



CRTPA PUBLIC HEARING CONNECTIONS 2045 REGIONAL MOBILITY PLAN

MONDAY, NOVEMBER 23, 2020 AT 1:30 PM

**CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301**

The CRTPA is conducting a public hearing to solicit public comment on the adoption of the Connections 2045 Regional Mobility Plan.

AGENDA

- 1. CALL TO ORDER AND ROLL CALL**
- 2. PRESENTATION ON CONNECTIONS 2045 REGIONAL MOBILITY PLAN**
- 3. PUBLIC COMMENT ON CONNECTIONS 2045 REGIONAL MOBILITY PLAN**

Citizens wishing to provide input at the public hearing may:

- (1) Provide comments in person at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit written comments prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 9:00 p.m. on November 20. This will allow time for comments to be provided to CRTPA members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide live comments during the meeting via video conference by registering before 5:00 p.m. on November 20 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the

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meeting and provide your comment during the meeting. Speakers are requested to limit their comments to three (3) minutes.

4. ADOPTION OF CONNECTIONS 2045 REGIONAL MOBILITY PLAN

This item seeks adoption of the C RTPA’s long range transportation plan, “Connections 2045 Regional Mobility Plan” through a roll call vote.

Subsequent to conclusion of the public hearing, the C RTPA will begin its regularly scheduled November 23, 2020 C RTPA Meeting.

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

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

November 23, 2020



CRTPA PUBLIC HEARING AGENDA ITEM 4

CONNECTIONS 2045 REGIONAL MOBILITY PLAN – PLAN ADOPTION

TYPE OF ITEM: Roll Call

STATEMENT OF ISSUE

The Project Team will be presenting the Connections 2045 Regional Mobility Plan Cost Feasible Plan (CFP) for adoption (by resolution) by the Board.

CRTPA COMMITTEE ACTIONS

Neither of the CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee and Technical Advisory Committee) had a quorum, but those that were in attendance recommended the CRTPA adopt the Connections 2045 Regional Mobility Plan at their respective November 3, 2020 meetings.

RECOMMENDED ACTION

Option 1: Adopt by resolution the Connections 2045 Regional Mobility Plan.

BACKGROUND

RMP Requirements

Per the CRTPA Public Involvement Plan, the Connections 2045 Regional Mobility Plan – Cost Feasible Plan was required to have a thirty (30) day comment period prior to the adoption of the RMP. That requirement was met with the Public meetings that were initiated on October 6. The other requirement for the RMP is to have a Public Hearing prior to the adoption of the document. To meet this requirement a Public Hearing will be held at 1:30 PM on November 23, 2020, prior to the CRTPA Board meeting. The Project Team will make a presentation, followed by public comments and then RMP Adoption by the Board. After Board adoption the Public Hearing will close, and the CRTPA Board meeting will open.

The Draft Connections 2045 Regional Mobility Plan (RMP) Cost Feasible Plan was presented to the CRTPA Board at the September 21, 2020 Board meeting. At that meeting the Board approved the Draft RMP which staff took to the public, via virtual meetings for comments. These meetings were held on [October 6](#) (6PM), [October 8](#) (4 PM), and [October 14](#) (6 PM) with the transcripts from these

meetings shown in **Attachment 1**. Additionally, an acronym list was created in conjunction with the transcripts and this is shown as **Attachment 2**.

Changes to Cost Feasible Plan (CFP) Since September

There is one change to the CFP and that is the addition of the intersection at Mahan Drive and Capital Circle, SE. A Project Development and Environment (PD&E) phase was included in 2026 – 2030 to evaluate this intersection for potential improvements. The inclusion of this project does not impact any other project in the CFP or move any project to a different “tier”. Additional phases may be included as the PD&E Study comes to completion which is expected to occur during the next update to the RMP. The CFP with the new inclusion is shown as **Attachment 3**.

Cost Feasible Plan (CFP) Project Sheets

Since September the Project Team has also been working on project sheets for all the projects in the Cost Feasible Plan, Unfunded Needs Assessment projects, and projects from the Priority Project List that did not make it into the CFP. These sheets are shown as **Attachment 4**.

Connections 2045 Regional Mobility Plan Executive Summary

Lastly, the Project Team has developed an Executive Summary that provides an overview of the RMP process and projects in the CFP. The Executive Summary is shown as **Attachment 5**.

NEXT STEPS

Following adoption of the RMP staff will send the document to the required review agencies and address and questions that are submitted.

OPTIONS

Option 1: Adopt by resolution the Connections 2045 Regional Mobility Plan. (Recommended)

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Transcripts from the October 6, 8 and 14, 2020 Virtual RMP public meetings.

Attachment 2: Acronym List from the Public Meetings

Attachment 3: Connections 2045 RMP Cost Feasible Plan

Attachment 4: Connections 2045 RMP Cost Feasible Plan Project Sheets

Attachment 5: Connections 2045 RMP Executive Summary

Attachment 6: Connections 2045 RMP Adoption Resolution

Virtual Public Engagement Summary

Three virtual engagement opportunities were held using the online platform, Microsoft Teams, to provide the public additional opportunities to ask questions about the 2045 Regional Mobility Plan and offer input. Meetings were advertised through the CRTPA website, project specific social media page, email to previous participants, and municipal/county listservs. These meetings consisted of a presentation that included background information regarding Metropolitan Planning Organizations (MPOs), the CRTPA, and the Regional Mobility Plan (RMP) process. Roadway projects included in the cost feasible plan as well as bicycle, pedestrian, and transit projects were also presented. A question and answer session followed each presentation. The following is the transcript of questions asked at each of the virtual meetings:

Virtual Engagement Opportunity #1

Tuesday, October 6, 2020, 6:00 PM

Question 1: Will there be amendments to this plan after it's approved based on the Transit Development Plan (TDP)?

Answer: Yes. Occasionally we will have to amend the plan for other reasons, such as additional funding or things like that, but we do anticipate doing some type of amendment based on what comes out of the work that StarMetro is doing over the next year.

Comments

- Unfunded needs maps are very helpful.
- Showing Blueprint projects in those maps is helpful.
- There's a lot information that makes the RMP overwhelming for the public.
- The regional network and connections are really important.
- May be helpful to include further details in the tables about multimodal improvements for roadway projects.

Virtual Engagement Opportunity #2

Thursday, October 8, 2020, 4:00 PM

Question 1: How does CRTPA acquire funds? What is the process like?

Answer: We acquire most of our funds by submitting our priorities list to FDOT. FDOT has to allocate those funds across the entire district, but using that priorities list, they allocate funds to particular projects within our four-county area. We also have a smaller “pot” of funds that are called SU funds, SU is basically a code that FDOT uses, but those are allocated to us on annual basis and those typically go toward smaller projects like sidewalks, trails, and safety projects. We get roughly \$3.5 million a year out of that particular program.

Question 2: When it comes to awarding construction contracts, is there a quota or award system for minority owned businesses, or to ensure that local businesses are doing the construction work?

Answer: That’s a complicated question. If it’s federal or state funds, we’re prohibited from having any type of local preference criteria. Leon County and City of Tallahassee have local preference criteria for some of their contracts, but those are contracts that don’t involve state or federal funds. There are usually MBE or DBE requirements and firms will get some of those jobs, but it depends on where the money is coming from.

Question 3: And where the money is coming from is a requisite for it?

Answer: The CRTPA funding is primarily federal and some state funding, there is very little local funding that goes into any of the projects that are on the CRTPA list.

Question 4: For those projects, they don’t necessarily have to hire local businesses, but when it comes to minorities, people of color, women, disabled, or elderly, is there any requirement for federal funding for that?

Answer: There are some, but they’re not nearly as stringent as the local. On the federal side, it’s preferred but it’s not an absolute requirement.

Question 5: Does the CRTPA have any say on who’s doing construction for projects?

Answer: No, that is strictly handled through the FDOT’s procurement process. CRTPA does not have any involvement in that.

CRTPA “gets the ball rolling” with the planning work that is done, to identify what needs there are at the regional level. We communicate those needs and where they exist for state and federal funds, so that they can take the next step for things like the design, environment, right-of-way acquisition, and construction. So, all of that will go through the FDOT process, but the communication of those needs originates with the CRTPA.

CRTPA serves the conduit between the board and the FDOT from the public perspective and the community perspective, to pass that information on as to what our preferences are as a community for the facilities or the trails or the sidewalks that we’re building.

Question 6: Can the CRTPA make recommendations about preferences?

Answer: No, that’s tied up in FDOT’s procurement policies. CRTPA does not have any influence in how they go about procuring. Much like any state or local or governmental agency, they have specific criteria they go through with their procurement.

Question 7: Throughout the research process, what were the measures that concluded that capacity needed to be increased on certain roads? Is there a way to mitigate those times of traffic congestion? Are there any options from a cost saving measure and alternative mobility measure to address these few hours of congestion?

Answer: As CRTPA starts to understand what the needs are for this; we're looking at a variety of different things. One of those is looking at what's out there right now, understanding what our congestion levels are, and they are kind of weird right now, honestly. We started this process back in 2019 pre-covid, thinking about what the levels at that time were, and then we start to look toward the future to look at those longer-term needs, and what congestion levels might be like at that time. So, we do that by thinking about growth in this area, and we think about population growth and employment growth. Then we coordinate that with some of the land uses that are going to be projected in this area, and say "Where do we think we're growing, and how much?" And using all of that helps us understand, we actually use a travel demand model, and we have this process that lets us put all that information together and start to see the particular areas that may be most negatively impacted by that growth that may actually receive some of that new traffic and congestion. Like you said, we can't do everything that we have in there. One common refrain that you'll hear in this kind of planning is that we can't build our way out of congestion, so we have to think about other ways to accommodate the travel that people have. We do that in a couple of different ways. I think one notable way that CRTPA has been doing a really nice job with over the years is through understanding and enhancing our multimodal capabilities so whether that's bicycle, pedestrian, and transit, just giving people options so that there are other ways that they can travel and make decisions is really important. Another thing you pointed out is that a lot of this congestion is only happening within an hour time period in the morning and an hour time period in the afternoon, so if we can think about strategies that help people stagger work hours, thinking about telework options, a lot of that can actually help benefit some of those things and limit the need for some of our improvements from a congestion standpoint. So those are things that we try to explore here at the regional level. We work with our municipal partners who may be looking into things like that, and we also coordinate with FDOT on their initiatives with things like that.

Generally, depending on the circumstance, when a road gets to 16,000 cars a day that's when we want to start looking at possibly adding lanes to it. Allison mentioned the fact that we are looking at growth projections and things like that in the model. One of the things we're also dealing with, and Orange Avenue is a perfect example of that, if you use that 16,000 cars a day number, right now the heavier parts of the two-lane portion of Orange Avenue are carrying about 27,000 car a day, so that road in particular is well over capacity, so we've got to add some more lanes to the roadway. The benefit of that is it actually gives us an opportunity to come with the multimodal improvements like the bike lanes, sidewalks, things like that, that aren't there and won't really be there until that roadway gets widened. We also, through our roadway congestion management process, will go and take a look at what we call "Spot Improvements" and Springhill and Orange Avenue would be a good example of that. That may be one that we target some improvements just to that intersection to alleviate that peak hour congestion that you see, while in the longer term looking to four-lane that section of road through there.

Allison touched on the multimodal activity, and again, we've done an expansive job on the bike-ped system. You can ride on a trail the entire distance from Cascades Park to Wakulla High School right now. So as we expand that system, we want to provide people the opportunity if they want to do that, keeping in mind that it is Florida, it does get hot, that you will have times of the year where you will not necessarily see people commuting to work. You'll find that it's people who are doing it

for recreational activities, but the opportunity is there. And that's what we're trying to expand, that's what we heard, and that's why we're doing what we're doing with the bike-ped system.

Question 8: With the multimodal component, is there any research done on alternative and permeable materials for trail construction from a health and environmental perspective?

Answer: There is always a concern as you bring new impermeable surfaces into any area, what that's going to do in terms of drainage, in terms of areas that may not have had the best drainage to begin with, and now they add drainage concerns. There is certainly research being done, and it varies from area to area, about semi-permeable pavements or other treatments that can happen even if you use standard materials and standard practices when you build your roadways and your sidewalks, about how the water is actually treated when it leaves that surface. There are some best management practices that can be built into the roadway section itself, things as simple as making your drainage ditch that's something more than a ditch, more like a rain garden, that is allowing for some filtration of some of the bad things that may come off a car before it goes into the water table, and minimizing straight drainage into the sewer system. Those are all things that are definitely being aggressively looked at and there's varying degrees of implementation in certain areas. There are cost considerations and maintenance considerations associated with all of them. Additionally, surface conditions for walking and running paths. Impact for a walker or runner, concrete is the least forgiving, asphalt is a bit more forgiving, crushed stone surface is a little nicer, but as you get into that you have maintenance concerns and beyond that you have concerns about access for folks with disabilities who may not be able to use that service with the same agility they might on a fully paved surface. This is why historically crushed stone and those types of surfaces are not typically used.

