



## **TECHNICAL ADVISORY COMMITTEE (TAC)**

**MEETING OF TUESDAY, NOVEMBER 3, 2020 (9:00 AM - 11:00 AM)**

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

### **AGENDA**

- 1. AGENDA MODIFICATIONS**
- 2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
- 3. CONSENT AGENDA**
  - A. Minutes of the October 6, 2020 Meeting**
  - B. TAC 2021 Calendar**
- 4. CONSENT ITEMS PULLED FOR DISCUSSION**
- 5. PRESENTATION/DISCUSSION/ACTION**

#### **A. Connections 2045 Regional Mobility Plan Adoption**

This item seeks adoption of the CRTPA's long range transportation plan, "Connections 2045 Regional Mobility Plan".

**RECOMMENDED ACTION:** Adopt the Long Range Transportation Plan, "Connections 2045 Regional Mobility Plan"

**B. Election of Year 2021 Chair and Vice Chair**

Annually, the TAC elects a new Chair and Vice Chair to serve for the subsequent year. Current leaders may be re-elected and the current Chair and Vice Chair are Mr. Ryan Guffey and Ms. Andrea Rosser, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2021.

**6. INFORMATION**

**A. Future Meeting Dates**

**7. ITEMS FROM COMMITTEE MEMBERS OR STAFF**

**8. ADJOURNMENT**



## **TECHNICAL ADVISORY COMMITTEE (TAC)**

MEETING OF TUESDAY, OCTOBER 6, 2020 (9:00 AM - 11:00 AM)

### **NOTE:**

Due to the ongoing COVID-19 pandemic, this meeting was conducted virtually.

### **Meeting Minutes**

Members Present: Eric Hogue, Tallahassee Airport; Allen Secest, City of Tallahassee Traffic Management; Charles Wu, Leon County Public Works, Transportation; Beshoy Elnemr; City of Tallahassee Growth Management; Diane Quigley, Gadsden County Planning & Community Development; Shannon Metty, Jefferson County Planning; Ryan Guffey, Leon County Development Support and Environmental Management; Cherie Bryant; Department of PLACE; Andrea Rosser, StarMetro; Pat Maurer, Ride on Commuter Services; Kwentin Eastberg, Apalachee Regional Planning Council; Mike Alfano, Blueprint IA.

Staff Present: Greg Slay, Executive Director, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Wayne Bryan, City of Tallahassee Traffic Management; Chris Muehlemann, Leon County; Kate Widness; Kimley Horn and Associates; Jon Swell, Kimley Horn and Associates

#### **1. AGENDA MODIFICATIONS**

#### **2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

None

#### **3. CONSENT AGENDA**

##### **A. Minutes of the September 1, 2020 TAC Meeting**

**Committee Action:** Mr. Secest made a motion to approve the Minutes of the September 1, 2020, TAC Meeting with the modification to the minutes to reflect Allen Seacrest as present at the meeting. The motion was seconded by Ms. Rosser and the motion was unanimously passed.

##### **B. Unified Planning Work Program (UPWP) Amendment**

Ms. Lex briefly stated this amendment would align the funding that was moved from the current year funds from Congestion Management into next year's budget.

**Committee Action:** Ms. Quigley made a motion to approve the Unified Planning Work Program (UPWP) Amendment. Ms. Rosser seconded the motion and the motion was unanimously passed.

#### **4. ITEMS CONSENT ITEMS PULLED FOR DISCUSSION**

#### **5. PRESENTATION/DISCUSSION/ACTION**

*The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the committee.*

##### **A. Thomasville Road Multi-Use Trail Feasibility Study**

A feasibility study related to a Thomasville Road was discussed.

Mr. Kostrzewa introduced the Thomasville Road Multi-use Path Feasibility Study, noting at the beginning of the year staff began the Thomasville Multi-use Path Feasibility Study, which came from the recently completed Tallahassee Leon County Bicycle and Pedestrian Master Plan. Mr. Kostrzewa stated this corridor would provide a connection between Midtown Area and Market District. The next phase would be the Public Involvement phase which will start after the presentation to the Board on October 19, 2020.

Jon Sewell, Kimley Horn and Associates provided background information on the feasibility study for constructing a multiuse path along the Thomasville Road corridor. Mr. Sewell stated this project was one of the key projects identified within the Tallahassee Leon County Bicycle and Pedestrian Plan. Mr. Swell noted this was the Feasibility Study, studying the feasibility of a multi-use path along the Thomasville Road Corridor.

##### **Project Intent**

Mr. Sewell stated this project was a pilot project from the TLC Bicycle and Pedestrian Master Plan 2019 Update. Mr. Sewell stated this project was a technical review of a 12' wide asphalt multi-use path along the Thomasville Road corridor and this would be an important bicycle network connection. This project would connect two distinct areas in Tallahassee "Midtown" and "Market Street". The determination was made to recommend the project for a feasibility study.

