621	BIG BEND TRANSIT COMMUTER ROUTE	COMMUTER TRANS. ASSISTANCE	.000	10 OPS	9 OPS	10 OPS	10 OPS	10 OPS



FLORIDA DEPARTMENT OF TRANSPORTATION

# **Jefferson County Citizen's Plan**

## **Tentative Work Program**

### **Fiscal Years 2021-2025**

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Florida Department of Transportation  
District 3 Title VI Coordinator,  
Alicia Brininger  
1074 Highway 90 East  
Chipley, Florida 32428-0607  
(888) 638-0250 ext. 1502  
[alicia.brininger@dot.state.fl.us](mailto:alicia.brininger@dot.state.fl.us)

Florida Department of Transportation  
State Title VI Coordinator,  
Jacqueline Paramore  
605 Suwannee Street, MS 65  
Tallahassee, FL 32399-0450  
(850) 414-4753  
[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)

## JEFFERSON COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
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### Highways: Interstate

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2226692	SR 8 (I-10) JEFFERSON COUNTY REST AREAS EXPANSION OF SPRAYFIELDS	REST AREA	.471	20 ROW	125 ROW			
						1,662 CST		
4439731	SR 8 (I-10) FROM E OF CR 158 LLOYD HWY TO E OF SR 57 (US 19) CAPPS RD	RESURFACING	5.992		12,779 CST			
4456571	SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE	SAFETY PROJECT	19.487	165 PE				
						1,364 CST		

### Highways: State Highways

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4039313	SR 57 (US 19) FL GA PKWY FROM CR 57A DAVID RD TO CR 259 WAUKEENAH HWY	BIKE PATH/TRAIL	2.207	615 PDE				
						760 PE		
4415431	SR 20 (US 27) FROM LEON CO LINE TO W OF CHITTLING ST	RESURFACING	7.108	9,859 CST				
4415441	SR 55 (US 221) FROM MADISON CO LINE TO GEORGIA STATE LINE	RESURFACING	6.002	5,380 CST				
4367451	JEFFERSON CO MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	TRAFFIC SIGNALS	.000	7 OPS	7 OPS	7 OPS	7 OPS	7 OPS

### Highways: Local Roads

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4340321	CR 257 OVER AUCILLA RIVER BRIDGE NO. 544061	BRIDGE REPLACEMENT	.071		48 ROW			
							3,874 CST	
4393661	CR 259 OVER SCL RAILROAD BRIDGE NO. 540027	BRIDGE REPLACEMENT	.028		3,429 CST			

### Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4465761	CASA BIANCA RD FROM CR 259 WAUKEENAH HWY TO CR 158 OLD LLOYD RD	FLEXIBLE PAVEMENT RECONSTRUCT.	2.410			1,007 CST		
4406201	CR 259 LAKE ROAD FROM SR 57 (US 19) TO COCROFT ROAD	RESURFACING	6.148		2,079 CST			
4424361	SOUTH MAIN AVE FROM US 90 TO CR 158A OLD LLOYD RD	RESURFACING	1.524	542 CST				
4465901	GOVERNMENT FARM RD FROM CR 257 TO NORTH OF PARKER POND RD	RESURFACING	1.610		66 PE			
						783 CST		





FLORIDA DEPARTMENT OF TRANSPORTATION

# **Leon County Citizen's Plan**

## **Tentative Work Program**

### **Fiscal Years 2021-2025**

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Alicia Brininger  
1074 Highway 90 East  
Chipley, Florida 32428-0607  
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[alicia.brininger@dot.state.fl.us](mailto:alicia.brininger@dot.state.fl.us)

Florida Department of Transportation  
State Title VI Coordinator,  
Jacqueline Paramore  
605 Suwannee Street, MS 65  
Tallahassee, FL 32399-0450  
(850) 414-4753  
[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)

FLORIDA DEPARTMENT OF TRANSPORTATION  
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
TENTATIVE FY 2021 - 2025 (10/01/2019 00:22:54)

# LEON COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
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## Highways: Interstate

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2225936	SR 8 (I-10) EB FROM SR 155 TO INTERCHANGE AT SR 61 & SR 261 (US 319)	INTERCHANGE IMPROVEMENT	1.413	560 ROW				
								4,681 CST