Leon County and City of Tallahassee have some of the best stormwater quality regulations in the state, so a lot of that goes into that. There's been a move in past years to use drainage retention areas that surround a project, and use those as public spaces and passive spaces. There are a lot of positive things happening as it relates to that. And going back to trail surfaces, the biggest issue long term is the maintenance and the durability of it. I don't know that we would see any softer surfaces other than concrete or asphalt on trails associated with roads or sidewalks on roads for at least the foreseeable future.

One other thing, we are working on the Coastal Trail. Asphalt is a lot more flexible than concrete; you have the opportunity to do more things with asphalt than you can with concrete. From the perspective of the trail, there are bumps in the concrete, and with asphalt you don't have that. In terms of maintenance, repairing a trail with asphalt is relatively cheaper than concrete. That's why we don't build roads out of concrete anymore in Florida. We use asphalt because it's easier to tear it up, grind it up, and spit it back out, lay it back down. In terms of something that's reusable and not just tossed aside, asphalt is the best way to go, and that's the way that we pursue some of these projects in terms of the trails.

Question 9: What are your thoughts on a woonerf, and do you think it could be implemented anywhere in the region?

Answer: The basic concept behind a woonerf is essentially a street that doesn't have a lot of the artificial signage and markings that our streets typically have. The intent is that it's more of mixing environment for all modes including pedestrians, and slowing things down as a result and putting all of the modes on more of an equal footing. It's a Dutch concept. It's starting to appear in communities, even in the southeast, we are starting to see this in some locations. Woonerfs are not a universal solution, but there are limited applications where the right mix of residential and

small-scale commercial with slower speed roads that are not on a main throughway that may be a great fit for that kind of thing. A similar concept that is being implemented widely in areas across the United States is a Bicycle Boulevard. It's a little bit more structured than a woonerf, it has signage and markings that go with it, but the intent is that priority is given to the bicyclist and then somewhat by extension, the pedestrian, because it slows everyone down to the speed of a cyclist. There are opportunities for that type of application locally. Oftentimes, when looking at that type of application, one great approach can be a tactical urbanism approach where a demonstration corridor may be put out with temporary paint, markings or signage, and let folks in the community know it's happening, to let people try it out and see how it feels. Then you can decide if that is an implementable solution in the long-term

It looks like most of them are located in older residential areas. There might be some areas in the downtown where an approach like this might work. I see some potential applications for this here in our area.

Examples of potential woonerfs in Tallahassee: Adams Street, Gaines Street

Virtual Engagement Opportunity #3

Wednesday, October 14, 2020, 6:00 PM

Question 1: Are long-term maintenance costs figured into analysis of projects?

Answer: The cost figures that we displayed are based on capital costs only. Those capital costs are not just construction costs, but include right-of-way, design, preliminary environmental, all of those kinds of things to get a project ready. It includes those front-end initial costs. Now, maintenance costs are considered as part of a long-range plan as well. We work with FDOT to understand what their maintenance budgets are, and they do consider what that system network is overall. It's not typically tethered to a particular project, but looking at the current system and potential system expansion is how they come up with some of those numbers. One of the things we always need to be considerate of is that every capital project that we put into place does have maintenance ramifications, and we don't have infinite maintenance dollars.

Question 2: Regarding the committed list, why is Welaunee Boulevard prioritized higher than other roadways or community improvements? For example, Tennessee Street signage and intersection improvements.

Answer: Welaunee was a Blueprint priority. They made a decision that they were going to go ahead and move that forward. They are funded by the local sales tax, and they made a policy decision that they were going to focus the funds they generate on local roads like Bannerman Road and Welaunee Boulevard. You referenced the crash that involved a young lady on Tennessee earlier this year. A lot of times in situations like that we'll go out and look, more the FDOT really, will go look at improvements for specific situations like that. But overall, Welaunee is a priority is of Blueprint

The only thing I would add is that the types of improvements that you just mentioned Greg at specific intersections could be done directly by FDOT, or could potentially be addressed through the intersection improvements category of projects we talked about in the RMP, trying to provide for the understanding that those projects frequently arise and we need to be able to accommodate them.

Question 3: With regards to the TDP and amending the RMP, is there a way for it to be postponed working hand in hand with StarMetro?

Answer: The RMP has a federally mandated adoption date, which is in November. We would like to do these things concurrently but with the current situation we weren't able to do that.

Question 4: Could we describe in more depth about connectivity and what multimodal considerations are included in each project in the RMP? The document that CMAC sees and approves on November 3rd should lay out specifics about multimodal.

Answer: Each project will have a project information sheet, which will have a fair amount of detail. In the bigger picture, we want to get down from a huge list of projects to a smaller number of feasible projects. When we get to that point, we develop a project page for each of those so there's a little more detail, a map, a description, specificity in terms of location of facilities and what's going to happen later on in the process. Some projects we have all the way through design and right-of-way, and we're looking for construction, so projects vary. Within these sheets, the information will be contained and will be available for the meeting on November 3rd for you to review and comment on, including the transit components and where we have transit linkages to those individual projects.

Question 5: Could a separate line item be included in the evaluation criteria that is specifically for underrepresented and historically disenfranchised areas? The criteria that is in the RMP seems to be ambiguous.

Answer:

At this point, we are too far in the process to change that because we are in the Cost Feasible Plan phase. However, the Title VI is incorporated, and we are required to take a look at every project and make sure that we are considering Title VI populations. It's in there, but we could go in there and explain in a lot of detail and that may be something we can pursue in the existing conditions section.

As we put this process together, we have the initial evaluation screening, and then we have the remainder of the prioritization criteria. One thing we need to make clearer and we saw this as we presented to a couple of different groups is that those need to be looked at in tandem. When you look at the first four things, there's a specific line item for "social populations" for looking at social demographics, and that as a distinction we needed to enhance. The distinction is that the universal accessibility is a little bit different, and focuses more specially on the accessibility attributes of specific projects, whereas the things in the evaluation portion, the social and demographic portion of that is specifically focused on historically underrepresented communities. There's also an environmental component which is a natural environment component that is featured within that initial evaluation process. One of the lessons we learned was to better explain that, which has hopefully translated to our presentations and our documentation.

And with universal accessibility, we introduced that with our last long-range transportation plan update, and that makes sure that as these projects are developed, we are creating a system that is universally accessible to everyone. What we've seen is that some roads that have been developed, for example, that don't have curb cuts, and there's still some of them in Tallahassee, they cause impediments for people in wheelchairs or anybody with a disability. So, as we move forward, we're making sure that we're accounting for those efforts with the projects.

Question 6: Has there been any research done since the last meeting about alternative construction materials?

Answer: We as a team, had a debrief following your question, and the general takeaway we want to emphasize is that alternate treatments for surfaces are less commonly used typically because of their lifespan and maintenance costs associated with those. When you're looking at things that are more shock absorbing, or something other than crushed stone or natural surfaces, there are higher cost implications and short life spans that often accompany those surfaces. And with those

surfaces, we start to run into difficulties with universal accessibility. The place that we have seen the most success is with some best management practices for managing that impervious surface and making sure we're being more responsible with that stormwater and runoff, and looking for alternate treatments for that.

We would probably not want to participate in this because we cannot incorporate a universal accessibility component into those kinds of surfaces. We've seen a couple of those here, where they were testing and while they are permeable, they are not really conducive to wheelchairs or motorized wheelchairs in particular. We are more in line with creating a surface that is universally accessible but also does not have to continually maintained.

Question 7: What are the surfaces have higher maintenance costs and shorter lifespans?

Answer: The soft rubber material sinks too much when you're walking or riding on them, they have some instability to them. So, when it's raining or wet, they're very slippery, and that is something we can't have in our projects.

That's one of the things we talk about, participating in some of the Greenways projects, if it's something that's planned for a crushed gravel surface, we cannot use federal dollars for that because that is not ADA accessible. For example, there are some projects in the Greenways Master Plan that are crushed stone, and we cannot include those in what we are pursuing, that is something that Blueprint is in charge of implementing because we cannot implement those projects.

Question 8: How much does it usually cost to resurface a ½ mile of concrete or asphalt?

Answer: These days resurfacing on asphalt on a road is probably \$1 million to \$1.5 million a mile. Typically, you don't resurface concrete. If you're doing something with a concrete road or sidewalk, typically you're tearing it up and repaving it. If it's a sidewalk, that's probably \$250,000 to \$500,000 a mile. And for trails, like St. Marks Trail or Coastal Trail, they are somewhere in the range of \$500,000. They used to be around \$350,000, but now, in an urban environment you're looking at somewhere between \$500,000 to \$750,000. When you're thinking about a multi-use path surface, it's not just the layer of asphalt, it's really a small road. You have to think of the subsurface, the aggregate, multiple layers, the shoulder, the drainage patterns, so there's a little bit more to it. And a lot of that contributes to the high cost. Even a multi-use path needs to be designed so it can hold an emergency vehicle, so it's not just a couple inches of asphalt, it's a small road.

Question 9: Why is asphalt not used more commonly for sidewalks?

Answer: It doesn't hold up as long. Driveways also intersect with sidewalks and will wear down faster than concrete does when cars drive over it. Concrete is a sturdier material for sidewalks. Tree roots are also an issue.

Question 10: How is the Thomasville Road Multi-use Trail Project geared toward the Regional Mobility Plan?

Answer: We want to make sure we keep bike and ped and safety issues in separate categories. If you look at the different linkages, and this goes back a couple of years, we had looked at and the planning department had developed a plan to address the Market District, and they developed a plan to address Midtown area, and they were looking at ways to connect those. And there's a regional component to those because on the North end of the Market District project, for example, there is a project that's going to be built on Maclay Road that's going to take you all the way to Meridian Road, which is intended to take you all the way up to Orchard Pond and Bannerman, which will then take you over back across to Thomasville Road and tying into that system. The

Midtown area again will work with the neighborhood networks from the BPMP to move into and tie into a bigger network that will tie you down into Cascades Park. And once you get to Cascades Park you can go all the way to Wakulla High School in this regional system. The effort there, though, is really to make sure that we're making these connections, because otherwise we have districts that are set apart with no connections in between. And we want to make sure that we're making these multimodal connections so that people have the opportunity to utilize those for getting to work if they so choose to do so, or for recreation. But there'll be a linkage between those, and again, they're only 2 ½ miles apart. You can walk, you can ride your bike, you can drive it, you have every opportunity to do a lot of different approaches to getting to those areas. In terms of how they make those connections, again there's a bigger project that we're looking at in terms of the regional plan as I described under the bicycle component and the localized projects. This is also part of the Greenways Master Plan that again, was incorporated into the Blueprint projects and process. So, we're linking and partnering with Blueprint on this because it's a high-ranking project and hits the criteria very well in terms of what we are trying to accomplish with the project.

Comment: Participant indicates that they don't agree with the Thomasville Road Multi-use Path Project, and thinks that funds could be used elsewhere given restricted funding for projects in general.

Response: One of the things we are going to be moving into with the Thomasville Road project really soon is a public involvement component or phase that we're introducing, and we'll be starting at the beginning of the year. In terms of what we want to do, we were out there collecting existing data right now. We don't have or haven't developed concepts for what would be introduced in the corridor, so we want to go to public involvement and the start looking at alternatives after we have public involvement to see what people are envisioning on that corridor. There is a sidewalk there today, that is true, and it's on both sides in both cases. The west side is a substandard sidewalk, it is not really a sidewalk. We don't know the cost either, we're not sure what we're going to be constructing out there right now. We are probably looking at 6-9 months to finish the public involvement components so hopefully a little bit sooner than this time next year, we'll have those answers for you.

Also, the reason why we're looking at this as well is because it is on a state road. Our emphasis is on the state road system. So, for example, you talked about Welaunee, that is a local city road. It makes it a little bit different when you're dealing with an off-system road in terms of trying to introduce those projects like a bike and ped component. Welaunee is at the will of the City, the County, and the Blueprint IA, whereas with Thomasville Road, we are dealing with the CRTPA and FDOT. There are different components that we're dealing with. And again, it's a potential partnership with Blueprint that we're always pursuing so that the cost of the project, whatever it comes out to be, can be shared by both organizations. If we are going to use federal funds on a project like that it has to be in our Regional Mobility Plan. That's a federal requirement.

Comment: Revenue constraints make Thomasville Road seem like an extra project following something that has already been done. There are other roads and areas that are unfunded needs in Leon County, as well as the other counties that could benefit from this funding. This project is out of place when addressing regional community needs at a time like this when there are potholes to be filled and other things that could be addressed, whether it be traffic signals or things like that.

Response: There is a lot of research out there that the economic benefit of trails is significant. So if you look at the connectivity that we're looking to do to Jefferson County, to Gadsden County, that we've done to Wakulla County, you're bringing in essence in the long run revenue to these communities through the use of these trails, and events they can hold with the trails and so forth.

So, you will see that there is a payoff for them and a return to the communities, and the underserved communities, the rural communities, the poorer communities that we serve as well.

We have priorities. We'd love to have money to do everything, and unfortunately we don't which is why we have priority project process to determine which projects are more important for the community and those are the ones that are typically at the top of the list, and sometimes they've been there several years.

Comment: More public input would be helpful. A lot of need for safety improvements.

Acronyms

Like any profession, there is a terminology that to people not in that field can be difficult to follow. Transportation is no different. The following is a list of acronyms that were frequently used throughout the presentation and Q&A, and their definitions. For additional information, please refer to the presentation document provided on the CRTPA page.