##### **Goals**

The goals of the projects include Safety-providing a safe connections between the destinations along Thomasville Road; Accessibility-Create a facility that is accessible to a variety of user types and be appropriate for at least three of the four cycle comfort levels; Network Connectivity-Grow network connectivity by providing opportunities to access destinations along and beyond Thomasville Road; Positive User Experience-Ensure positive user experience by incorporating natural features, creative design and ADA compliance; Equitable-Make the facility available to people with disabilities, lower incomes, aging populations; Multimodal-Accommodate a variety of moves on the facility, and Health and Recreation-Provide opportunities for extended trips to recreate and exercise.

#### Project Approach

This project will have a two phased approach. Part one, Betton Road to Metropolitan Boulevard and Part two, Metropolitan Boulevard to Maclay Boulevard.

#### Completed Activities

Mr. Sewell discussed the completed activities including site reconnaissance; existing conditions assessment; opportunities and challenges; developed guiding principles of design; meetings with Bicycle-Pedestrian Master Plan working group. The Thomasville Road Multi-use Path project would provide north/south connectivity between Northeast Tallahassee and the Market District, Midtown, Downtown (Via Neighborhood Network), FAMU Way and Cascades Park and the St. Marks Trail.

#### Next Steps

Mr. Sewell stated the next steps would be the public engagement phase starting October 2020. Public Involvement would include stakeholder meetings, coordination with local neighborhood associations, organize engagement opportunities with general public.

### **Committee Action: No Action Required**

#### **B. US 90 Multi-Use Trail Feasibility Study**

A discussion related to the development of the US 90 Multi-Use Trail Feasibility Study was provided.

Mr. Burke provided background information on the US 90 Multi-Use Trail Feasibility Study. He noted this project began earlier this year. He stated the team has met with Jefferson County and the City of Monticello regarding the study. This project would connect Tallahassee to Monticello and this project was currently on the SUNTrails system.

Jon Sewell, Kimley Horn and Associates, provided background information on the feasibility study for constructing a shared-use path along the US 90 Highway corridor.

#### Project Purpose and Background

This project would connect the City of Tallahassee to the City of Monticello via a 10-12 ft paved shared use path. The project limits are Pedrick Road (west limit) to existing Monticello Bike Trail (east limit). This project will consist of two phases with Phase 1 being the feasibility study, which began October 2019 and Phase 2 the public engagement portion, anticipated to begin Fall 2020.

#### Project Goals

Mr. Sewell stated the goals of the project include providing a safe, continuous multimodal facility between Tallahassee and Monticello, expanding upon the growing SUNTrails Regional Trails Network, providing a new alternative transportation opportunities for

residents, businesses and visitors along the US 90 Corridor and Spur economic development and activity.

#### Stakeholder Engagement

Staff met with stakeholders from the Florida Department of Environmental Protection (FDEP), Hilltop Country Store Owners, property owners, City of Monticello and Jefferson County Board of County Commissioners.

#### Existing Conditions

Along this corridor roadway speeds vary from 35-55 mph. On the portion from Pedrick Road to East of Summit Lake Drive, the roadway is 4-Lane bidirectional with medians. From Summit Lake Drive to Monticello Courthouse, the roadway is 2-Lane bidirectional with paved shoulders. Also noted, on street parking east of entering the Monticello City Limit. There are sidewalks from Pedrick to I-10 Interchange, sidewalks begin again at Crooked Creek Lane in Monticello. Also noted, designated on-street bicycle lane from Pedrick Road to east of Summit Lake Drive.

#### Opportunities Along the Corridor

Existing and current conditions that would add value to a trail and would be beneficial to trail user, including shade, aesthetic, and an existing bicycle route.

#### Challenges Along the Corridor

Elements that would make trail construction difficult or would limit feasibility of constructing the trail including right-of-way, crepe myrtles and trail crossings in some areas. Areas where challenges exist include I-10 Interchange, East of Hawk's Landing Drive, East of Baum Road, US 90 near Jefferson Road intersection, Hilltop County Store (different options being reviewed), Lake Miccosukee (Boardwalk and bridge) and downtown Monticello (Limited Right-of-way). Mr. Swell presented opportunities to address the challenges.

Opportunity 1 would include crossings at Hawks Landing and Baum Road. The pros and cons of opportunity 1: limited number of crossings on US 90 to two and no right-of-way acquisition not required.

Opportunity 2 would eliminate the need for crossings, but right-of-way is limited along the corridor. The pros and cons of opportunity 2: include no crossings, no right-of-way likely, utilizes low-volume roads to route the trail away from US 90.

Opportunity 3 would include limited number of crossing to two and no right-of-way required.

#### What's Next

The next steps include finalize the feasibility report with alternatives, public outreach for additional input and feedback on alternatives and project recommendations.

**Committee Action: No Action Required**

**COMMITTEE INFORMATION**

**A. Future Meeting Dates**

Next meeting items include Chair/Vice Chair selection for 2021 as well as 2021 Calendar

**6. ITEMS FROM COMMITTEE MEMBERS OR STAFF**

This portion of the agenda is provided to allow members and staff an opportunity to discuss items and issues relevant to the CRTPA.