## Highways: State Highways

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2197492	SR 263 (US 319) C.C. FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	ADD LANES & RECONSTRUCT	2.341					36,115 CST
								1,329 CST-LF
							30 ENV	
4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE	ADD LANES & RECONSTRUCT	4.126		100 RRU			
					51,265 CST			
					1,929 CST-LF			
				60 ENV				
4379024	SR 373 ORANGE AVE FROM CR 2203 SPRINGHILL RD TO SR 61 S MONROE ST	ADD LANES & RECONSTRUCT	1.361		1,870 PE			
4374971	SR 20 (US 27) APALACHEE PARKWAY FG&A RR BRIDGE NO. 550940	BRIDGE - PAINTING	.003		84 RRU			
					549 CST			
2197935	CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS	FUNDING ACTION	.000	514 PE	75 PE	94 PE	409 PE	
					3,566 CST		2,350 CST	3,635 CST
4098036	CRTPA BICYCLE/PEDESTRIAN PROJECTS	FUNDING ACTION	1.000			750 CST		
2197852	LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS	ITS COMMUNICATION SYSTEM	.000				500 OPS	500 OPS
4440381	SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR	LIGHTING	1.158	253 PE				
4440382	SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR	LIGHTING	.000			778 CST		
4377581	SR 369 (US 319) FROM WAKULLA CO LINE TO S OF CR 2204 OAK RIDGE RD	RESURFACING	1.627	484 PE				
						1,375 CST		
4397281	SR61 (US319) THOMASVILLE RD FROM TALLAHASSEE DR TO TIMBERWOLF CROSSING	RESURFACING	4.386	10,633 CST				
4397321	SR 371 ORANGE AVE/LAKE BRADFORD RD FROM W OF RANKIN AVE TO SR 366	RESURFACING	4.789		4,491 CST			
4397391	SR 63 (US 27) FROM GADSDEN COUNTY LINE TO SR 263 CAPITAL CIRCLE	RESURFACING	2.080	4,899 CST				
4415471	SR 363/61 S MONROE ST FROM E PAUL RUSSELL RD TO PERKINS ST	RESURFACING	1.192	1,902 CST				
4456341	SR 155 MERIDIAN RD FROM SR 61 THOMASVILLE RD TO CR 63A LAKESHORE DR	RESURFACING	2.543	759 PE				
						4,054 CST		
4450531	SR 63 (US 27) MONROE ST FROM JOHN KNOX RD TO LAKE SHORE DRIVE	SIDEWALK	.888	520 PE				
0001543	ORCHARD POND TOLL FACILITY INSURANCE	TOLL PLAZA	.000	2 OPS	2 OPS	2 OPS	2 OPS	2 OPS
4367461	LEON CO MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	TRAFFIC SIGNALS	.000	1,047 OPS	1,078 OPS	1,121 OPS	1,149 OPS	1,183 OPS

## Highways: Local Roads

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4429441	MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051	BRIDGE REPLACEMENT	.015		79 ROW			
					21 ROW-LF			
							1,458 CST	
							478 CST-LF	
4406552	CR 0361 OLD BAINBRIDGE RD @ SR 263 CAPITAL CIRCLE	MISCELLANEOUS CONSTRUCTION	.078	80 CST				
				80 CST-LF				
4466331	BLOUNTSTOWN ST FROM SR 10 (US 90) TENN ST TO CR 158 THARPE ST	SIDEWALK	.697	785 CST				
				503 CST-LF				
4406551	CR 361 (OLD BAINBRIDGE RD) FROM SR 8 (I-10) TO SR 263 (CAPITAL CIRCLE)	SIGNING/PAVEMENT MARKINGS	4.279	330 CST				

