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408 N. ADAMS STREET TALLAHASSEE, FL 32301  
[www.crtpa.org](http://www.crtpa.org)

## **CRTPA SUBCOMMITTEE AGENDA**

*Tuesday, May 3, 2011*

### **TECHNICAL ADVISORY COMMITTEE**

*9:00 AM, 2<sup>nd</sup> Floor Conference Room, Ground Floor, Gemini Building, Tallahassee*

### **CITIZENS ADVISORY COMMITTEE**

*12:00 PM, 2<sup>nd</sup> Floor Conference Room, Ground Floor, Gemini Building, Tallahassee*

### **MULTIMODAL ADVISORY COMMITTEE**

*4:00 PM, 2<sup>nd</sup> Floor Conference Room, Ground Floor, Gemini Building, Tallahassee*

### **PHYSICAL ADDRESS:**

**GEMINI BUILDING**  
408 N. Adams Street  
Tallahassee, Fl. 32301

### **1. AGENDA MODIFICATIONS**

### **2. CONSENT AGENDA**

#### **A. Minutes of the March 8, 2011 Meeting**

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*If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is #711.*

### **3. PRESENTATIONS/DISCUSSION**

#### **A. Priority Project Lists Update**

The CRTPA's priority project lists (PPLs), annually developed and adopted by the agency for provision to the Florida Department of Transportation (FDOT), will be discussed. Typically adopted in September of each year, the Fiscal Year 2013 – FY 2017 PPLs are scheduled to be adopted at the next (June 20) CRTPA meeting due to a request by the FDOT.

**Recommended Action: *Subcommittee Approval***

#### **B. Transportation Enhancement Subcommittee**

This agenda item alerts the subcommittees of the transportation enhancement project application process currently underway and requested formation of a Transportation Enhancement Subcommittee to review the project applications. The Enhancement Subcommittee will be composed of two members from each of the CRTPA Subcommittees (Technical, Multimodal, and Citizens) and is charged with reviewing and recommending the prioritization of project applications for approval by the CRTPA Subcommittees and the CRTPA in June of this year.

**Recommended Action: *Appoint two subcommittee members to serve on the Transportation Enhancement Subcommittee.***

#### **C. Woodville Highway North (Capital Circle to Gaile Avenue) Corridor Study**

The project consultant (Kimley-Horn and Associates) for the Woodville Highway North Corridor Study (Capital Circle to Gaile Avenue) will present the Final Corridor Study for Subcommittee and CRTPA Board approval.

**Recommended Action: *Subcommittee Approval***

### **4. OPEN FORUM FOR PUBLIC COMMENT**

*Citizens are invited to address the Committee.*

### **5. INFORMATION**

- A. May 16, 2011 CRTPA Agenda
- B. Items from Committee Members or CRTPA staff
- C. **Next Meeting Dates is Tuesday, June 7, 2011.**

*May 3, 2011*



## **COMMITTEE AGENDA ITEM 3 A**

### **FISCAL YEAR (FY) 2013 – FY 2017 PRIORITY PROJECT LISTS (PPLs) UPDATE**

#### **STATEMENT OF ISSUE**

Staff is seeking to update the CRTPA Committees on the agency's annual adoption of priority project lists (PPLs). Specifically, changes to the lists based upon the recent adoption of Regional Mobility Plan (the agency's Long Range Transportation Plan) as well as the schedule for adoption of this year's (Fiscal Year (FY) 2013 – FY 2017) PPLs will be discussed.

#### **RECOMMENDED ACTION**

- Option 1: Recommend the CRTPA Board approve staff proceeding with development of a priority project list reflecting the recent adoption of the CRTPA's Regional Mobility Plan and replacing the existing Major PPL and Bicycle and Pedestrian PPL for FY 2013 – FY 2017 with a comprehensive RMP PPL.