CRTPA	Capital Region Transportation Planning Agency. CRTPA is the region's metropolitan planning organization and is responsible for coordinating transportation projects in Gadsden County, Jefferson County, Leon County, and Wakulla County.
MPO	Metropolitan Planning Organization. A Metropolitan Planning Organization is an entity created and funded by federal law to represent urbanized localities with populations over 50,000 in transportation planning and policy initiatives.
RMP	Regional Mobility Plan. The Regional Mobility Plan is the CRTPA's long-range transportation plan. The plan is developed by an MPO (CRTPA) and contains a financial plan. It is updated every five years and may be amended because of changes in available funding and findings from local studies.
TDP	Transit Development Plan. Transit Development Plans are updated every 5 years, and address a variety of transit related existing conditions, opportunities for improvement, and provides a list of priorities for implementation over the next 10 years.
SU	SU is a funding code used by the Florida Department of Transportation to identify Surface Transportation Program funds for urban areas with populations over 200,000. SU funds are programmed for MPOs and are federally funded.
FDOT	Florida Department of Transportation. The FDOT is responsible for public transportation in the state of Florida and provides a variety of services in the planning and development of the state's expansive transportation system.
CMAC	Citizens Multimodal Advisory Committee. The CMAC's purpose is to provide comment and guidance to the CRTPA Board on transportation planning and policy issues. The charge of the CMAC is to reflect a broad cross-section of residents within the CRTPA areas representing a wide variety of interests and special needs.
MBE	Minority Owned Business Enterprise. In the state of Florida, state agencies are encouraged and sometimes required to work with MBEs on projects depending on how they are funded.
DBE	Disadvantaged Business Enterprise. This is a US Department of Transportation program and seeks to promote equal opportunity and nondiscrimination in the award and administration of Department of Transportation assisted projects. These businesses are at least 51% owned by individuals who fit the department's definition of socially and economically disadvantaged.

- ADA** Americans with Disabilities Act. This law prohibits discrimination against people with disabilities, and in transportation, requires that facilities are accessible and of certain standards to meet a variety of needs.
- Blueprint IA** Blueprint Intergovernmental Agency. Blueprint is a city and county agency responsible for planning and implementing capital projects in Tallahassee and Leon County using funds collected from the local penny sales tax.
- Title VI** Prohibits discrimination on the grounds of color, race, or national origin in programs that receive federal funding. Part of the Civil Rights Act of 1964.
- BPMP** Tallahassee-Leon County Bicycle and Pedestrian Master Plan. This plan outlines a series of bicycle and pedestrian routes and recommendations that will provide better connectivity of existing multimodal infrastructure and improve the safety of Tallahassee and Leon County's bicycle and pedestrian network.

Roadway Component



								2026-2030		2031-2035		2036-2045		Total YOE Cost
ID	Project Name	From	To	Strategy	Bike/Ped	Transit	County	Funded Project Phases	YOE Cost	Funded Project Phases	YOE Cost	Funded Project Phases	YOE Cost	
7	Crawfordville Road	LL Wallace Road	Wakulla Springs Road	2 to 4 Lanes	Yes		Leon	CST	\$ 21,527,000		\$ -		\$ -	\$ 21,527,000
11.1*	Thomasville Road	Seventh Avenue	Monroe Street	Multimodal Operational	Yes	Yes	Leon	D/CST	\$ 4,514,000		\$ -		\$ -	\$ 4,514,000
11.2*	Thomasville Road	Bradford/Betton Rds	Seventh Avenue	Multimodal Operational	Yes	Yes	Leon	D/CST	\$ 6,546,000		\$ -		\$ -	\$ 6,546,000
12	Woodville Highway	Capital Circle SE	Paul Russell Road	2 to 4 Lanes	Yes	Yes	Leon	CST	\$ 36,828,000		\$ -		\$ -	\$ 36,828,000
45**	US 90 (Mahan Drive) at Capital Circle NE			Major Intersection Reconfiguration	Yes	Yes	Leon	PDE	\$ 2,640,000					\$ 2,640,000
4.1	Crawfordville Road	East Ivan Road	Wakulla Arran Road	2 to 4 Lanes	Yes		Wakulla	ROW	\$ 20,281,000	CST	\$ 39,475,000		\$ -	\$ 59,756,000
21.1	Orange Avenue	Capital Circle SW	South Lake Bradford Road	Access Management and Multimodal Improvements	Yes	Yes	Leon	D	\$ 286,000	CST	\$ 2,239,000		\$ -	\$ 2,525,000
21.2	Orange Avenue	South Lake Bradford Road	Lake Bradford Road	2 to 4 Lanes	Yes	Yes	Leon	D/ROW	\$ 11,326,000	CST	\$ 15,609,000		\$ -	\$ 26,935,000
21.4	Orange Avenue	Lake Bradford Road	Monroe Street	2 to 4 Lanes	Yes	Yes	Leon	ROW	\$ 15,708,000	CST	\$ 12,120,000		\$ -	\$ 27,828,000
22.1	Pensacola Street	Capital Circle SW	Appleyard Drive	2 to 4 Lanes	Yes	Yes	Leon	PDE/D	\$ 3,787,000	CST	\$ 15,883,000		\$ -	\$ 19,670,000
23***	Tharpe Street	Capital Circle NW	Ocala Road	2 to 4 Lanes	Yes	Yes	Leon	D/ROW	\$ 33,206,000	CST	\$ 43,433,000		\$ -	\$ 76,639,000
4.2	Crawfordville Road	Wakulla Arran Road	Lost Creek Bridge	2 to 4 Lanes	Yes		Wakulla		\$ -	ROW	\$ 11,258,000	ROW/CST	\$ 84,036,000	\$ 95,294,000
5	Crawfordville Road	Lost Creek Bridge	North of Alaska Way	2 to 4 Lanes	Yes		Wakulla		\$ -	ROW	\$ 11,160,000	ROW/CST	\$ 122,795,000	\$ 133,955,000
6	Crawfordville Road	Wakulla County Line	LL Wallace Road	2 to 4 Lanes	Yes		Leon		\$ -	ROW	\$ 12,929,000	CST	\$ 30,745,000	\$ 43,674,000
8	Interstate 10	(Midway) US 90 Interchange	Gadsden/Leon County Line	4 to 6 Lanes			Gadsden	PDE	\$ 3,812,000	D	\$ 4,092,000	CST	\$ 45,285,000	\$ 53,189,000
9	Interstate 10	Gadsden/Leon County Line	West of Capital Circle NW	4 to 6 Lanes			Leon	PDE	\$ 2,079,000	D	\$ 2,984,000	ROW/CST	\$ 74,821,000	\$ 79,884,000
100	ITS and Intersection Projects						General MPO	CST	\$ 17,284,000	CST	\$ 22,135,000	CST	\$ 61,236,000	\$ 100,655,000
300	Bike/Ped Projects				Yes		General MPO	CST	\$ 27,130,000	CST	\$ 33,290,000	CST	\$ 38,850,000	\$ 99,270,000

* Assumed CRTPA/Blueprint Partnership

** Due to the complexity of this project, only PD&E is included in the CFP

*** Assumed Blueprint Project

PDE = Project Development and Environmental

D = Design

ROW = Right-of-way

CST = Construction

ITS = Intelligent Transportation System

YOE = Year of Expenditure

Unfunded Needs Identified in Priority Project List

ID	Project Name	From	To	Strategy	Bike/Ped	Transit	County
48	Welaunee Boulevard	I-10 Interchange		New Interchange			Leon
44	Stadium Drive / SR 366	Lake Bradford Road		Intersection Reconfiguration	Yes	Yes	Leon



CRTPA Regional Mobility Plan 2045

Unfunded Needs

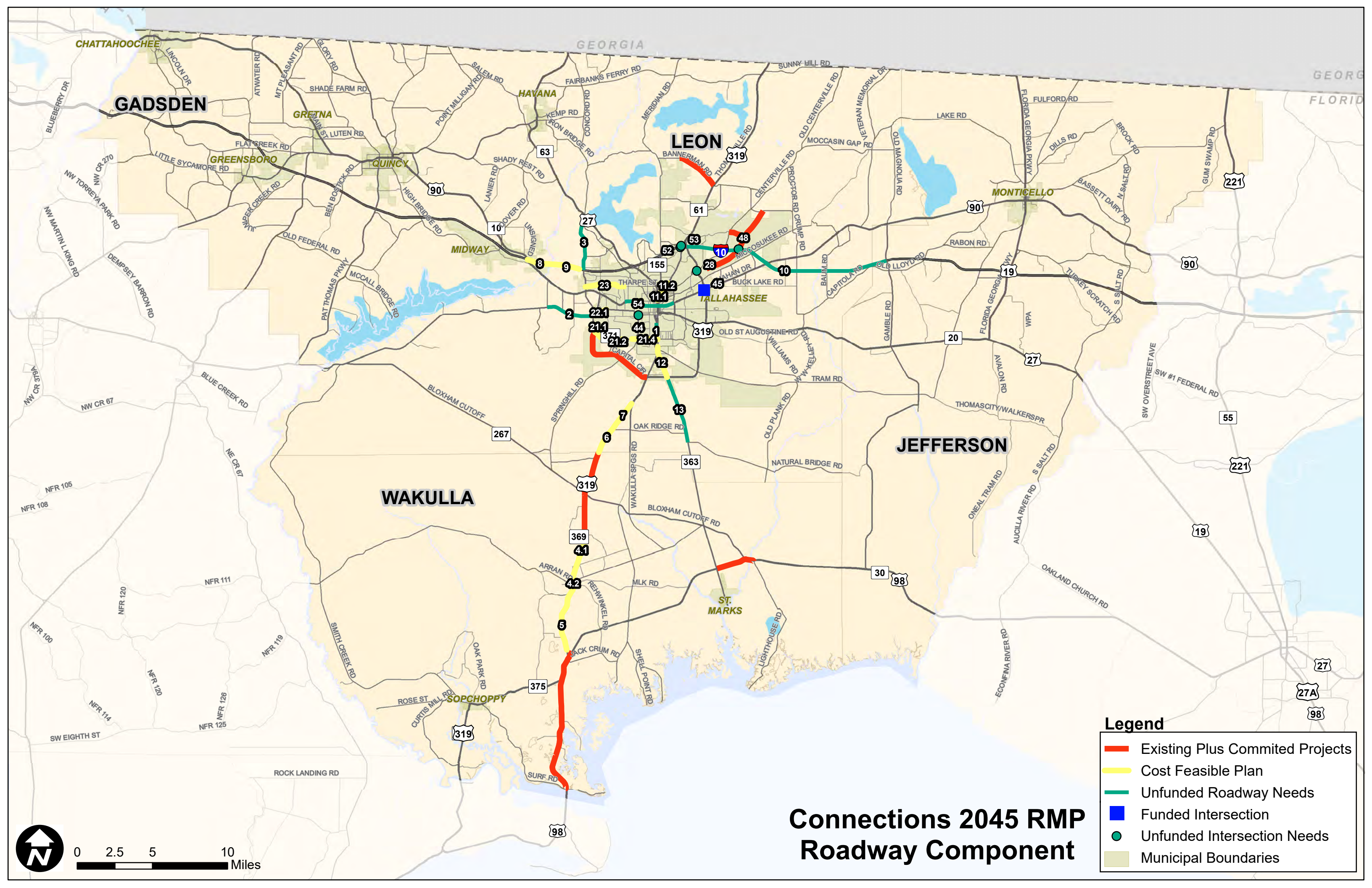
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ID	Project Name	From	To	Strategy	Bike/Ped	Transit	County
1	Adams Street	Orange Avenue	Bronough/Duval	2 to 4 Lanes	Yes		Leon
2	Blountstown Highway	Geddie Road	Capital Circle NW	2 to 4 Lanes			Leon
3	Capital Circle NW	Interstate 10	Monroe Street (North)	2 to 4 Lanes	Yes		Leon
10	Interstate 10	Capital Circle NE	Gamble Road	4 to 6 Lanes			Leon/Jefferson
13	Woodville Highway	Capital Circle SE	Natural Bridge Road	4 to 6 Lanes			Leon
28	Capital Circle NE	Centerville Road/Welaunee Boulevard		Major Intersection Reconfiguration		Yes	Leon
52	Interstate 10 Thomasville EB Exit	Thomasville Road		Major Interchange Reconfiguration			Leon
53	Interstate 10 Thomasville WB Entrance	Thomasville Road		Major Interchange Reconfiguration			Leon
54	West Tennessee Street	Ocala Road to Magnolia		Signal improvements & Signing and Pavement Markings		Yes	Leon



CRTPA Regional Mobility Plan 2045
Existing Plus Committed Projects
DRAFT as of 9/10/2020


Project Name	From	To
Bannerman Road	Thomasville Road	Preservation Road
Capital Circle SW	Orange Avenue	Springhill Road
Capital Circle SW	Springhill Road	Crawfordville Road
Crawfordville Road	Leon County Line	Bloxham Cutoff
Crawfordville Road	Bloxham Cutoff	East Ivan Road
Orange Avenue	S. Lake Bradford Road	FSU Nursery road (Blueprint Airport Gateway)
Welaunee Boulevard	Fleischmann Road	Roberts Road
Welaunee Extension	Shamrock Street	Welaunee Boulevard
Coastal Trail	Surf Road	Tower Road
Coastal Trail	Tower Road	Wakulla High School
Coastal Trail	St. Marks Trail	Lighthouse Road