**7. ADJOURNMENT**

**Committee Action: The meeting was adjourned at 9:52 am.**



November 3, 2020

COMMITTEE AGENDA ITEM 3B  
**2021 COMMITTEE MEETING CALENDAR**

TYPE OF ITEM: Consent

**STATEMENT OF ISSUE**

This item seeks approval of the 2021 CRTPA Committee meeting calendar, which has been developed in concert with the CRTPA 2021 calendar, scheduled to be approved by the CRTPA on November 23.

**RECOMMENDED ACTION**

Option 1: Approve the 2021 Committee Meeting Calendar.

<b>2020 CRTPA Board Dates</b>	<b>Committee Dates</b>	<b>TAC Time</b>	<b>CMAC Time</b>
January 19	January 5	9 AM – 11 AM	11:30 AM -1:30 PM
February 16	February 2	9 AM – 11 AM	11:30 AM -1:30 PM
March 16	March 2	9 AM – 11 AM	11:30 AM -1:30 PM
April 20	April 6	9 AM – 11 AM	11:30 AM -1:30 PM
May 18	May 4	9 AM – 11 AM	11:30 AM -1:30 PM
June 15	June 1	9 AM – 11 AM	11:30 AM -1:30 PM
September 21	September 7	9 AM – 11 AM	11:30 AM -1:30 PM
October 19 (Retreat)	October 5	9 AM – 11 AM	11:30 AM -1:30 PM
November 16	November 2	9 AM – 11 AM	11:30 AM -1:30 PM
December 21	December 7	9 AM – 11 AM	11:30 AM -1:30 PM





November 3, 2020



## COMMITTEE AGENDA ITEM 5A

### CONNECTIONS 2045 REGIONAL MOBILITY PLAN – COST FEASIBLE PLAN ADOPTION

#### **STATEMENT OF ISSUE**

The Project Team will be presenting the Connections 2045 Regional Mobility Plan Cost Feasible Plan (CFP) for adoption by the Board. There will be two components to the adoption process. The first step is to hold a Public Hearing to take comments, which will begin at 1:30 pm, and the second step will be to open the CRTPA Board Meeting (the start time is dependent upon the length of the Public Hearing) to adopt the Connections 2045 Regional Mobility Plan (RMP) and manage other CRTPA agenda items.

#### **RECOMMENDED ACTION**

Option 1: Recommend the CRTPA Board adopt the Connections 2045 RMP Cost Feasible 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. Once the comments have been received, 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 following comments (responses provided in [blue](#)).

#### **Under development**

### **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. 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 1**.

### **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 2**.

### **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 3**.

### **NEXT STEPS**

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

### **ATTACHMENTS**

Attachment 1: Connections 2045 Cost Feasible Plan.

Attachment 2: Cost Feasible Plan Project Sheets

Attachment 3: Connection 2045 RMP Executive Summary



								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

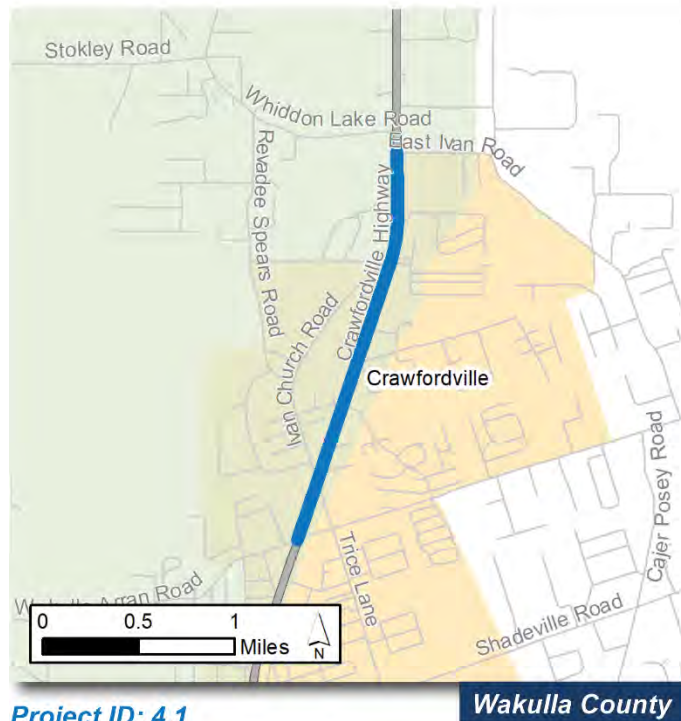
Unfunded Needs Identified in Priority Project List

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		Roundabout	Yes	Yes	Leon

# Crawfordville Road

East Ivan Road to Wakulla Arran Road

# DRAFT



Project ID: 4.1

Wakulla County

## 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				
<b>Cost</b>			\$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

DRAFT



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				
<b>Cost</b>			<b>\$11,258,000</b>	<b>\$84,036,000</b>