#### **HISTORY AND ANALYSIS**

Annually, the CRTPA adopts priority project lists (PPLs) that identify, in ranked order, the agency's transportation project priorities. These lists are submitted to the Florida Department of Transportation (FDOT) to provide guidance as it proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funds with eligible transportation projects ranked highest by the CRTPA.

Projects that receive funding are included in the annual State Work Program, a five-year document identifying state and federally funded transportation projects. State and federally funded projects in the CRTPA region are then incorporated into the CRTPA's annual Transportation Improvement Program (TIP).

**What lists get adopted?**

Historically, the CRTPA has annually adopted the following eight (8) PPLs:

**Major PPL** – Identifies major roadway projects (Project source: Adopted Long Range Transportation Plan (The Regional Mobility Plan (RMP)))

**Bicycle and Pedestrian PPL**- Identifies bicycle and pedestrian projects (Project source: The RMP)

**Transportation Enhancements PPL** – Identifies community-based projects that expand travel choices and enhance the transportation experience (Project source: eligible enhancement projects solicited by the CRTPA and submitted by local governments and community groups for funding)

**Transportation Systems Management (TSM) PPL** – Identifies low cost (typically intersection) improvements to the existing transportation system that can be constructed in less than two years and have gone through a required FDOT process in order to be considered eligible for funding (Project source: FDOT provides a list of eligible projects)

**Strategic Intermodal System (SIS) PPL** – Identifies roadways on the Strategic Intermodal System (SIS) (Project source: SIS facilities that have been identified for transportation improvement)

**Transportation Regional Incentive Program (TRIP) PPL** – Identifies projects that improve regionally significant transportation facilities under the TRIP program guidelines (Project source: individual projects that have been submitted to the CRTPA by member governments/agencies)

**Tallahassee Regional Airport PPL** – Identifies Tallahassee Regional Airport project consistent with the adopted Airport Master Plan (Project source: projects identified by The Tallahassee Regional Airport and provided to the CRTPA for adoption)

**StarMetro PPL** – Identifies transit projects consistent with StarMetro’s adopted Transit Development Plan (Project source: projects identified by StarMetro and provided to the CRTPA for adoption)

**Changes to the CRTPA FY 2013 – FY 2017 Priority Project Lists**

This year, two changes to the CRTPA’s PPLs will occur. The first change relates to the source of projects for two of the PPL’s. The second change is related to the schedule for adoption of this year’s (FY 2013 – FY 2017) PPLs. Both of these changes are discussed below.

**Project Source**

As identified above, the source of projects for two of the PPLs (Major PPL and Bicycle and Pedestrian PPL) is the agency’s long range transportation plan. An update to the CRTPA’s long range transportation (The Regional Mobility Plan) was recently adopted in November 2010.

As a result of the adoption of the RMP, the source of projects for the two PPLs must now reflect those contained in the adopted RMP. Furthermore, due to the multimodal nature of the RMP (which integrates bicycle, pedestrian, roadway and transit projects) staff is proposing that the two existing PPLs (Major PPL and Bicycle and Pedestrian PPL) be combined into one

multimodal PPL reflecting the adopted RMP (proposed title “The Regional Mobility Plan PPL”). Given the multimodal nature of the RMP, maintaining two separate PPLs from the RMP’s listing of cost feasible projects does not reflect the integrated nature of the plan.

Additionally, due to the fact that each of the projects in the RMP were scored and ranked against each other based upon the goals and objectives adopted by the CRTPA, staff is proposing to maintain the project ranking for the FY 2013 – FY 2017 PPL as contained in the RMP.

Consistent with the direction provided by the CRTPA Board for the last three years of PPL development, staff is proposing to maintain a \$1 million set-aside for bicycle and pedestrian projects as the agency’s number one funded project prior to the FDOT seeking funding for the other projects on the PPL.

### **PPL Schedule**

Historically, the CRTPA’s annual priority project lists have been adopted at the September board meeting in order to meet the FDOT’s deadline for submittal of the PPLs by October 1.