Legend

- Existing Plus Committed Projects
- Cost Feasible Plan
- Unfunded Roadway Needs
- Funded Intersection
- Unfunded Intersection Needs
- Municipal Boundaries

Connections 2045 RMP Roadway Component



0

2.5

5

10

Miles

Multimodal Component



CRTPA Regional Mobility Plan 2045
Multimodal Component
In Progress Projects
DRAFT as of 9/10/2020

ID	Project Name	From	To	Facility	Source	County
53	US 90 Trail (Tallahassee to Monticello Greenway)	Pedrick Road	Downtown Monticello	Multi-use Path	Connections 2040 RMP, SUNTrail	Leon, Jefferson
70	Extension of Monticello Bike Trail	Martin Road	Jefferson County Middle/High School	Multi-use Path, Sharrows	Connections 2040 RMP	Jefferson
26	Thomasville Road	Monroe Street	Metropolitan Boulevard	Multi-use Path	Tallahassee-Leon County Greenways Master Plan	Leon
16	Oak Ridge Road	Crawfordville Road	Woodville Highway	Multi-use Path	Tallahassee-Leon County Greenways Master Plan	Leon
1	Bloxham Cutoff Road Trail	Wakulla Springs Road	St. Marks Trail	Multi-use Path	Capital City to the Sea Trails Master Plan	Wakulla



CRTPA Regional Mobility Plan 2045
Multimodal Component
Other Projects
DRAFT as of 9/10/2020

	ID	Project Name	From	To	Facility	Source
REGIONAL	54	US 90 Trail (Gadsden County to Tallahassee)	Dover Road	Tanyard Park	Multi-use Path	SUNTrails
	74	Georgia to Cross City	Madison County Line	Monticello	Multi-use Path	SUNTrails
	3	GF&A Trail Corridor	Bloxham Cutoff Road	Franklin County Line	Multi-use Path	CC2ST, SUNTrails
	73	Lake City to Monticello Corridor	Downtown Monticello	Jefferson County Line	Multi-use Path	SUNTrails
	56	US 90 Trail (Quincy to Gretna)	Quincy	Gretna	Multi-use Path	Gadsden County Bicycle and Pedestrian Facilities Master Plan, SUNTrails
	72	Taylor to Wakulla County Connector	Lighthouse Road	Taylor County Line	Multi-use Path	SUNTrails
	27	US 90 Trail (W. Tennessee Street)	Appleyard Drive	Call Street	Multi-use Path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan, SUNTrails
	52	Apalachee Parkway	Southwood Plantation Road	Conner Boulevard	Multi-use Path	Tallahassee-Leon County Greenways Master Plan
	76	Thornton Road	Mahan Drive	Miccosukee Road	Multi-use Path	Tallahassee-Leon County Greenways Master Plan
	78	Orchard Pond Road	Meridian Road	Trailhead on Orchard Pond Greenway	Multi-use Path	Tallahassee-Leon County Greenways Master Plan
	77	Quincy Bypass	SR 12	US 90	Multi-use Path	Connections 2040 RMP
	60	US 90 Trail (Gretna to Chattahoochee)	Gretna	Chattahoochee	Multi-use Path	Gadsden County Bicycle and Pedestrian Facilities Master Plan



CRTPA Regional Mobility Plan 2045
Multimodal Component
Other Projects
DRAFT as of 9/10/2020

	ID	Project Name	From	To	Facility	Source
GADSDEN	58	Chattahoochee Connection Multi-use path	CSX Track Multi-use path	US 90	Multi-use path	Gadsden County Bicycle and Pedestrian Facilities Master Plan
	65	Chattahoochee to Bristol (C2B) Trail	Chattahoochee	Bristol	Multi-use path	Apalachee Regional Planning Council (ARPC)
	57	CSX Track Multi-use path	Lincoln Drive	Chattahoochee Connection MUP	Rails to Trails	Gadsden County Bicycle and Pedestrian Facilities Master Plan
	64	Greensboro to C2B Multi-use path	Greensboro	Liberty County Line	Multi-use path	Apalachee Regional Planning Council (ARPC)
	59	Greensboro to Gretna Multi-use path	Greensboro	Gretna	Multi-use path	Gadsden County Bicycle and Pedestrian Facilities Master Plan
	61	Quincy to Wetumpka Multi-use path	Quincy	Wetumpka	Multi-use path	



CRTPA Regional Mobility Plan 2045
Multimodal Component
Other Projects
DRAFT as of 9/10/2020

	ID	Project Name	From	To	Facility	Source
JEFFERSON	66	Aucilla Highway	US 19	S. Salt Road	Buffered Bike Lane	Jefferson County Bicycle and Pedestrian Master Plan
	68	Boston Highway	Georgia State Line	US 19	Buffered Bike Lane	Jefferson County Bicycle and Pedestrian Master Plan
	69	Duke Energy Corridor	Georgia State Line	Madison County Line	Rails to Trail	Jefferson County Bicycle and Pedestrian Master Plan
	71	Potential Connector Trail - 59 Connector (Gamble Road)	Tram Road	US 98	Multi-use path	Jefferson County Bicycle and Pedestrian Master Plan
	67	Waukeelah Highway	Monticello	Tram Road	Buffered Bike Lane	Jefferson County Bicycle and Pedestrian Master Plan



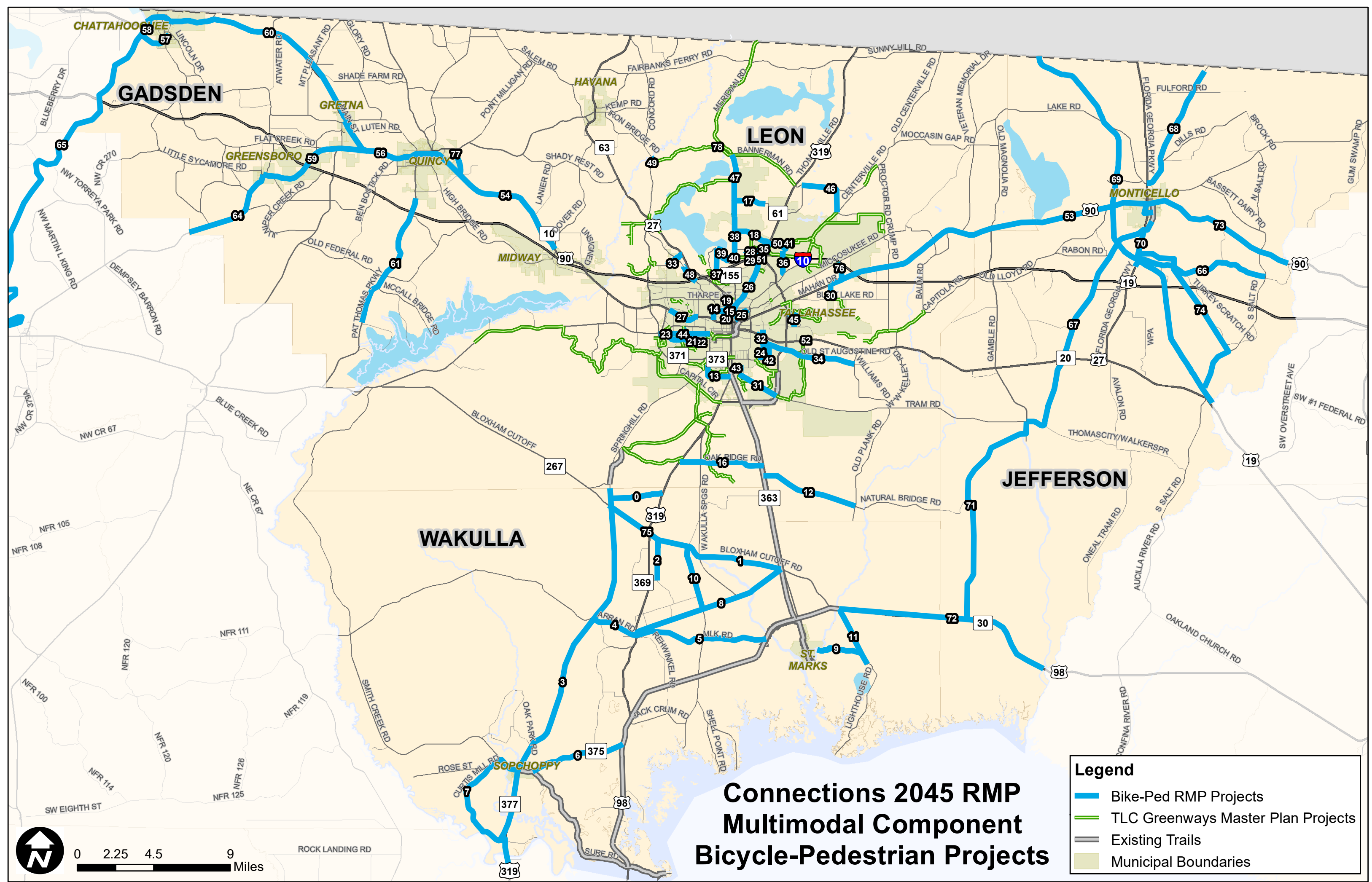
CRTPA Regional Mobility Plan 2045
Multimodal Component
Other Projects
DRAFT as of 9/10/2020

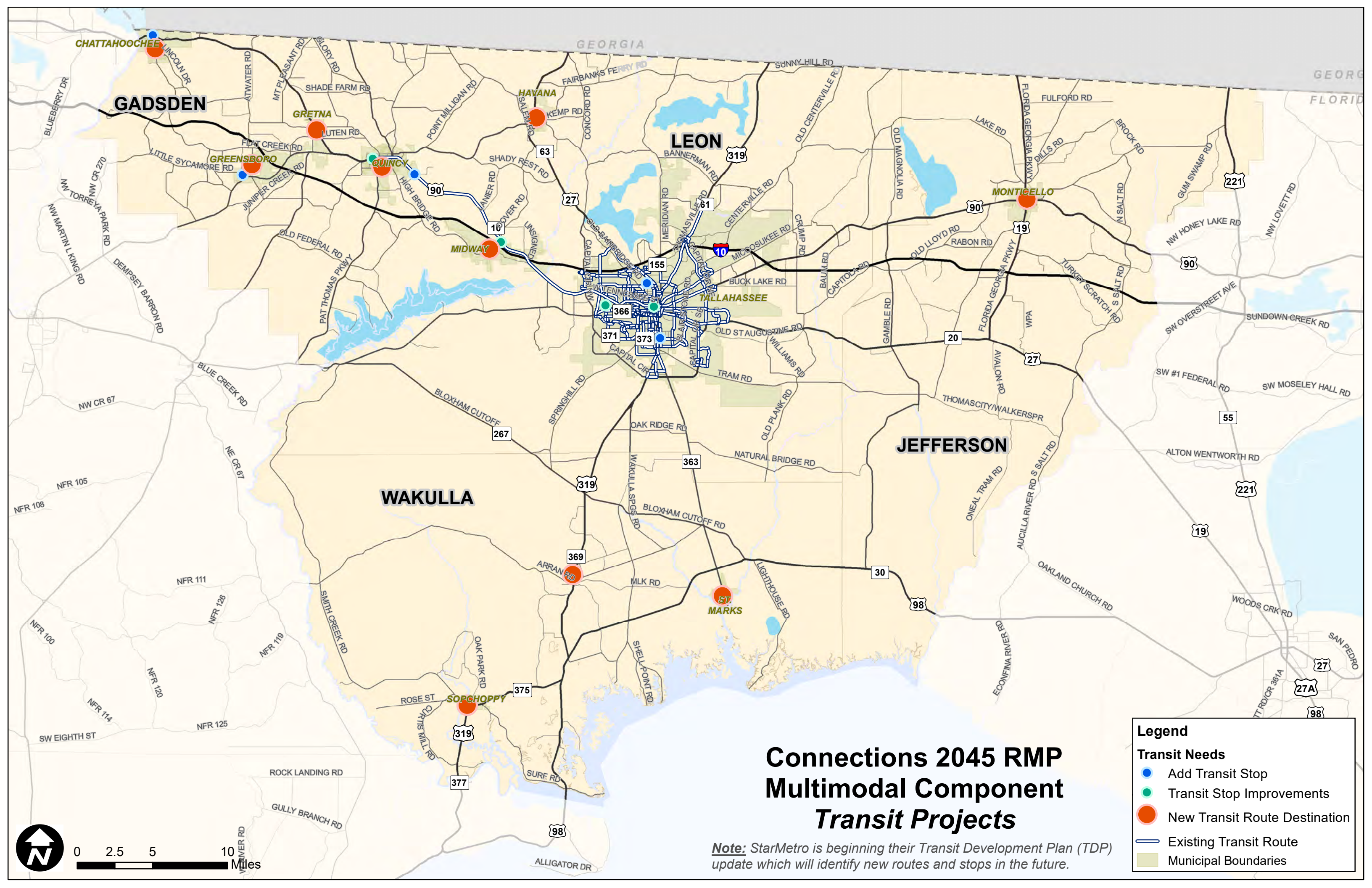
	ID	Project Name	From	To	Facility	Source
LEON	20	N. M. L. King Jr. Blvd.	W. Brevard Street	W. Tennessee Street	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	23	Jackson Bluff Road	Capital Circle SW	Lake Bradford Road	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	14	N. Woodward Avenue	Alabama Street	Tennessee Street	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	19	N. M. L. King Jr. Blvd.	Tharpe Street	W. 4th Avenue	MUP / Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	13	Ridge Road	Spring sax Road	Crawfordville Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	24	Blair Stone Road	Governors Square Blvd.	Orange Avenue	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	35	Thomasville Road (Interstate 10 to Killarney Way)	Killarney Way	Interstate 10	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	43	Paul Russell Road (S. Monroe Street to Zillah Street)	S. Monroe Street	Zillah Street	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	32	Old Street Augustine Road (E. Lafayette Street to Capital Circle SE)	E. Lafayette Street	Capital Circle SE	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	15	W. 4th Avenue	Central Street	N. Adams Street	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	25	Miccosukee Road	N. Meridian Street	Doctors Drive	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	31	Tram Road	Cornelia Road	Capital Circle SE	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	34	Old Street Augustine Road (Capital Circle SE to Williams Road)	Capital Circle SE	Williams Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	21	Roberts Avenue	Jackson Bluff Road	Iamonia Street	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	33	Fred George Road	Mission Road	N. Monroe Street	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	51	Metropolitan Blvd.	Thomasville Road	Lonnbladh Road	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	22	Iamonia Street	Roberts Avenue	Stuckey Avenue	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	37	Sharer Road	Lakeshore Drive	Fulton Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	18	N. Meridian & Maclay Road	Meadows Park entrance on N. Meridian	Maclay Blvd.	MUP / Sidewalks	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	44	Mabry Street	Bellevue Way	Jackson Bluff Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	28	Timberlane Road	N. Meridian Road	Market Street	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	45	Easterwood Drive	Weems Road	Conner Blvd.	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	48	Old Bainbridge Road	Portland Avenue	Tanager Trail	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	12	Natural Bridge Road	Woodville Highway	Old Plank Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	17	Ox Bottom Road	N. Meridian Road	Witchtree Acres	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	42	Paul Russell Road (Apalachee Pkwy to Orange Avenue)	Apalachee Parkway	Orange Avenue	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	36	Olson Road	Raymond Diehl Road	Centerville Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	41	Raymond Diehl Blvd.	Killarney Way	Olson Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	50	Killarney Way	Thomasville Road	Shamrock Street	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	29	Timberlane School Road	Timberlane Road	Live Oak Drive	MUP / Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	46	Bradfordville Road	Centerville Road	Velda Dairy Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	47	Meridian Road (Bannerman Road to Ox Bottom Road)	Ox Bottom Road	Bannerman Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	30	Pedrick Road	Mahan Drive	Buck Lake Road	Buffered Bike Lane	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	38	Meridian Road (Maclay Road to Lakeshore Drive)	Maclay Road	Lakeshore Drive	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	49	Riverwalk Trail	Orchard Pond Trail	Ochlockonee River	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	39	Lakeshore Drive	Sharer Road	Springdale Drive	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan
	40	Springdale Drive/Lexington Road	Lakeshore Drive	Meridian Road	Multi-use path	Tallahassee-Leon County Bicycle and Pedestrian Master Plan