### 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

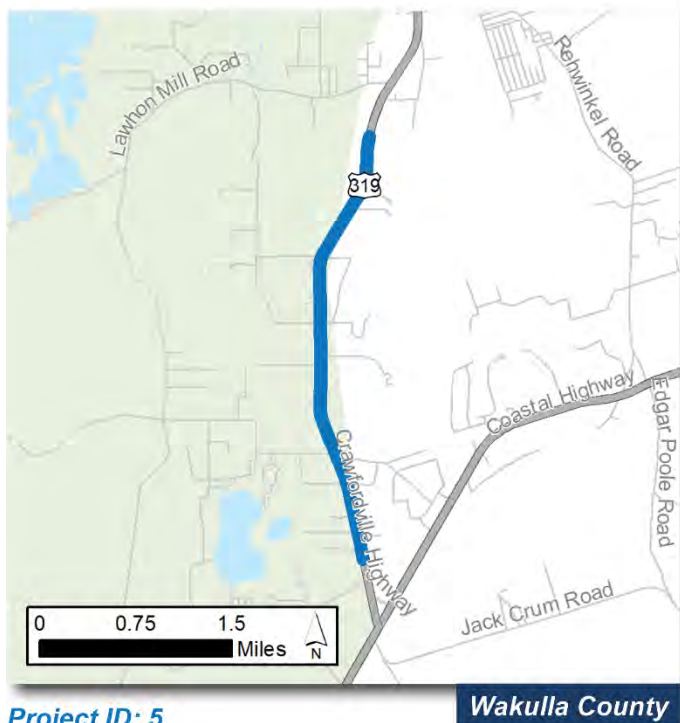
### Funding Type

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

# Crawfordville Road

*Lost Creek Bridge to North of Alaska Way*

# DRAFT



**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				
<b>Cost</b>			<b>\$11,160,000</b>	<b>\$122,795,000</b>

## 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

# DRAFT



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				
<b>Cost</b>			\$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

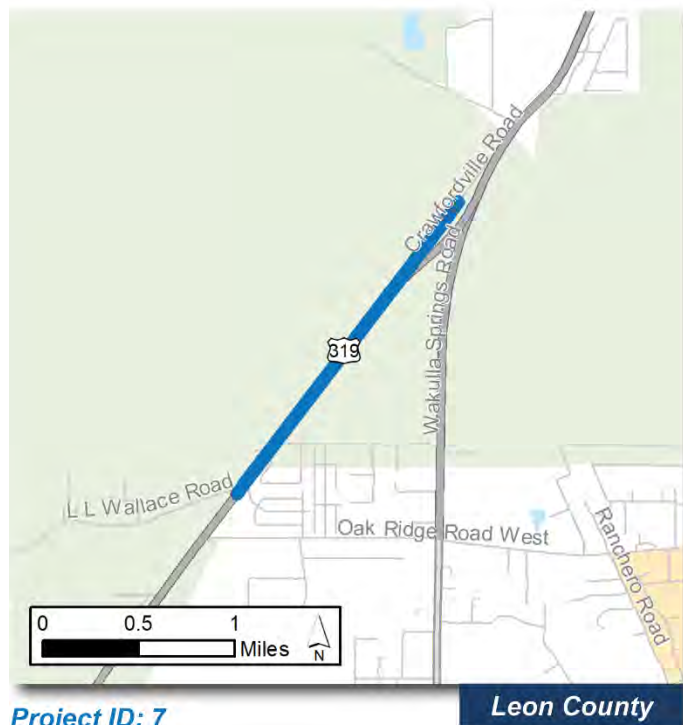
## Funding Type

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

# Crawfordville Road

LL Wallace Road to Wakulla Springs Road

# DRAFT



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				
<b>Cost</b>				<b>\$21,527,000</b>

## 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

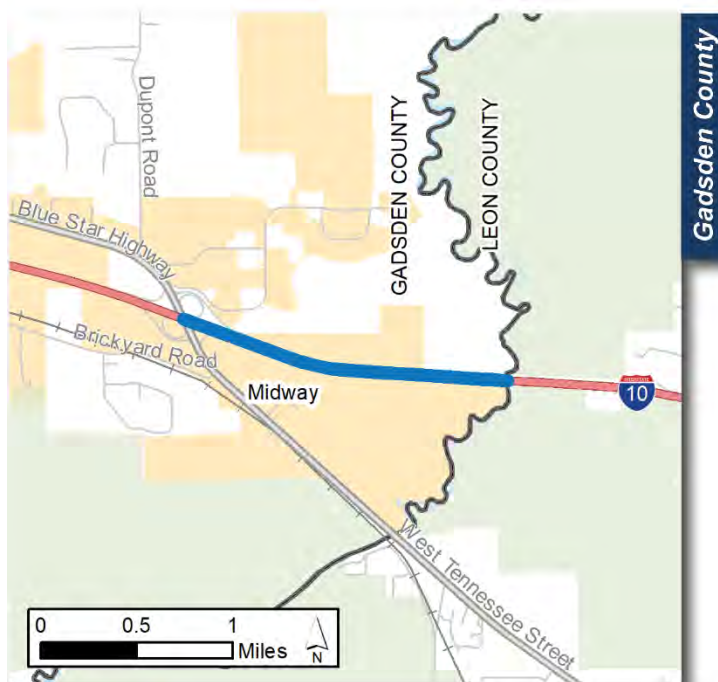
- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project



# Interstate 10

DRAFT

(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				
<b>Cost</b>	\$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