This year, however, due to the next year’s state legislative session beginning two months earlier (in January 2012), the FDOT has requested that the CRTPA provide its PPLs to the agency by September 1. This date change is reflective of the FDOT initiating development of the FY 2013 – FY 2017 State Work Program earlier this year in order to meet the deadlines associated with next year’s legislative session.

As a result of the requirement to provide this year’s PPLs earlier to the FDOT, the CRTPA’s FY 2013 – FY 2017 PPLs are now scheduled to be adopted at the next (June 20, 2011) CRTPA Board meeting.

### **NEXT STEPS**

The DRAFT CRTPA FY 2013 – FY 2017 PPLs will be presented to the CRTPA Board for adoption at the June 20, 2011 CRTPA meeting. Once adopted, the PPLs will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2013 – FY 2017 Annual State Work Program.

The Draft Annual State Work Program is scheduled to be presented to the CRTPA Board by the FDOT at the October 17, 2011 CRTPA meeting. Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2013 – FY 2017 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

**PUBLIC INPUT**

A public meeting to present the CRTPA's Draft FY 2013 – 2017 Priority Project Lists to the public is scheduled to be held on Thursday, May 26 in the Florida Room of Tallahassee City Hall. Additionally, information regarding this meeting has been placed on the CRTPA's website ([www.crtpa.org](http://www.crtpa.org)) and an e-mail message regarding the upcoming meeting will be sent out to the agency's transportation partners.

May 3, 2011



## COMMITTEE AGENDA ITEM 3 B

### TRANSPORTATION ENHANCEMENTS (TE) SUBCOMMITTEE

#### STATEMENT OF ISSUE

The purpose of this item is to seek the nomination of two (2) members from each of the three CRTPA Committees (Citizens, Multimodal and Technical) to serve on the CRTPA Transportation Enhancements (TE) Subcommittee. The purpose of the TE Subcommittee is to review and tentatively rank the Fiscal Year (FY) 2013 – FY 2017 Transportation Enhancements Priority Project List (PPL).

#### RECOMMENDED ACTION

Option 1: Nominate two (2) members from the committee to serve on the FY 2013 – FY 2017 Transportation Enhancements Subcommittee.

#### HISTORY AND ANALYSIS

Annually, the CRTPA adopts priority project lists (PPLs) that identify, in ranked order, the agency's transportation project priorities. These lists are submitted to the Florida Department of Transportation (FDOT) to provide guidance as it proceeds with development of the Annual State Work Program.

One of the PPLs annually adopted by the CRTPA is the Transportation Enhancements PPL. Transportation Enhancements activities are broadly defined as federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. These types of projects expand our travel options in ways other than through construction of traditional transportation projects such as roadway widenings.

As the region's Metropolitan Planning Organization, the CRTPA coordinates the region's solicitation and ranking of TE projects for annual funding consideration. Solicitation of TE applications occurs every two (2) years with this year being one of the years in which applications were solicited. The following outlines the CRTPA TE 2011 timeline:

- FEBRUARY 2011 - CRTPA technical assistance workshop conducted on February 24 to provide citizens, local government agencies and organization information regarding the process as well as answer questions. Newspaper advertisements were placed informing the region of the meetings.

- MARCH 1 TO MAY 13, 2011 – Open submittal period to submit applications to the CRTPA.
- MAY 3, 2011 – CRTPA committee’s (Citizens, Multimodal and Technical Advisory Committees) select two (2) members to serve on the TE Subcommittee to recommend TE ranking to CRTPA Board.
- MAY 13, 2011 – TE application deadline.
- MID MAY 2011 – Submitted applications are provided to the Florida Department of Transportation for eligibility review.
- LATE MAY 2011 – TE Subcommittee meets to hear TE applicant presentations and preliminarily rank projects (likely a minimum of 2 meetings will be required).
- JUNE 20, 2011 – CRTPA Board meeting; Board approves agency’s FY 2013 – FY 2017 priority project lists (PPLs) including the Transportation Enhancement PPL for submittal to FDOT for funding consideration.