CRTPA Regional Mobility Plan 2045
Multimodal Component
Other Projects
DRAFT as of 9/10/2020

	ID	Project Name	From	To	Facility	Source
WAKULLA	75	Bloxham Cutoff Road Trail	Springhill Road / GF&A Corridor	Wakulla Springs Road	Multi-use path	Wakulla County Bicycle, Pedestrian & Blueways Master Plan
	7	CR 299 / Curtis Mill Road	Rose Street to Smith Creek Road to CR 299	US 319	Multi-use path	Wakulla County Bicycle, Pedestrian & Blueways Master Plan
	11	CR 59 / Lighthouse Road	US 98	St Marks National Wildlife Refuge	Multi-use path	Wakulla County Bicycle, Pedestrian & Blueways Master Plan
	4	GF&A Connection (Arran Road)	GF&A Trail	US 319	Multi-use path	Wakulla County Bicycle, Pedestrian & Blueways Master Plan
	2	Lonnie Raker Lane	Riversink School	Neighborhoods	Multi-use path	Connections 2040 RMP
	5	MLK Jr. Memorial Highway	US 319	US 98	Multi-use path	Capital City to the Sea Trails Master Plan
	0	New Light Church Road (CR 373A)	CR 373	SR 369	Buffered Bike Lane	
	8	Shadeville Highway	US 319	St Marks Trail	Multi-use path	Capital City to the Sea Trails Master Plan
	10	SR 365	Bloxham Cutoff	Shadeville Highway	Multi-use path	Capital City to the Sea Trails Master Plan
	9	St Marks National Wildlife Refuge Connection	St Marks	Lighthouse Road/CR 59	Multi-use path	Capital City to the Sea Trails Master Plan
	6	US 319 / Sopchoppy Highway	US 98	Ochlockonee Bay Trail	Multi-use path	Capital City to the Sea Trails Master Plan





Connections 2045 RMP Multimodal Component Transit Projects

Note: StarMetro is beginning their Transit Development Plan (TDP) update which will identify new routes and stops in the future.

Legend

Transit Needs

Add Transit Stop

Transit Stop Improvements

New Transit Route Destination

Existing Transit Route

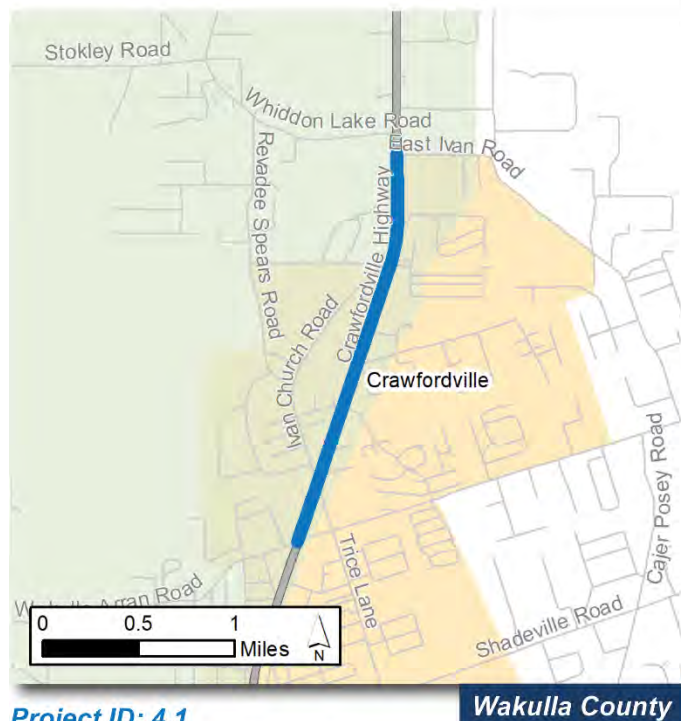
Municipal Boundaries

02.5510

Miles

Crawfordville Road

East Ivan Road to Wakulla Arran Road



Project ID: 4.1

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 2.1 Miles

Estimated Total Cost: \$59,756,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost			\$20,281,000	\$39,475,000

Project Description

Crawfordville Road is proposed to be widened from two to four lanes from East Ivan Road to the Lost Creek Bridge. Buffered bicycle lanes, downtown parking improvements, sidewalks and street lighting will also be included as part of this project. This segment from East Ivan Road to Wakulla Arran Road is one segment of the entire project.

Existing Facilities

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

Planned Facilities

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

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Crawfordville Road

Wakulla Arran Road to Lost Creek Bridge



Project ID: 4.2

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 2.5 Miles

Estimated Total Cost: \$95,294,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost			\$11,258,000	\$84,036,000

Project Description

Crawfordville Road is proposed to be widened from two to four lanes from East Ivan Road to the Lost Creek Bridge. Buffered bicycle lanes, downtown parking improvements, sidewalks and street lighting will also be included as part of this project. This segment from Wakulla Arran Road to the Lost Creek Bridge is one segment of the entire project.

Community Features

This portion of Crawfordville Highway provides access to six places of worship and the Crawfordville Volunteer Fire Department. Also along the corridor is the Old Wakulla County Courthouse, a building listed on the national register of historic places.

Existing Facilities

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

Planned Facilities

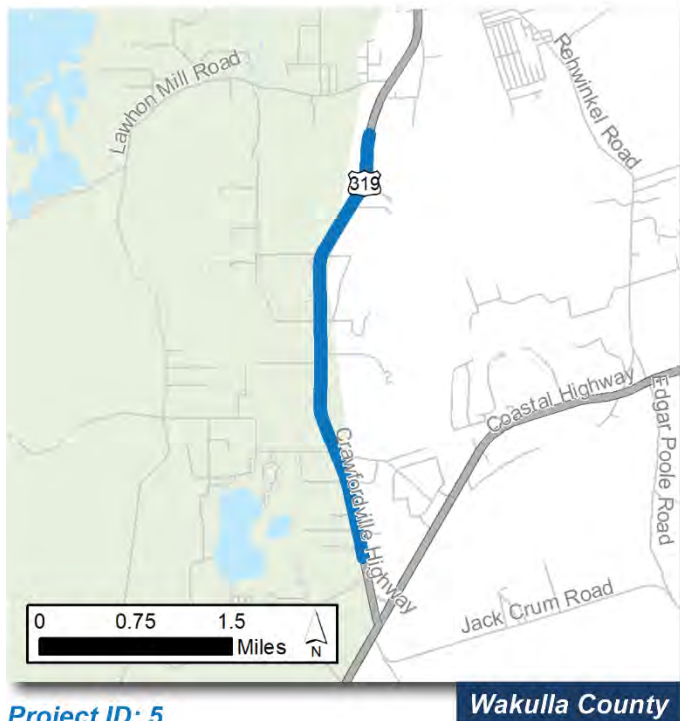
- ☒ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Crawfordville Road

Lost Creek Bridge to North of Alaska Way



Project ID: 5

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 3.4 Miles

Estimated Total Cost: \$133,955,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost			\$11,160,000	\$122,795,000

Project Description

Crawfordville Road is proposed to be widened from two to four lanes from the Lost Creek Bridge to just north of Alaska Way. This section of Crawfordville Road (US 319) is the connection point from US 98 for travelers driving north to Tallahassee or south towards Apalachicola. The proposed widening of this road should improve traffic flow for this junction.

Community Features

This segment of Crawfordville Road provides access to four places of worship, the Wakulla County Public Library, Tallahassee Community College (TCC), and the Wakulla Environmental Institute (WEI).

Existing Facilities

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

Planned Facilities

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

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Crawfordville Road

Wakulla County Line to LL Wallace Road



Project ID: 6

Leon County

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 2.0 Miles

Estimated Total Cost: \$43,674,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost			\$12,929,000	\$30,745,000

Project Description

Crawfordville Road is proposed to be widened from two to four lanes from the Wakulla County line to LL Wallace Road. Crawfordville Road (US 319) is a major north-south thoroughfare connecting Florida's coast along the Gulf of Mexico to Tallahassee and further north into Georgia. The proposed widening of this road should improve traffic flow for this segment of Crawfordville Road.

Existing Facilities

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

Planned Facilities

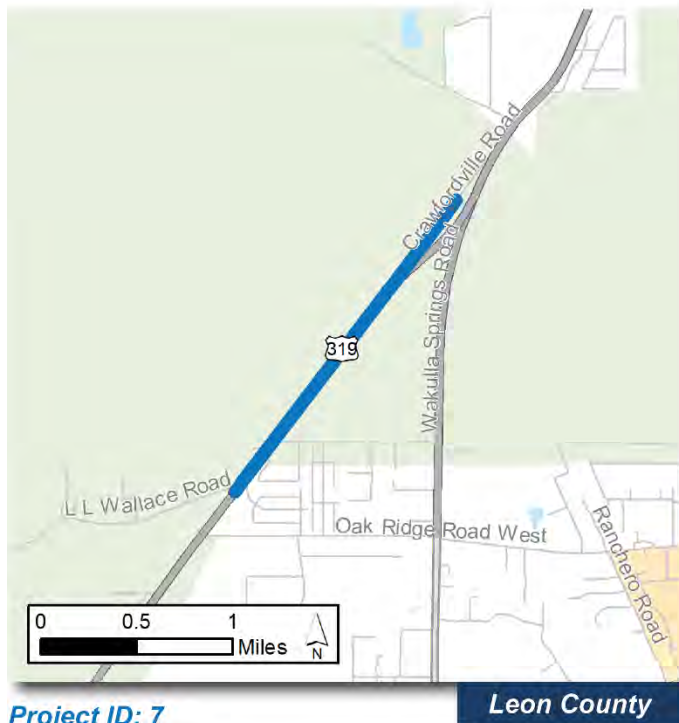
- ☐ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Crawfordville Road

LL Wallace Road to Wakulla Springs Road



Project ID: 7

Leon County

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 1.9 Miles

Estimated Total Cost: \$21,527,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
Cost				\$21,527,000

Project Description

Crawfordville Road is proposed to be widened from two to four lanes from LL Wallace Road to Wakulla Springs Road. US 319 is a major north-south thoroughfare providing the connection to Florida's coast along the Gulf of Mexico to Tallahassee and further north into Georgia. This section of Crawfordville Road (US 319) is the connection point to FL 61, which leads to the Wakulla Springs State Park. The proposed widening of this road should improve traffic flow for this junction.