DRAFT

## 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				
<b>Cost</b>	\$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

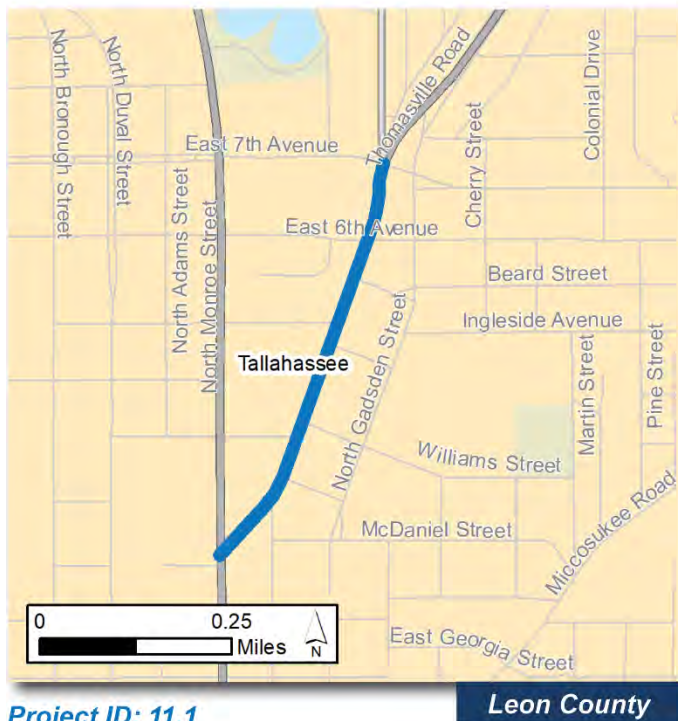
- ☐ Other Arterial
- ☒ Strategic Intermodal System
- ☐ Blueprint Project



# Thomasville Road

## Seventh Avenue to Monroe Street

DRAFT



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				
<b>Cost</b>		\$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

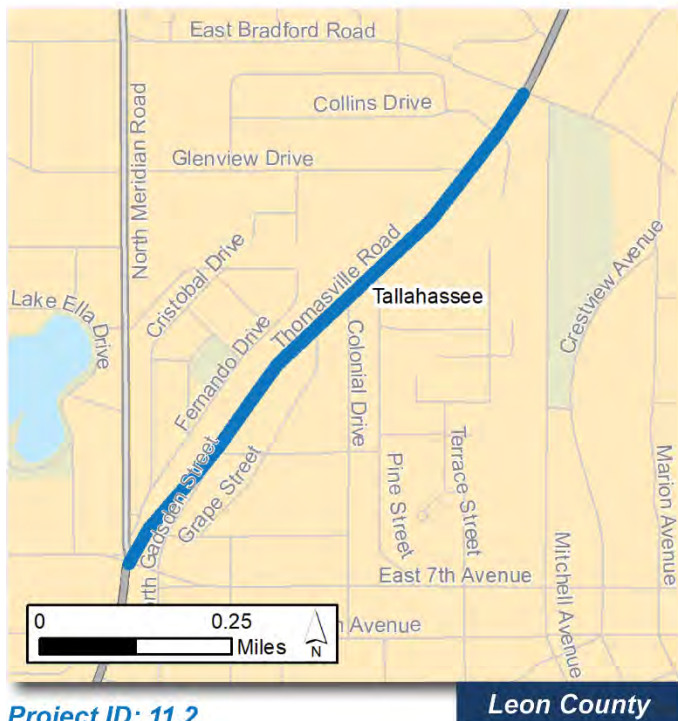
### Funding Type

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

# Thomasville Road

Bradford Road/Betton Road to Seventh Avenue

# DRAFT



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				
<b>Cost</b>		\$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

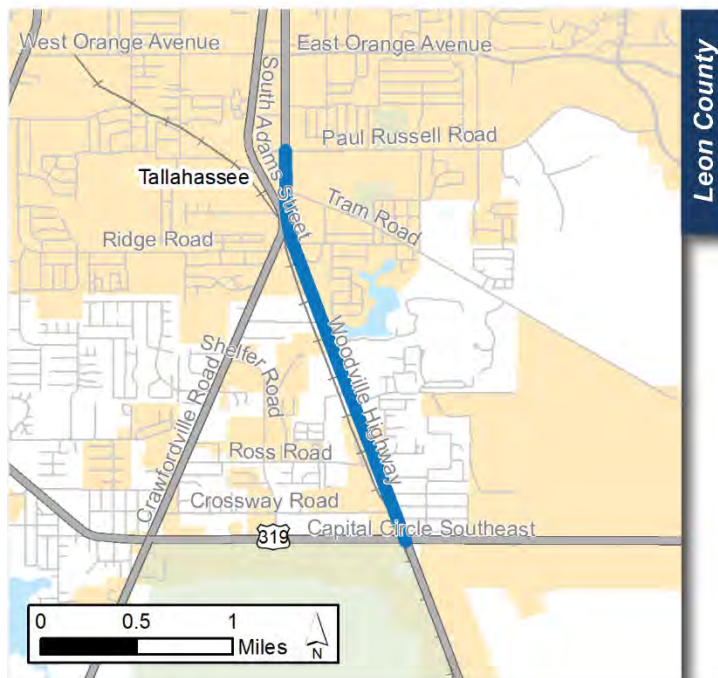
- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☒ Blueprint Project