The schedule for development of the TE PPL as well as all the CRTPA’s PPLs this year has been compressed. Historically adopted at the September CRTPA Board meeting, the CRTPA recently was informed that the deadline for transmittal of the PPLs to the Florida Department of Transportation has been moved up. This change in deadline is a result of next year’s state legislative session beginning two months earlier (in January 2012). As a result, the CRTPA will be adopting its FY 2013 – FY 2017 PPLs at the June 20, 2011 meeting.

With regard to the TE PPL, the change in transmittal date to transmit the PPLs to the FDOT means that the submitted TE applications will need to be reviewed and preliminary ranked prior to the CRTPA Board meeting in June (as identified in the above timeline). The following meeting dates for the TE Subcommittee have been tentatively scheduled:

- Tuesday, May 17, 2011 (11:30 AM – 12:30 PM) – Distribute TE applications and discuss TE review criteria.
- Tuesday, May 24, 2011 and Wednesday, May 25, 2011 (11:00 AM – 1:00 PM) – Hear applicant presentations and tentatively rank projects.

The purpose of this item is to nominate two (2) members from each of the CRTPA’s committees to serve on the TE Subcommittee. As detailed above, members nominated to serve on the TE Subcommittee should be aware of the compressed schedule to develop the TE PPL.

#### NEXT STEP

Subsequent to receipt of TE applications, TE PPL Subcommittee members will be provided copies of applications for preliminary review. Tentative meeting dates to distribute, review and rank the

submitted applications have been identified. Subsequent to the preliminary ranking of TE projects, the Draft FY 2013 – FY 2017 TE PPL (as well as all the CRTPA FY 2013 – FY 2017 PPLs) will be discussed at the June 7, 2011 CRTPA Committee meetings. At the June 20, 2011 CRTPA Board meeting, members will formally adopt the FY 2013 – FY 2017 CRTPA PPLs. The PPLs will next be provided to the FDOT as they proceed with development of the State Work Program.

## **Woodville Highway Corridor Study Paul Russell Road to Capital Circle, Southeast**

### **Introduction**

The purpose of this agenda item is to present the project concepts developed as part of the Woodville Highway Master Planning process for the portion of Woodville Highway from Capital Circle, Southeast to Gaile Avenue to the CRTPA Board. The consultant team also requests Board approval of the completed Woodville Highway Corridor concepts, as well as the direction to complete the Master Plan incorporating these concepts.

### **Project Information**

The process to develop a Master Plan for the Woodville Highway Corridor from Capital Circle, Southeast to Gaile Avenue was initiated in May 2010. The Master Plan is to be a coordinated land use and transportation plan that addresses future mobility needs and supports future development in a form that is consistent with the vision for the surrounding communities. The improvements included in the Master Plan are consistent with the CRTPA's Mobility Plan.

Since the initiation of the project, CRTPA staff has worked with the consultant team to complete analyses of the study area's existing and projected future (year 2035) conditions and complete effective public involvement activities such as stakeholder meetings held with neighborhood and community leaders, local business leaders, and elected officials. In addition to the stakeholder meetings, several public meetings have been held at the Jack McLean, Jr. Community Center to solicit community input at different stages of the development of the Master Plan. In July 2010 a kick-off meeting was held to inform the community of the project and prepare the public for the upcoming opportunities to assist in developing the Master Plan. At the end of September and beginning of October 2010, a three-day charrette (public workshop) was held. On the first day, the community helped identify opportunities and needs along the corridor. On the second day of the charrette, the project team developed concepts that addressed the opportunities and needs identified on day one, as well as those identified through the stakeholder meetings. On the final day, the community gathered to review the concepts the project team had developed and provide additional feedback to the team. Following the charrette, the project team refined the concepts, held additional stakeholder and coordination meetings, and began to develop the finalized draft concepts for presentation at the Alternatives Meeting, which was held in February 2011. Based upon the community's input, the short and long-term concepts have been prepared and are included in this agenda package.