Existing Facilities

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

Planned Facilities

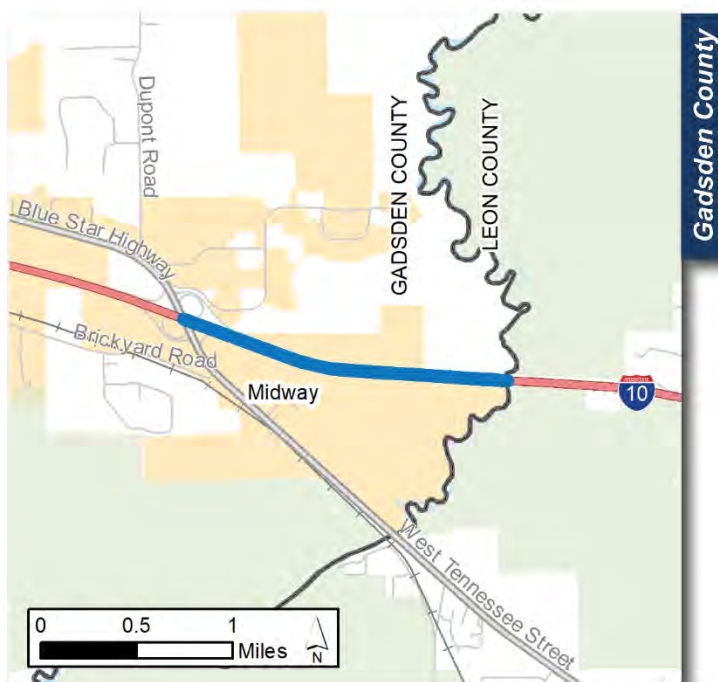
- ☐ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Interstate 10

(Midway) US 90 Interchange to Gadsden/Leon County Line



Project ID: 8

Project at a Glance

Improvement Type: Widen from 4 to 6 Lanes

Length: 1.7 Miles

Estimated Total Cost: \$53,189,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
Cost	\$3,812,000	\$4,092,000		\$45,285,000

Project Description

Interstate 10 is a major east-west thoroughfare that runs through Florida from Jacksonville to Tallahassee to Pensacola. This project is proposing to widen Interstate 10 from four to six lanes from the US 90 Interchange to the Gadsden/Leon County line. This project is included in the Florida Department of Transportation's cost feasible plan for the Strategic Intermodal System Network.

Existing Facilities

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

Planned Facilities

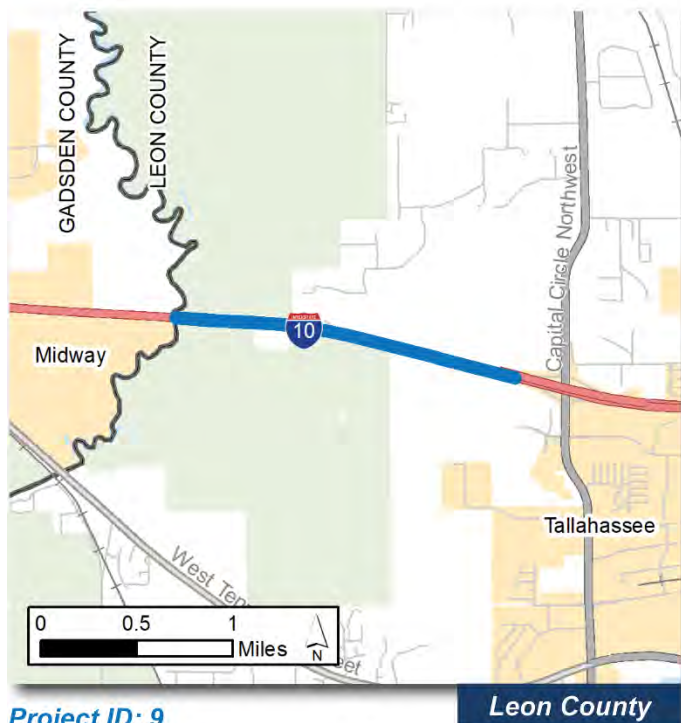
- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☒ Freight Route

Funding Type

- ☐ Other Arterial
- ☒ Strategic Intermodal System
- ☐ Blueprint Project

Interstate 10

Gadsden/Leon County Line to West of Capital Circle NW



Project ID: 9

Leon County

Project at a Glance

Improvement Type: Widen from 4 to 6 Lanes

Length: 1.8 Miles

Estimated Total Cost: \$79,884,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost	\$2,079,000	\$2,984,000	\$1,025,000	\$73,796,000

Project Description

Interstate 10 is a major east-west thoroughfare that runs through Florida from Jacksonville to Tallahassee to Pensacola. This project is proposing to widen Interstate 10 from four to six lanes from the Gadsden/Leon County line to just west of Capital Circle NW. This project is included in the Florida Department of Transportation's cost feasible plan for the Strategic Intermodal System Network.

Existing Facilities

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

Planned Facilities

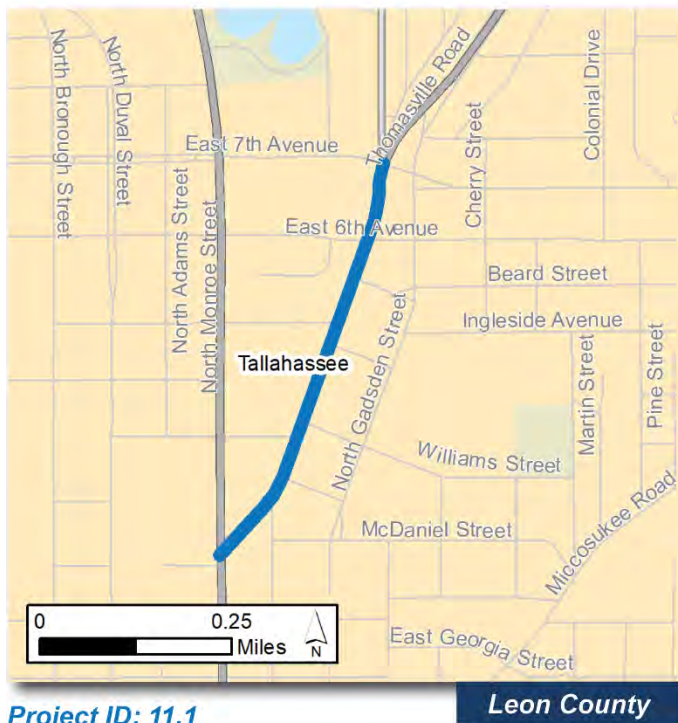
- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☒ Freight Route

Funding Type

- ☐ Other Arterial
- ☒ Strategic Intermodal System
- ☐ Blueprint Project

Thomasville Road

Seventh Avenue to Monroe Street



Project ID: 11.1

Leon County

Project at a Glance

Improvement Type: Multimodal Operational Improvements

Length: 0.6 Miles

Estimated Total Cost: \$4,514,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
Cost		\$554,000		\$3,960,000

Project Description

Removal of the center turn lane along Thomasville Road from Monroe Street to 7th Avenue is proposed to make additional space in the right-of-way for wider sidewalks/shared-use paths.

NOTE: the removal of the turn lane is only to 7th; the next segment is removal of travel lanes.

Community Features

This segment of Thomasville Road provides access to one place of worship and the Wakulla County Public Library. There are also many businesses, including restaurants and bars, along the road.

Existing Facilities

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

Planned Facilities

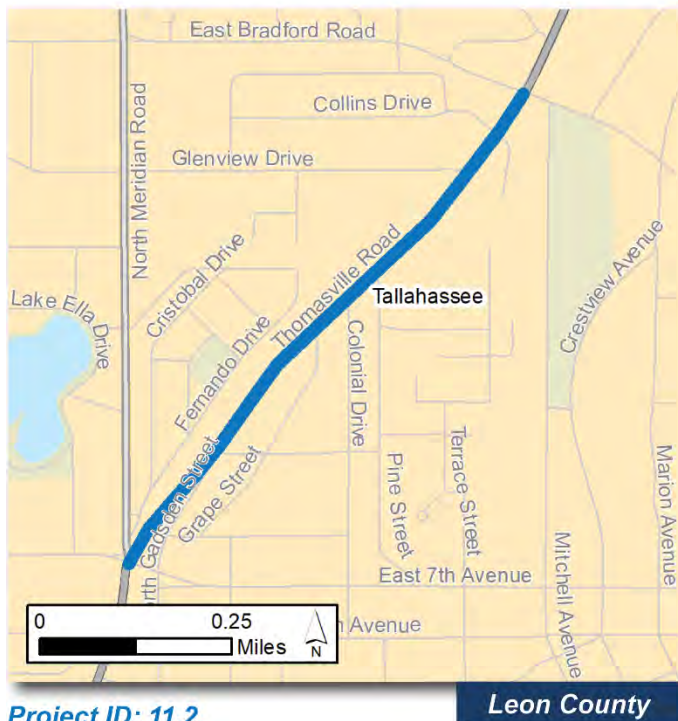
- ☒ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☒ Blueprint Project

Thomasville Road

Bradford Road/Betton Road to Seventh Avenue



Project ID: 11.2

Project at a Glance

Improvement Type: Multimodal Operational Improvements

Length: 0.8 Miles

Estimated Total Cost: \$6,546,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
Cost		\$804,000		\$5,742,000

Project Description

Lane reduction from 6 to 4 lanes is proposed along this segment from approximately Colonial Drive to Bradford Road/Betton Road to accommodate a shared-use path.

Community Features

This segment of Thomasville Road provides access to many businesses, including a grocery store.

Existing Facilities

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

Planned Facilities

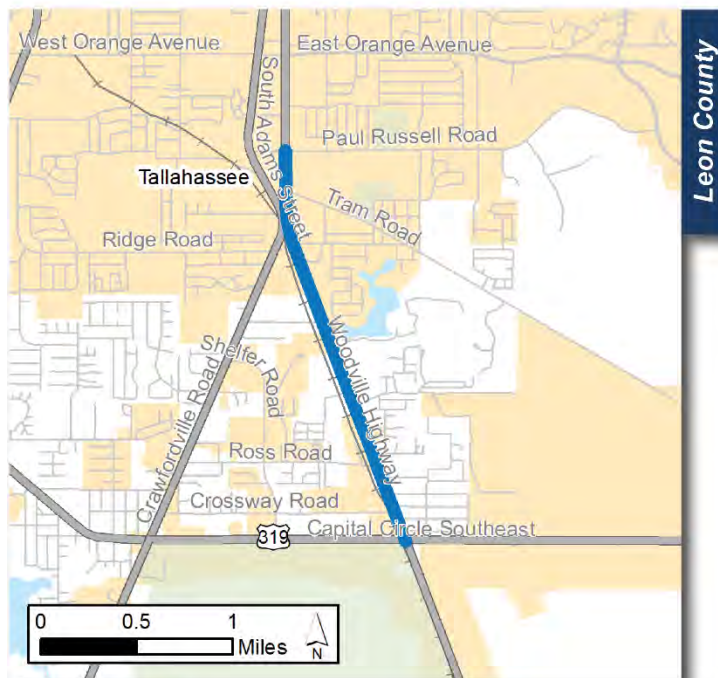
- ☒ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☒ Blueprint Project

Woodville Highway

Capital Circle SE to Paul Russell Road (SR 263)



Project ID: 12

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 2.1 Miles

Estimated Total Cost: \$36,828,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
Cost				\$36,828,000

Project Description

Woodville Highway is proposed to be widened from 2 lanes to 4 lanes to better accommodate commuter traffic just South of Tallahassee. The widening will occur on Woodville Highway between Capital Circle Southeast and Gaile Avenue. From Gaile Avenue north to Tram Road a loop configuration is proposed. Woodville Highway is one of the major thoroughfares for commuters between Wakulla and Leon County. This roadway also leads down to the coast making it a popular route for weekend visitors to travel along.

Community Features

This portion of Woodville Highway provides access to four places of worship and the Gene Cox Stadium.