# LEON COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2267928	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION	AVIATION CAPACITY PROJECT	.000	1,113 CAP 1,113 CAP-LF				
2267816	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL REHAB IMPROVEMENTS	AVIATION PRESERVATION PROJECT	.000	100 CAP 100 CAP-LF				
2267925	TALLAHASSEE INTERNATIONAL AIRPORT INFORMATION TECHNOLOGY ANALYSIS	AVIATION PRESERVATION PROJECT	.000		75 CAP 75 CAP-LF			
2267929	TALLAHASSEE INTERNATIONAL AIRPORT TAXIWAY REHAB	AVIATION PRESERVATION PROJECT	.000			9,500 CAP 500 CAP-LF	8,550 CAP 450 CAP-LF	
4223015	TALLAHASSEE INTERNATIONAL AIRPORT AIRFIELD PRESERVATION	AVIATION PRESERVATION PROJECT	.000	300 CAP 300 CAP-LF				
4421097	TALLAHASSEE INTERNATIONAL AIRPORT PARKING AREA IMPROVEMENTS	AVIATION PRESERVATION PROJECT	.000			1,000 CAP 1,000 CAP-LF		
4466401	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL MODERNIZATION	AVIATION PRESERVATION PROJECT	.000					750 CAP 750 CAP-LF
4466411	TALLAHASSEE INTERNATION AIRPORT AIR CARRIER APRON IMPROVEMENTS	AVIATION PRESERVATION PROJECT	.000					900 CAP 900 CAP-LF

FLORIDA DEPARTMENT OF TRANSPORTATION  
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
TENTATIVE FY 2021 - 2025 (10/01/2019 00:22:54)

# LEON COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2267926	TALLAHASSEE INTERNATIONAL AIRPORT REHAB FACILITIES BUILDING	AVIATION REVENUE/OPERATIONAL	.000		225 CAP			
					225 CAP-LF			
2267927	TALLAHASSEE INTERNATIONAL AIRPORT RENOVATE/UPGRADE OPERATIONS CENTER	AVIATION REVENUE/OPERATIONAL	.000		200 CAP			
					200 CAP-LF			
4223019	TALLAHASSEE INTERNATIONAL AIRPORT HANGAR DEVELOPMENT AND MODERNIZATION	AVIATION REVENUE/OPERATIONAL	.000	1,760 CAP				
				1,760 CAP-LF				
4421091	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL PLB ACQU/INSTALL	AVIATION REVENUE/OPERATIONAL	.000			547 CAP		
						547 CAP-LF		
2267924	TALLAHASSEE INTERNATIONAL AIRPORT EMERGENCY POWER IMPROVEMENTS	AVIATION SAFETY PROJECT	.000		713 CAP			
					38 CAP-LF			
4421096	TALLAHASSEE INTERNATIONAL AIRPORT SECURITY FENCE & GATE REHABILITATION	AVIATION SECURITY PROJECT	.000				450 CAP	
							450 CAP-LF	

## Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4222512	CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307	CAPITAL FOR FIXED ROUTE	.000	1,811 CAP	1,866 CAP	1,922 CAP	1,922 CAP	
				453 CAP-LF	466 CAP-LF	480 CAP-LF	480 CAP-LF	
4252699	CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL	CAPITAL FOR FIXED ROUTE	.000	394 CAP	406 CAP	418 CAP	418 CAP	
				99 CAP-LF	101 CAP-LF	105 CAP-LF	105 CAP-LF	
4336851	CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310	CAPITAL FOR FIXED ROUTE	.000	112 CAP	116 CAP	116 CAP	116 CAP	
				28 CAP-LF	29 CAP-LF	29 CAP-LF	29 CAP-LF	
4156072	FL STATE UNIVERSITY REGIONAL COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	217 OPS	223 OPS	230 OPS	238 OPS	245 OPS
4203111	BIG BEND TRANSIT COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	10 OPS	10 OPS	10 OPS	10 OPS	10 OPS
4222611	BIG BEND TRANSIT COMMUTER ROUTES	COMMUTER TRANS. ASSISTANCE	.000	10 OPS	9 OPS	10 OPS	10 OPS	10 OPS
4217162	CAPITAL REGION TPA PLANNING SECTION 5303 GRANT	MODAL SYSTEMS PLANNING	.000	121 PLN	125 PLN	129 PLN	133 PLN	137 PLN
				13 PLN-LF	14 PLN-LF	14 PLN-LF	15 PLN-LF	15 PLN-LF
4222501	CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	.000	1,331 OPS	1,397 OPS	1,467 OPS	1,540 OPS	1,234 OPS
				1,331 OPS-LF	1,397 OPS-LF	1,467 OPS-LF	1,540 OPS-LF	1,234 OPS-LF
4222513	CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307	OPERATING FOR FIXED ROUTE	.000	1,815 OPS	1,870 OPS	1,926 OPS	1,926 OPS	
				1,815 OPS-LF	1,870 OPS-LF	1,926 OPS-LF	1,926 OPS-LF	
4213643	CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311	OPERATING/ADMIN. ASSISTANCE	.000	250 OPS				
				250 OPS-LF				