## Master Plan Concepts

The concepts developed have been separated into four categories: Modal Connectivity, Parks and Amenities, Land Use and Zoning, and Roadway and Trail Concepts. Additionally, the concepts have been identified as either short-term concepts (next ten years) or long-term concepts (beyond ten years). Each of the short and long-term concepts would require coordination with the primary agency (the CRTPA). The funding opportunities to complete each objective have also been identified.

### Modal Connectivity

The concepts developed relative to modal connectivity focused on expanding the transportation grid network, providing modal choices to the community, improving the connections between origins and destinations, and connecting gaps between facilities. The focus was on the bicycle, pedestrian, multi-use trail, and roadway facilities, as well as transit service. The community input identified the existing need for improved pedestrian connectivity in the area. The community also supported the concept of connecting the existing development in the area to a proposed future development to the east (Southside DRI and Sembler developments), whenever these progress. The following is a summary of the recommended concepts, which are also depicted graphically on the maps included in the package.

# MODAL CONNECTIVITY



IMPLEMENTATION	LEAD AGENCY	POTENTIAL FUNDING
<p><b>Shorter Term</b></p> <ul style="list-style-type: none"> <li>• Sidewalk enhancements</li> <li>• Ross Road trail</li> <li>• Campbell Pond Greenway</li>   <li>• Overpass for trail</li> <li>• St. Marks Trail minor trailhead</li> </ul> <p><b>Longer Term</b></p> <ul style="list-style-type: none"> <li>• Paul Russell and Tram Extensions</li> <li>• Powerline trail</li>   <li>• New Transit Routes</li>   <li>• Crawfordville - Paul Russell Connector</li>   <li>• Transit headways and amenities improvements</li> <li>• Meridian Road extension</li> </ul>	<ul style="list-style-type: none"> <li>• City/County Public Works</li> <li>• City/County Public Works</li> <li>• CRTPA/City/County Parks and Recreation Departments</li> <li>• CRTPA/FDEP/FDOT/FDOH</li> <li>• City Public Works, FDOT</li>   <li>• City/County Public Works</li> <li>• CRTPA/City Utility</li>   <li>• StarMetro</li>   <li>• CRTPA/City/County Public Works</li>   <li>• StarMetro</li>   <li>• County/Fairgrounds</li> </ul>	<ul style="list-style-type: none"> <li>• PASS, FDOT Safety Funds, SRTS</li> <li>• PASS, SRTS, FDEP RTP grant</li> <li>• Enhancements, FDEP RTP grant, Parks and Recreation general fund, grants</li> <li>• Statewide Enhancement Funds</li> <li>• FDOT, FDEP RTP grant, general funds</li>   <li>• Proportionate Fair Share</li> <li>• Your Own Utilities, grants, general funds</li> <li>• Grants, Proportionate Fair Share, general funds</li> <li>• Proportionate Fair Share, Public Private Partnership</li> <li>• Grants, Proportionate Fair Share, general funds</li> <li>• Public Private Partnership, Proportionate Fair Share</li> </ul>

### Parks and Amenities

As a result of community input, concepts developed with respect to parks and amenities focused on the Campbell Pond area, although other opportunities along Gaile Avenue, east of Woodville Highway, and north of Gaile Avenue, between Crawfordville Road and Woodville Highway, were investigated early in the study. These early options either were not feasible or were not supported by the community. The community did support the idea of creating opportunities for both passive and active recreation in the area. They felt that the Campbell Pond area would be an ideal place to locate those recreational spaces. The Campbell Pond area provides these opportunities for passive and active recreation as well as stormwater management. The area today is low-lying and is undeveloped. The area is also included in the Tallahassee-Leon County Greenways and Trails Master Plan. Creating a park or greenway area similar to those found near Pedrick, Miccosukee, and Meridian Roads could be a significant asset for this segment of the community. The following is a summary of recommended implementation strategies for this concept. All of these have been identified as short-term strategies.