Existing Facilities

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

Planned Facilities

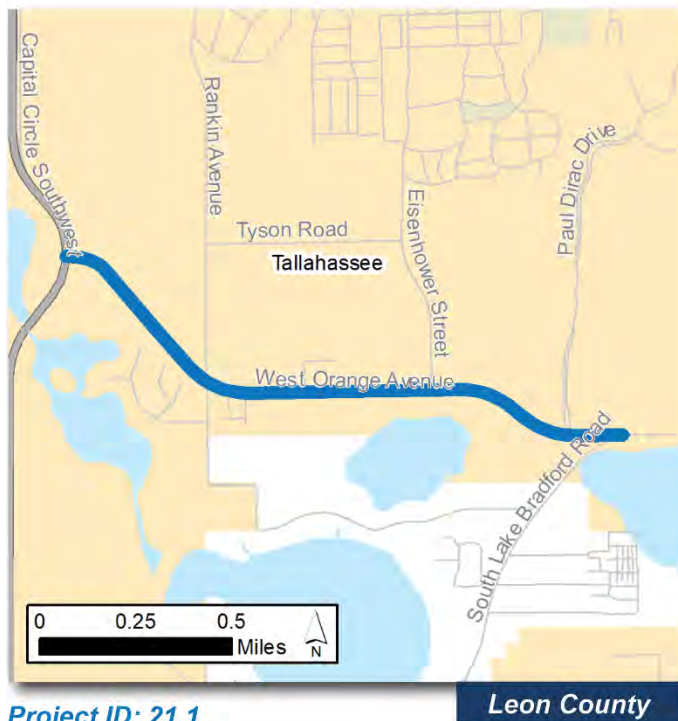
- ☒ Sidewalk
- ☒ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Orange Avenue

Capital Circle SW to South Lake Bradford Road



Project ID: 21.1

Leon County

Project at a Glance

Improvement Type: Access Management and Multimodal

Length: 1.6 Miles

Estimated Total Cost: \$2,525,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
Cost		\$286,000		\$2,239,000

Project Description

Orange Avenue is proposed to be widened from two to four lanes from Capital Circle SW to Monroe Street. This extension will improve the connection between two north-south corridors, Capital Circle and Monroe Street. This segment from Capital Circle SE to South Lake Bradford Road is one segment of the entire project. Coordination with nearby roadway projects will allow for the efficient handling of commuter traffic traveling in southern Tallahassee during peak hours.

Community Features

This portion of Orange Avenue provides access to the Tallahassee Museum, one place of worship, and a mobile home community.

Existing Facilities

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

Planned Facilities

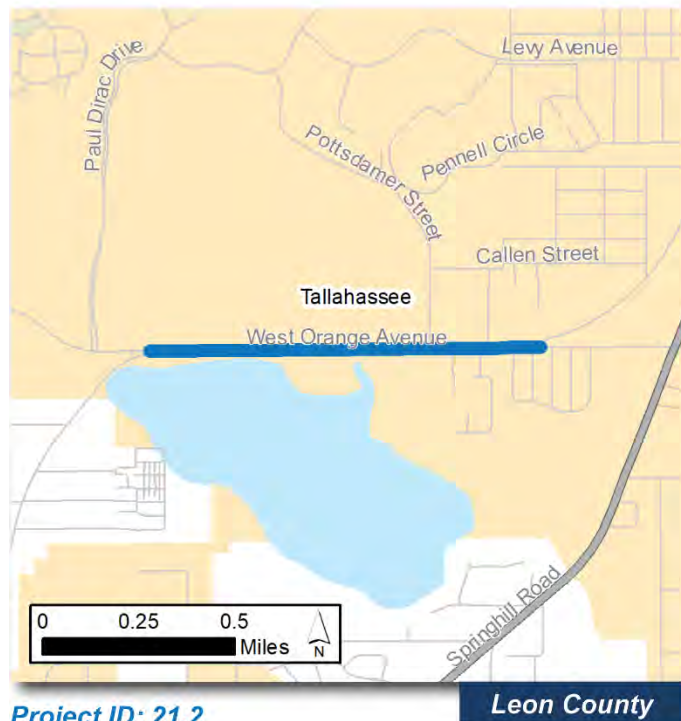
- ☒ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Orange Avenue

South Lake Bradford Road to Lake Bradford Road



Project ID: 21.2

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 0.5 Miles

Estimated Total Cost: \$26,935,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost		\$1,994,000	\$9,332,000	\$15,609,000

Project Description

Orange Avenue is proposed to be widened from two to four lanes from Capital Circle SW to Monroe Street. This extension will improve the connection between two north-south corridors, Capital Circle and Monroe Street. This segment from South Lake Bradford Road to Lake Bradford Road is one section of the entire project. Coordination with nearby roadway project will allow for the efficient handling of commuter traffic traveling in southern Tallahassee during peak hours.

Existing Facilities

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

Planned Facilities

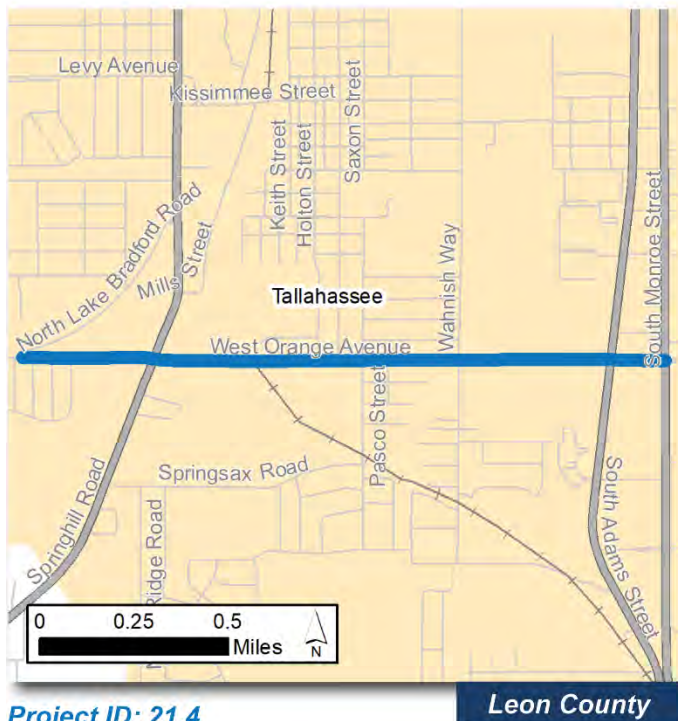
- ☒ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Orange Avenue

Lake Bradford Road to Monroe Street



Project ID: 21.4

Leon County

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 1.7 Miles

Estimated Total Cost: \$27,828,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost			\$15,708,000	\$12,120,000

Project Description

Orange Avenue is proposed to be widened from two to four lanes from Capital Circle SW to Monroe Street. This extension will improve the connection between two north-south corridors, Capital Circle and Monroe Street. This segment from Lake Bradford Road to Monroe Street is one section of the entire project. This segment's proximity to Florida A&M University's would benefit students, faculty, and staff.

Community Features

This segment of Orange Avenue provides access to two places of worship, one preschool, and the FAMU Community Garden. There are also three educational institutions along the road: Nims Junior High School, R. Frank Nims Middle School, and the Florida A&M University Development Research School.

Existing Facilities Planned Facilities

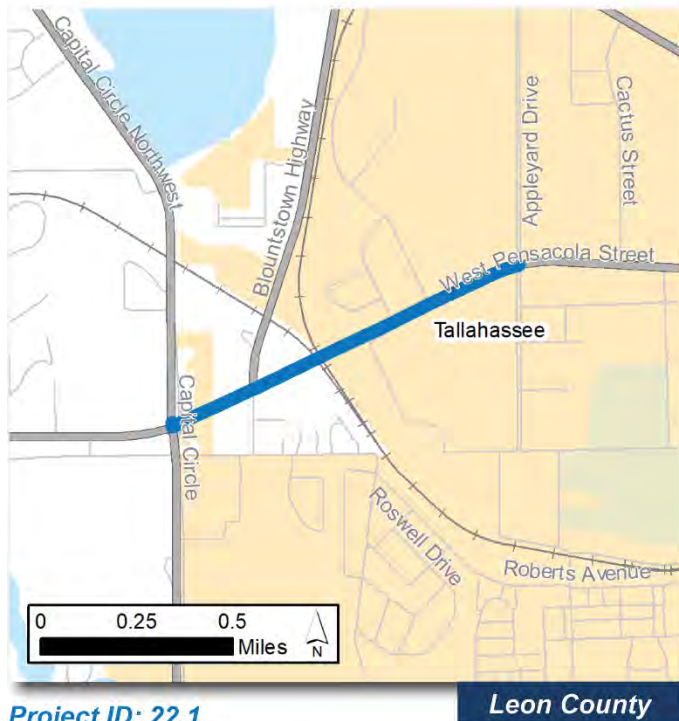
<input checked="" type="checkbox"/> Sidewalk	<input checked="" type="checkbox"/> Sidewalk
<input type="checkbox"/> Bike Lane	<input type="checkbox"/> Bike Lane
<input type="checkbox"/> Shared-Use Path	<input checked="" type="checkbox"/> Shared-Use Path
<input checked="" type="checkbox"/> Transit Stop	<input checked="" type="checkbox"/> Transit Stop
<input type="checkbox"/> Freight Route	<input type="checkbox"/> Freight Route

Funding Type

<input checked="" type="checkbox"/> Other Arterial
<input type="checkbox"/> Strategic Intermodal System
<input type="checkbox"/> Blueprint Project

Pensacola Street

Capital Circle SW to Appleyard Drive



Project ID: 22.1

Leon County

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 1 Mile

Estimated Total Cost: \$19,670,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
Cost	\$1,758,000	\$2,029,000		\$15,883,000

Project Description

Pensacola Street from Capital Circle NW to Appleyard Drive is proposed to be widened from two lanes to four lanes. This street is a popular peak hour commuter route. This expansion should work in conjunction with the Capital Circle Southwest Improvements to improve the flow of commuter traffic on the southwest side of Tallahassee. These improvements should also greatly affect the traffic capacity outside of Tallahassee Community College ensuring their faculty, staff, and students are able to travel to and from campus efficiently.

Community Features

This segment of Orange Avenue provides access to Tallahassee Community College (TCC).

Existing Facilities

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

Planned Facilities

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

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

Tharpe Street

Capital Circle NW to Ocala Road



Project ID: 23

Project at a Glance

Improvement Type: Widen from 2 to 4 Lanes

Length: 2.6 Miles

Estimated Total Cost: \$76,639,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost		\$5,548,000	\$27,658,000	\$43,433,000

Project Description

This proposed project will widen the existing two-way, two-lane roadway to a four-lane roadway with median. This project is intended to address current and future congestion, as well as increase the level of service and better the flow of traffic for individuals traveling on the western side of Tallahassee. The project area provides a direct connection between the commercial areas near Capital Circle NW and the commercial development along W Tharpe Street east of the project area.

Community Features

This segment of Tharpe Street provides access to two places of worship, one private school, one preschool, and one day care center.

Existing Facilities

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

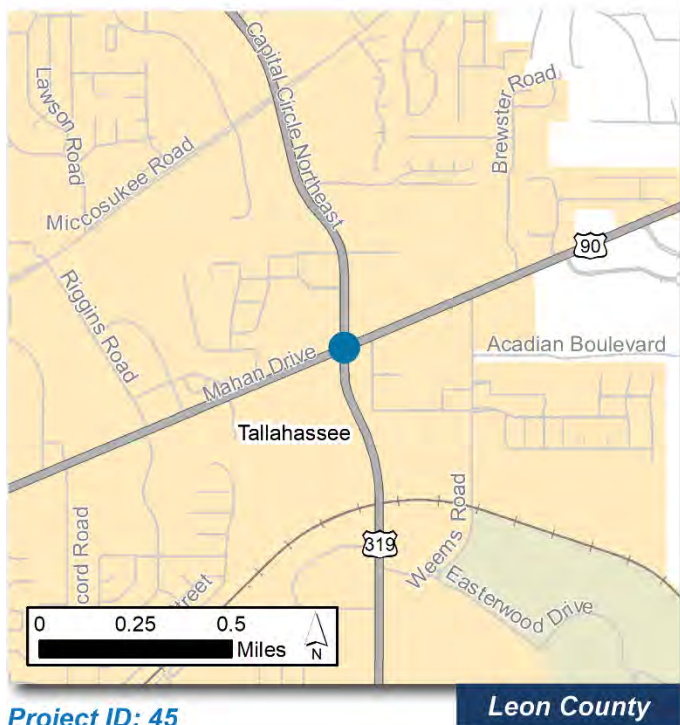
Planned Facilities

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

Funding Type

- ☐ Other Arterial
- ☐ Strategic Intermodal System
- ☒ Blueprint Project

US 90 (Mahan Drive) at Capital Circle NE



Project ID: 45

Project at a Glance

Improvement Type: Major Intersection Reconfiguration

Length: N/A

Estimated Total Cost: \$2,640,000

Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
Cost	\$2,640,000			

Project Description

This project will reconfigure the intersection of US 90 and Capital Circle NE. Two major roadways meet at this intersection, leading to high levels of congestion at peak times. The proposed modification is intended to improve traffic flow and increase the efficiency of vehicle movement in western Tallahassee. In order to improve the efficiency and safety for all users, bicycle lanes, signage, and crosswalks are recommended. At this time, the project is only recommended for Project Development and Environmental Study to better understand feasible alternatives.

Community Features

Two major commuter routes converge at this intersection which provides access to one place of worship and several businesses.