FLORIDA DEPARTMENT OF TRANSPORTATION

# **Wakulla County Citizen's Plan**

## **Tentative Work Program**

### **Fiscal Years 2021-2025**

The Florida Department of Transportation Complies with Various Non-Discrimination Laws and Regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express concerns about Title VI may do so by contacting:

Florida Department of Transportation  
District 3 Title VI Coordinator,  
Alicia Brininger  
1074 Highway 90 East  
Chipley, Florida 32428-0607  
(888) 638-0250 ext. 1502  
[alicia.brininger@dot.state.fl.us](mailto:alicia.brininger@dot.state.fl.us)

Florida Department of Transportation  
State Title VI Coordinator,  
Jacqueline Paramore  
605 Suwannee Street, MS 65  
Tallahassee, FL 32399-0450  
(850) 414-4753  
[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)

## WAKULLA COUNTY

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
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### Highways: State Highways

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
2204956	SR 61 (US 319) FROM NORTH OF ALASKA WAY TO LOST CREEK BRIDGE	ADD LANES & RECONSTRUCT	3.395			2,571 ROW		
4101722	SR 267 BLOXHAM CUTOFF FROM WAKULLA SPRINGS PARK TO ST MARKS TRAIL	BIKE PATH/TRAIL	4.780				630 PE	
4399263	SR 30 (US 98) COASTAL HWY FROM S OF TOWER ROAD TO SR 61 (US 319)	BIKE PATH/TRAIL	.000	8,258 CST				
4405501	SR 30 (US 98) FROM W OF SR 363 WOODVILLE HWY TO LIGHTHOUSE RD	BIKE PATH/TRAIL	.000				3,565 CST	
4377561	SR 30 (US 98) FROM E OF SR 61 (US 319) TO W OF WAKULLA RIVER BRIDGE	RESURFACING	9.319		6,289 CST			
4367511	WAKULLA CO MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	TRAFFIC SIGNALS	.000	40 OPS	45 OPS	50 OPS	51 OPS	52 OPS

### Highways: Local Roads

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4406241	CR 375 SMITH CREEK ROAD FROM SYFRETT CREEK TO MACK LAKE ROAD	RESURFACING	3.648	1,449 CST				
4450201	CR 372 SURF ROAD FROM SILVER ACRES DRIVE TO SR 30 (US 98)	RESURFACING	3.293		1,667 CST			
4465861	MLK RD FROM SR 61 (US 319) CRAWFORDVILLE RD TO CR 365 SPRING CREEK RD	RESURFACING	4.178	139 PE				
						1,784 CST		
4406242	CR 375 SMITH CREEK RD FROM MACK LAKE RD TO FOREST ROAD 13	WIDEN/RESURFACE EXIST LANES	5.997			4,208 CST		

### Highways: Off State Hwy Sys/Off Fed Sys

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4340351	CR 22 OVER SOPCHOPPY RIVER BRIDGE NO. 590029	BRIDGE REPLACEMENT	.047	990 PE				
								5,071 CST
4424061	OLD WOODVILLE RD FROM LEON COUNTY LINE TO SOUTH SPRINGWOOD BLVD	FLEXIBLE PAVEMENT RECONSTRUCT.	1.819	999 CST				
4460661	FIRE ESCAPE RD FROM SAN MARCOS STATE PARK TO PORT LEON DR	RESURFACING	1.430	318 CST				
4424371	AARON STRICKLAND RD FROM US 319 CRAWFORDVILLE HWY TO LAUDERDALE LN	WIDEN/RESURFACE EXIST LANES	.869	485 CST				

### Freight, Logistic And Passenger Operation: Transit

Item No	Project Description	Work Description	Length	2021	2022	2023	2024	2025
4213663	WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON-URBANIZED AREA 5311	OPERATING/ADMIN. ASSISTANCE	.000	320 OPS				
				320 OPS-LF				



October 14, 2019



RETREAT AGENDA ITEM

**CRTPA PROJECTS UPDATE/WRAP UP**

**STATEMENT OF ISSUE**

The CRTPA's Executive Director will provide an update on upcoming CRTPA projects.