# PARKS AND AMENITIES



## IMPLEMENTATION

### Shorter Term

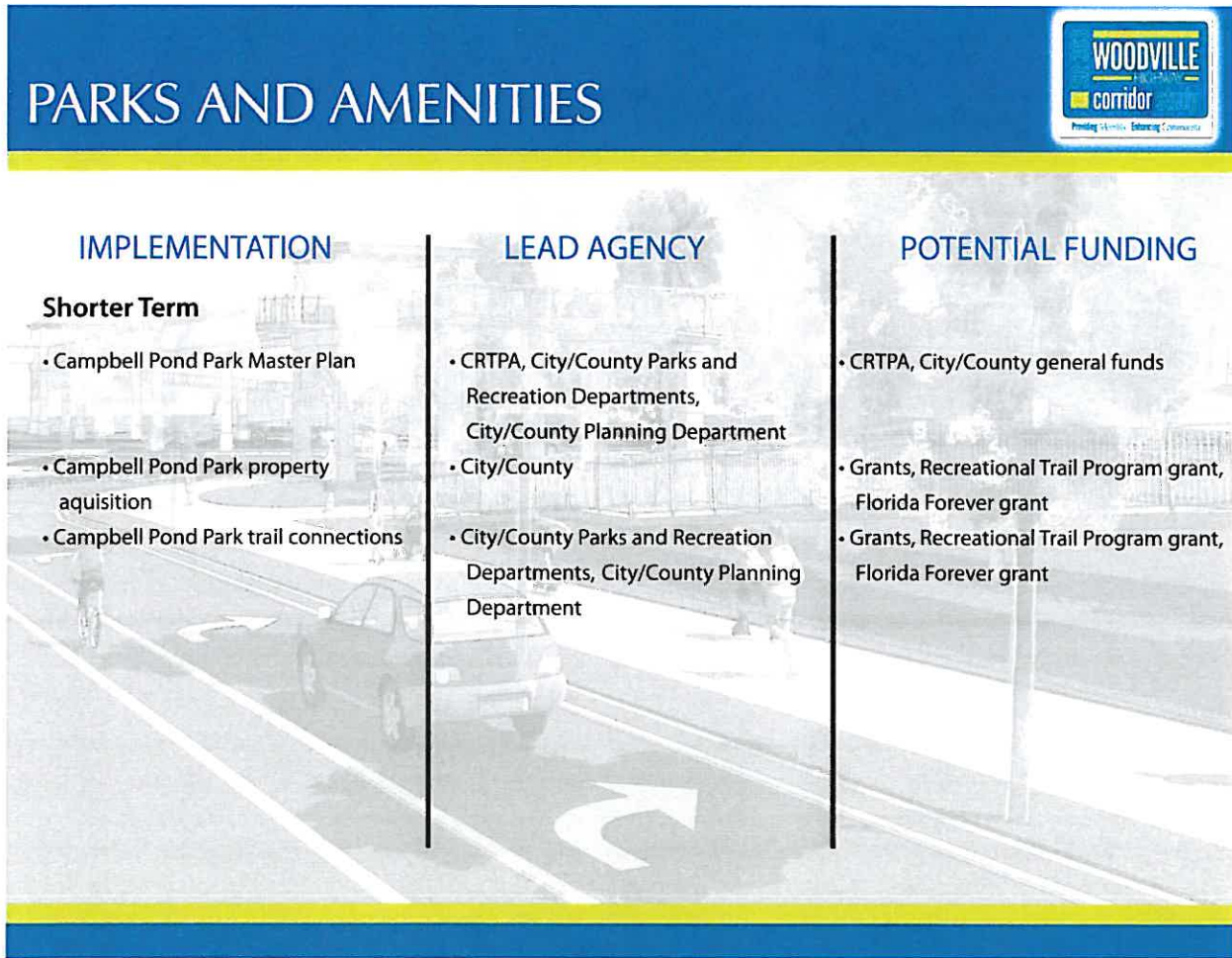
- Campbell Pond Park Master Plan
- Campbell Pond Park property acquisition
- Campbell Pond Park trail connections