# Woodville Highway

Capital Circle SE to Paul Russell Road (SR 263)

# DRAFT



**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				
<b>Cost</b>				<b>\$36,828,000</b>

## 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

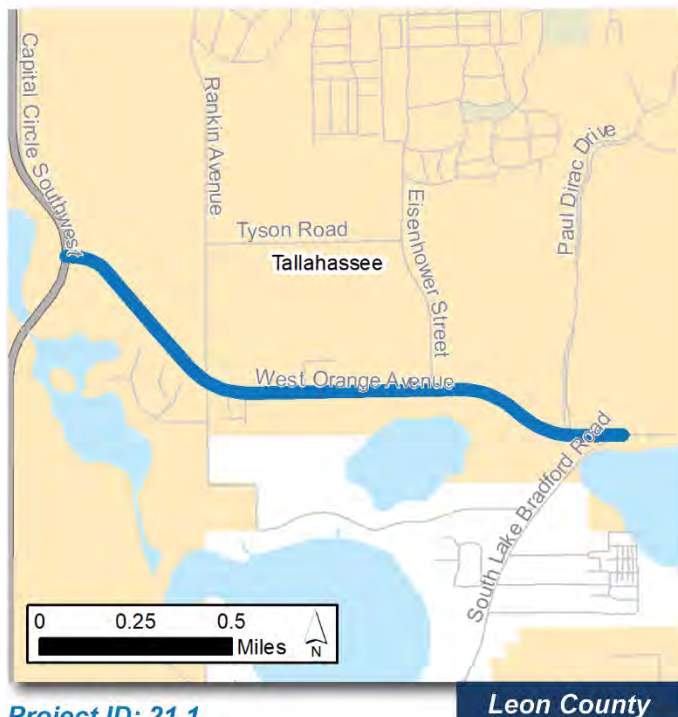
## Funding Type

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

# Orange Avenue

Capital Circle SW to South Lake Bradford Road

# DRAFT



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				
<b>Cost</b>		\$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

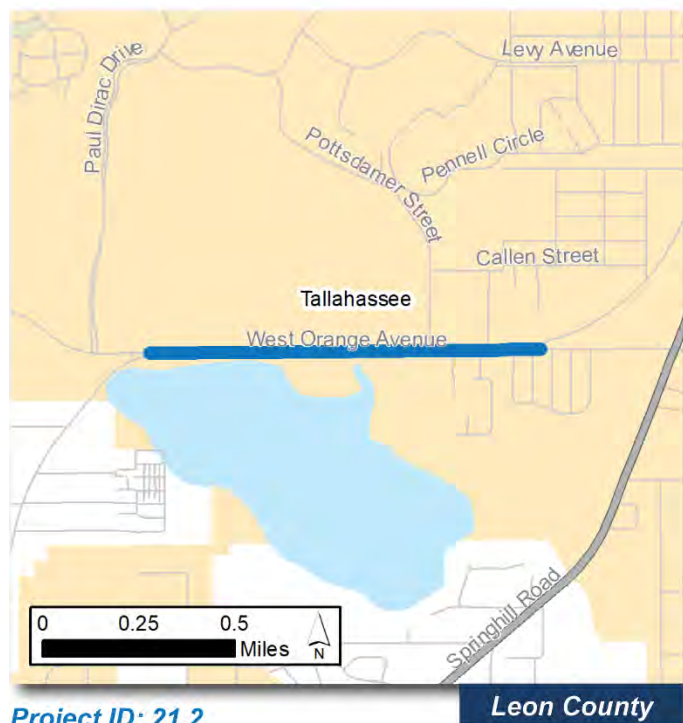
- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project



# Orange Avenue

## South Lake Bradford Road to Lake Bradford Road

DRAFT



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				
<b>Cost</b>		\$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