Existing Facilities

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

Planned Facilities

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

Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

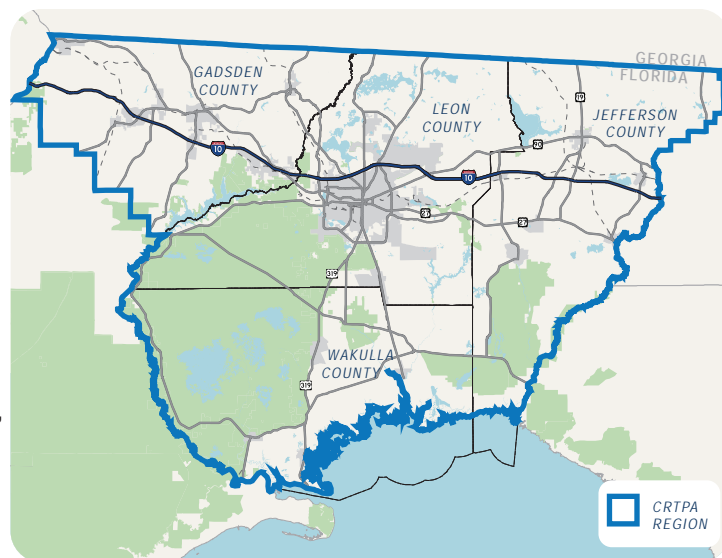


Executive Summary

Introduction

Who We Are

The Capital Region Transportation Planning Agency (CRTPA) is the metropolitan planning organization (MPO) serving the Capital Region, and includes members from Gadsden, Leon, and Wakulla County Commissions, the City of Tallahassee City Commission and the Leon County School Board. The CRTPA is responsible for insuring adequate representation and compatibility of state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to the needs of the elderly and handicapped as outlined in the Americans with Disabilities Act. The CRTPA also has two committees that serve in advisory roles: the Citizens Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC). For additional information on the CRTPA or the Advisory Committees please go to www.crtpa.org.



Our Mission

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



Our Vision

The vision of the CRTPA is to create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, safely while protecting the environment, promoting economic development, and maintaining a high quality of life with sustainable development patterns.

What is an RMP?

The Regional Mobility Plan (RMP) characterizes current and future transportation needs and highlights the multimodal recommendations to address these needs. The plan must be

meaning that CTRPA cannot plan to spend more money than the MPO can reasonably expect to receive for project implementation through the year 2045. A further consideration is that the eligibility of projects to receive federal funding is dependent on their inclusion in the RMP.

To meet federal regulations, the Regional Mobility Plan (RMP) must:

- Provide a minimum 20-year plan horizon
- investment strategies
- Support regional land use and economic development policies and plans
-
-

How will this plan be used?

The Connections 2045 RMP will serve as the planning document to guide the MPO area's transportation improvements through the horizon year 2045. The plan is used to direct funding to the MPO and its member jurisdictions for transportation related projects. The plan

planning horizon and anticipated funding source.

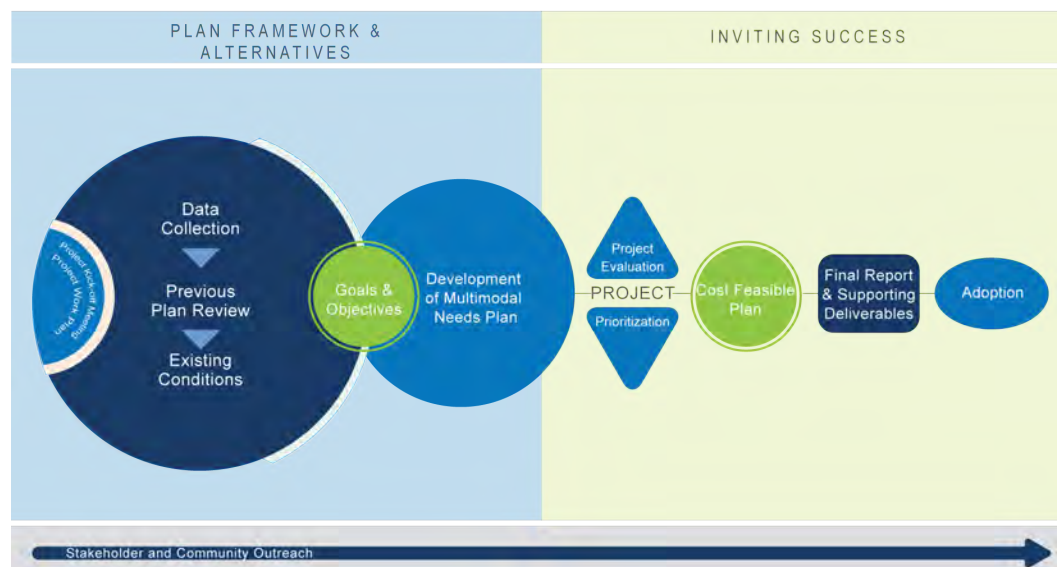
Planning Process

The plan responds to existing needs and anticipated concerns for congestion, safety, access, and connectivity.

jurisdictions, key stakeholders, and citizens. Designed to create an open dialogue among the larger community, the planning process aimed to create a more nimble, adaptable plan for the future.

The process

describes the planning process of the Connections 2045 RMP.



Project Goals

The vision of the Connections 2045 RMP is outlined through the nine goal areas below. AST Act (federal) guidance, statewide goals, and local priorities.



Safety

Improve the safety of transportation facilities for all residents and visitors in the region.



Connectivity

Enhance connectivity between destinations within the region by bicycle, vehicular, and transit.



Access

Provide all residents and transportation options to create economic opportunities and improve quality of life throughout the region.



Multimodalism

Promote a diversity of travel choices and facilitate movement and connections among people, jobs, goods and services, and other travel modes.



Land Use

Coordinate transportation strategies and investments with local and regional land use initiatives to foster vibrant communities throughout the region.



Security

Promote and implement transportation improvements for all modes ensuring resilience and security of the transportation system.



Economic Development

Coordinate transportation investments with local and regional economic development initiatives.



Natural Resource Protection and Conservation

Protect the region's environmental, cultural, and historical areas of interest through best practices related to expansion of transportation opportunities.



Public Health

Promote public health by increasing the diversity of travel choice, safety, and access to transportation facilities for all residents and visitors in the region.

Outreach Efforts

Public outreach was a major part of the Connections 2045 RMP development. A dedicated webpage was launched to give the public the ability to stay involved throughout the planning process. A public survey was released to gather feedback and to determine if the public view of transportation has changed since the previous plan was completed. In addition to a large T review and comment at key points of the plan development. In addition to traditional public meetings, the project team attended Winter Festival and engaged with stakeholders in the region. The COVID-19 pandemic impacted the ability to hold public meetings in the traditional manner of visiting each community for in-person meetings. Many of the meetings associated with the Connections 2045 RMP were held virtually to meet safety and best practices guidelines.



Board Meetings



Committee Meetings

Local Government Interviews



Website and Online Survey

Community Pop-Up at Winter Festival



7 Workshops
1 Mobility Week
"Traffic Jam"

Cost Feasible Plan

The RMP is required by federal legislation to include a cost feasible or balanced roadway capital project list, with project costs matching the anticipated revenues through the 2045 plan horizon year. Based on the funding projections from FDOT and projected local revenues, the CRTPA is expected to have nearly \$818 million (year of expenditure dollars) of federal, state, and local funds available to spend between 2026 and 2045. While this is a

and outweigh the projected funding availability their applicability within the Cost Feasible Plan. The cost feasible project list is shown below.

Project	From	To	Strategy	Multimodal Provision	County	Horizon Year	Total YOE Cost
Crawfordville Road	LL Wallace Road	Wakulla Springs Road	2 to 4 Lanes	Yes	Leon	2026-2030	\$21,527,000
Thomasville Road	Seventh Avenue	Monroe Street	Multimodal Operational	Yes	Leon	2026-2030	\$4,514,000
Thomasville Road	Bradford/Betton Rds	Seventh Avenue	Multimodal Operational	Yes	Leon	2026-2030	\$6,546,000
Woodville Highway	Capital Circle SE	Paul Russell Road	2 to 4 Lanes	Yes	Leon	2026-2030	\$36,828,000
US 90 (Mahan Drive) at Capital Circle NE			Major Intersection	Yes	Leon	2026-2030	\$2,640,000
Crawfordville Road	East Ivan Road	Wakulla Arran Road	2 to 4 Lanes	Yes	Wakulla	2031-2035	\$59,756,000
Orange Avenue	Capital Circle SW	South Lake Bradford Road	Access Management and Multimodal Improvements	Yes	Leon	2031-2035	\$2,525,000
Orange Avenue	South Lake Bradford Road	Lake Bradford Road	2 to 4 Lanes	Yes	Leon	2031-2035	\$26,935,000
Orange Avenue	Lake Bradford Road	Monroe Street	2 to 4 Lanes	Yes	Leon	2031-2035	\$27,828,000
Pensacola Street	Capital Circle SW	Appleyard Drive	2 to 4 Lanes	Yes	Leon	2031-2035	\$19,670,000
Tharpe Street	Capital Circle NW	Ocala Road	2 to 4 Lanes	Yes	Leon	2031-2035	\$76,639,000
Crawfordville Road	Wakulla Arran Road	Lost Creek Bridge	2 to 4 Lanes	Yes	Wakulla	2036-2045	\$95,294,000
Crawfordville Road	Lost Creek Bridge	North of Alaska Way	2 to 4 Lanes	Yes	Wakulla	2036-2045	\$133,955,000
Crawfordville Road	Wakulla County Line	LL Wallace Road	2 to 4 Lanes	Yes	Leon	2036-2045	\$43,674,000
Interstate 10	(Midway) US 90 Interchange	Gadsden/Leon County Line	4 to 6 Lanes	No	Gadsden	2036-2045	\$53,189,000
Interstate 10	Gadsden/Leon County Line	West of Capital Circle NW	4 to 6 Lanes	No	Leon	2036-2045	\$79,884,000

Bicycle and Pedestrian Projects

The active transportation focus of the Connections 2045 RMP embodies how local decisions can enhance the overall mobility and safety of cyclists and pedestrians. The recommended plan incorporates information from previously adopted plans, discussions with stakeholders, and feedback from the community. For the Connections 2045 RMP, there was a heavy focus on updated Bicycle-Pedestrian Master Plans for each of the counties in the Capital Region. These plans, in addition to the aforementioned sources, indicate that demand for bicycle and pedestrian facilities for users of all levels and types in the CRTPA area is continuing to grow, a trend that was recognized in the previous iteration of the RMP. In the Connections 2045 RMP

infrastructure. The list below showcases a subset of the priority projects within each county.



Gadsden County

- Chattahoochee Connection Multi-use Path
- Chattahoochee to Bristol (C2B Trail)
- Greensboro to Gretna Multi-use Path

Jefferson County

-
- Monticello Bike Trail
- US 90 Shared-use Trail (Monticello to Tallahassee)

Leon County

- Oak Ridge Road Shared-Use Trail
- Thomasville Road Multi-Use Path
- US 90 Shared-Use Trail (Tallahassee to Monticello)

Wakulla County

- Trail
- MLK Jr. Memorial Highway Multi-use Path
- US 319/Sopchoppy Highway Multi-use Path

Regional

- Georgia to Cross City Multi-use Path
- GF&A Trail Corridor
- US 90 Trail (W. Tennessee Street)
- US 90 Trail (Gretna to Chattahoochee)

Small Scale Solutions

To project needs and to encourage implementation of the ITS (Intelligent Transportation System) Master Plan a subset of revenues were set-aside within the Cost Feasible Plan. In addition to funding projects within the ITS Master Plan, this funding set-aside would also fund safety and operational improvement projects at intersections within the MPO area as needs arise. Over the life of the plan, \$100 million (year of expenditure dollars) is included for these project types.



Transit

Potential transit improvements by CRTPA

Transportation Plan and along the Orange Avenue

Area Transportation Plan.

Additionally, StarMetro is in the process of performing a Comprehensive Operations Analysis (COA) along with updating their Transit Development Plan

completed the RMP will be amended to incorporate projects, as necessary. Over the life of the RMP, over \$200 million (year of expenditure dollars) are forecasted for transit operations and improvements.



Plan Performance

Performance Measures

CRTPA is required to use a performance-based approach to develop the RMP. This involves setting performance goals, or measures, and using a strategic approach that uses system information to make key decisions in meeting those goals.

areas that must be incorporated into the Connections 2045 RMP: Safety Performance Management (PM1), Infrastructure Condition (PM2), System Performance (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP). To

TPA had to coordinate with a variety of federal, state, and local agencies including FHWA, FTA, FDOT, and StarMetro. CRTPA is also required to continue to coordinate with the federal, state, and local agencies to track progress towards achieving the targets and update the targets when appropriate. In order to track the progress towards meeting these targets, the Connections 2045 RMP relates the performance targets to how each project being recommended can address one or more of these areas.



CRTPA RESOLUTION No. 2020-11-RMP

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ADOPTING THE LONG RANGE TRANSPORTATION PLAN, CONNECTIONS 2045 REGIONAL MOBILITY PLAN

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, and 326; and FS 339.175 (5) and (7); and

Whereas, Florida Statutes, Section 339.175 as amended, requires the Metropolitan Transportation Planning Organization for the Capital Region Metropolitan Planning Area to develop a long-range transportation plan that addresses at least a 20-year planning horizon.

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

The CRTPA adopts the long range transportation plan, Connections 2045 Regional Mobility Plan for the Capital Region Metropolitan Planning Area.

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 23rd day of November 2020.

Capital Region Transportation Planning Agency

Attest:

By: _____
Randy Merritt, Chair

Greg Slay, Executive Director