## LEAD AGENCY

- CRTPA, City/County Parks and Recreation Departments, City/County Planning Department
- City/County
- City/County Parks and Recreation Departments, City/County Planning Department

## POTENTIAL FUNDING

- CRTPA, City/County general funds
- Grants, Recreational Trail Program grant, Florida Forever grant
- Grants, Recreational Trail Program grant, Florida Forever grant



# PARKS AND AMENITIES

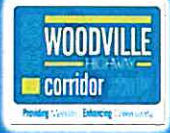


CONCEPTUAL CAMPBELL POND PARK



## Land Use and Zoning

The stakeholder interviews and community meetings provided a great deal of input to the project team relative to the long-term land use vision for the area. The project team repeatedly heard that this is an area where people, live, work and recreate, and in the future the area needs to continue to have a healthy mix of housing, recreation, education, shopping, and employment opportunities. The existing residential neighborhoods are generally stable, and the elementary school and recreation center both serve as community centers that provide services for many of the residents in the area. The St. Marks Trail is widely recognized as an asset to the community and region. It is used as a fitness and recreation facility, as well as a path used by local residents to walk and bike back and forth to different destinations. Commercial services in the area are limited; expansion of these services in the future is desired. The triangle formed by Woodville Highway, Crawfordville Road, and Capital Circle has the potential to grow as a business hub for the south side of town, as a number of businesses are already located in this area today. Many factors make this a strong prospect for future economic growth in the area. A land use district that promotes this opportunity, while allowing flexibility between the residential uses and commercial and industrial uses is needed to help preserve the character of the neighborhoods. The following are short-term and long-term land use concepts.



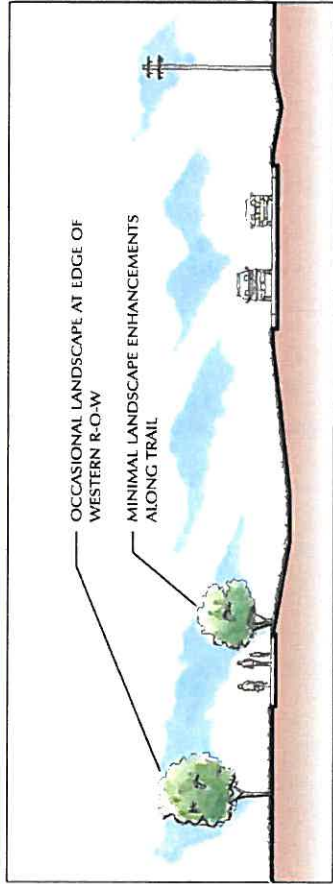
LAND USE	LEAD AGENCY	POTENTIAL FUNDING
<p><b>IMPLEMENTATION</b></p> <p><b>Shorter Term</b></p> <ul style="list-style-type: none"> <li>• Consolidate existing City and County zoning districts where appropriate</li> <li>• Establish the Woodville Highway Gateway and Flex Districts</li> </ul>	<ul style="list-style-type: none"> <li>• City/County Planning Department</li> <li>• City/County Planning Department</li> </ul>	<ul style="list-style-type: none"> <li>• General funds</li> <li>• General funds</li> </ul>
<p><b>Longer Term</b></p> <ul style="list-style-type: none"> <li>• Change Heavy Industrial Land Use to Suburban</li> <li>• Change zoning to Flex Tech</li> <li>• Facilitate the relocation of existing heavy industrial uses</li> </ul>	<ul style="list-style-type: none"> <li>• City/County Planning Department</li> <li>• City/County Planning Department</li> <li>• City/County Planning Department, Economic Development Commission</li> </ul>	<ul style="list-style-type: none"> <li>• General funds</li> <li>• General funds</li> <li>• Non-monetary assistance, technical assistance</li> </ul>