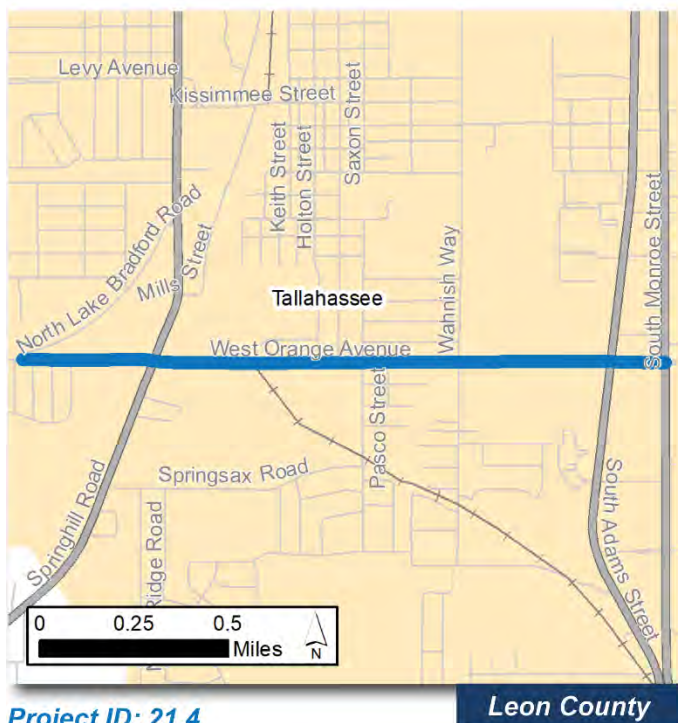
### Funding Type

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

# Orange Avenue

## Lake Bradford Road to Monroe Street

DRAFT



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				
<b>Cost</b>			<b>\$15,708,000</b>	<b>\$12,120,000</b>

### 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

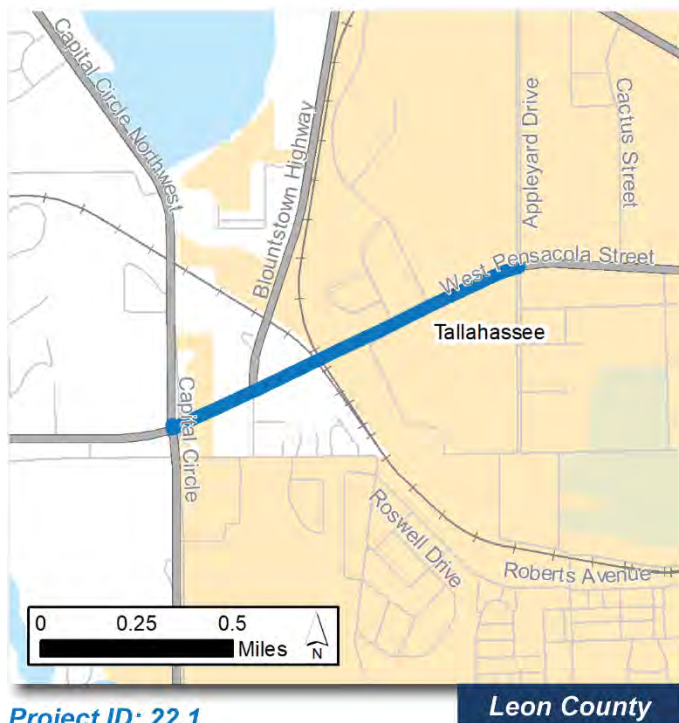
<input checked="" type="checkbox"/> Other Arterial
<input type="checkbox"/> Strategic Intermodal System
<input type="checkbox"/> Blueprint Project



# Pensacola Street

Capital Circle SW to Appleyard Drive

# DRAFT



Project ID: 22.1

## 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				
<b>Cost</b>	<b>\$1,758,000</b>	<b>\$2,029,000</b>		<b>\$15,883,000</b>

## 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

Leon County

## 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				
<b>Cost</b>		\$5,548,000	\$27,658,000	\$43,433,000

# DRAFT

## 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

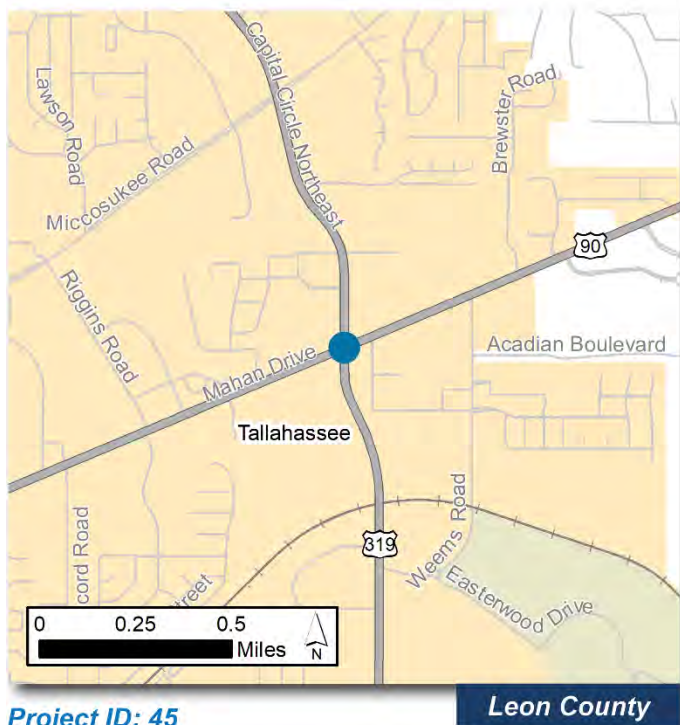
- ☒ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

## 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				
<b>Cost</b>	<b>\$2,640,000</b>			

## 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

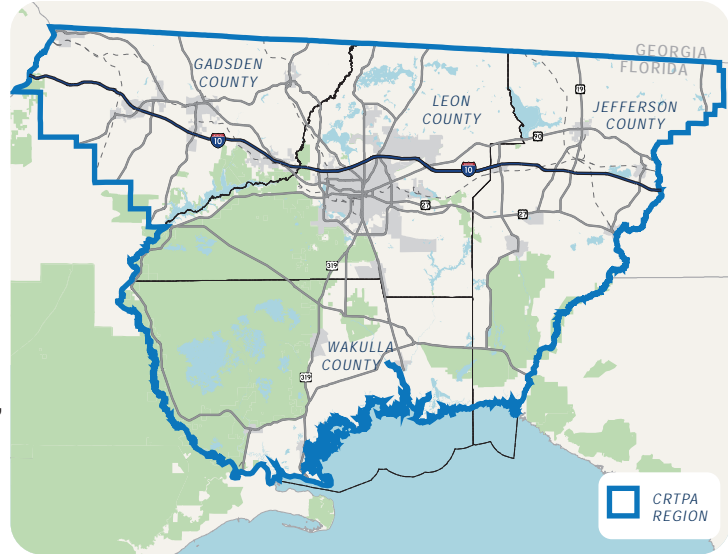
- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

# 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, Jefferson 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](http://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, effectively, and 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 reviewed and updated every five years. In addition, the plan must be fiscally constrained, meaning that CRTPA 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
- Identify long-range transportation goals and specific long- and short-range investment strategies
- Support regional land use and economic development policies and plans
- Demonstrate fiscal constraint for all funded projects
- Reflect a broad set of public and stakeholder input

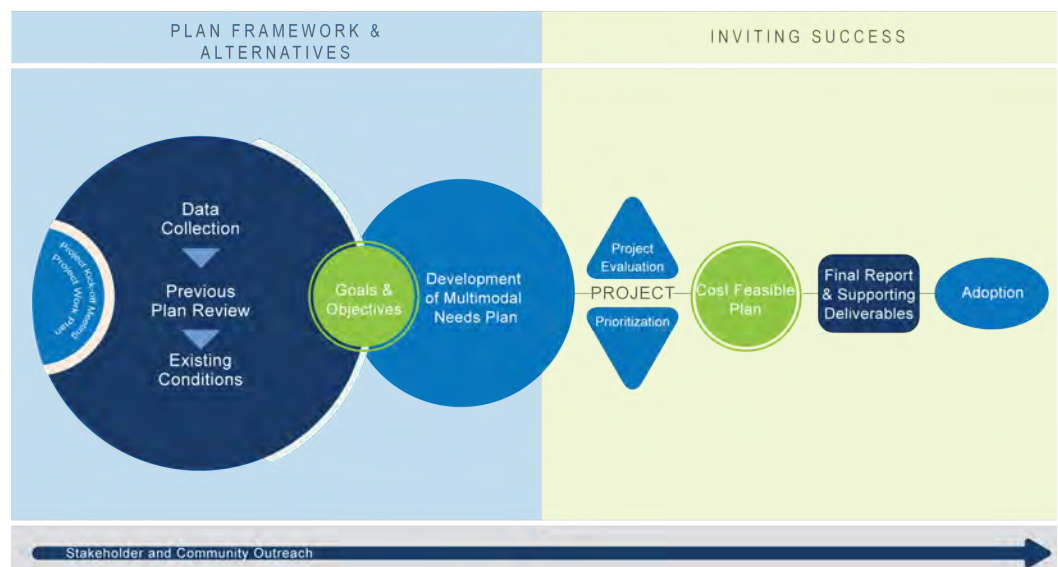
### *How will this plan be used?*

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 identifies recommendations and provides a prioritized list of projects with their associated planning horizon and anticipated funding source.

## Planning Process

The plan responds to existing needs and anticipated concerns for congestion, safety, access, and connectivity. The planning process required a cooperative effort between multiple 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 flow chart below 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. These goal areas are reflective of FAST 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 different travel modes, such as bicycle, vehicular, and transit.



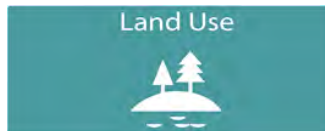
**Access**

Provide all residents and visitors with access to different 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 Traffic Jam event, two rounds of public meetings were held to provide opportunities for public 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



7 Workshops  
1 Mobility Week  
**"Traffic Jam"**

Community Pop-Up at Winter Festival



## 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 significant sum of money, the cost and number of roadway capital projects identified within the region total about \$3.6 billion (year of expenditure dollars) and outweigh the projected funding availability. Due to the financial constraints of the region, projects within the Needs Plan were prioritized to determine 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 Reconfiguration	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

# Roadway Projects



## 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, \$99.3 million (year of expenditure dollars) has been identified for bicycle and pedestrian 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*

- Aucilla Highway Buffered Bike Lanes
- 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*

- Bloxham Cutoff Road 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 ensure flexibility for small scale 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 include efforts in Midtown as identified in the Midtown Transportation Plan and along the Orange Avenue corridor as identified in the Southwest Area Transportation Plan.

Additionally, StarMetro is in the process of performing a Comprehensive Operations Analysis (COA) along with updating their Transit Development Plan (TDP) and when these two efforts are 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. There are five main performance 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 establish specific performance targets, CRTPA 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.