Roadway and Trail Concepts

From analyses of existing and projected future traffic conditions in the area, and from numerous stakeholder and public meetings, it was determined that there are two critical roadway considerations that need to be addressed in addition to the adjacent St. Marks Trail. The first is the future need to widen the section of Woodville Highway from just north of Capital Circle, Southeast to the existing five-lane section that begins just south of Gaile Avenue to increase capacity along this segment addressing future demand. To address the future need to widen the roadway, three typical sections were initially developed that followed the complete street concept, which includes opportunities for all modes of surface travel. Through the public involvement process, one of these was eliminated. As a result, two typical sections are included in this package, and will be carried forward for further evaluation.

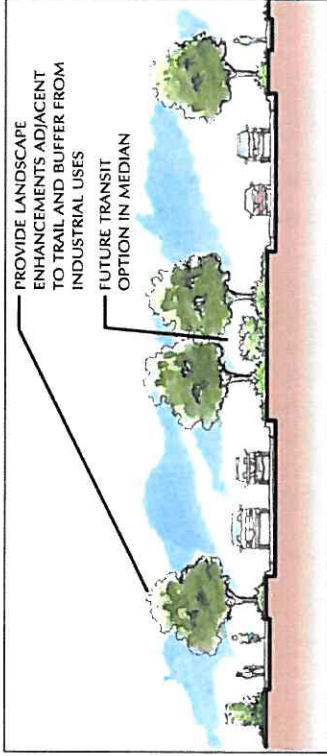


# TYPICAL SECTIONS



### EXISTING CONDITION

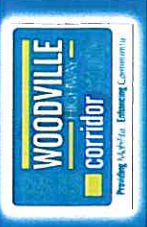
- POWERLINE ON EAST SIDE
- TWO-LANE UNDIVIDED TRAVEL WAY
- 12' ST. MARKS TRAIL ON WEST SIDE
- MINIMAL LANDSCAPE ENHANCEMENTS



### OPTION 1

- NO R-O-W NEEDED FOR ROADWAY
- R-O-W NEEDED FOR STORMWATER PONDS
- OPTION FOR TRANSIT IN THE FUTURE





# TYPICAL SECTIONS



## OPTION 2

- R-O-W NEEDED FOR ROADWAY
- WOULD ALLOW FOR ADDITIONAL WIDENING
- WOULD ALLOW FOR FUTURE TRANSIT (4 LANES)
- WOULD ALLOW FOR FUTURE CONVERSION OF TRAIL-TO-RAIL AND SWALE-TO-TRAIL



TRAIL ENHANCEMENT STUDY



TRAIL ENHANCEMENT SKETCH



In addition to this future widening need, there is a need to address the interaction between Crawfordville Road/Adams Street and Woodville Highway/Monroe Street. The traffic analyses and modeling demonstrate what many local drivers already know: a significant number of people travel between Woodville Highway/Monroe Street, and Crawfordville Road/Adams Street, using Paul Russell Road and Gaile Avenue. The distance between Crawfordville Road and Woodville Highway at these respective cross streets is limited and congestion occurs during the peak periods. As a result, solutions that extend north of Gaile Avenue to Paul Russell Road were identified to address this congestion. The concepts are included in this package and will be studied further.

# ONE-WAY LOOP

**WOODVILLE**  
corridor  
Planning | Design | Enhancing | Livability

PROVIDE HEAVY LANDSCAPING WITHIN THE INTERIOR PORTION OF THE LOOP. KEEP LANDSCAPING LOW ALONG THE PERIPHERY OF THE LANDSCAPED AREA TO PROVIDE PROPER SIGHT DISTANCE

TAKE ADVANTAGE OF THE TALLAHASSEE-ST. MARKS HISTORIC RAIL TRAIL AS A UNIFYING AMENITY WITHIN THE DISTRICT

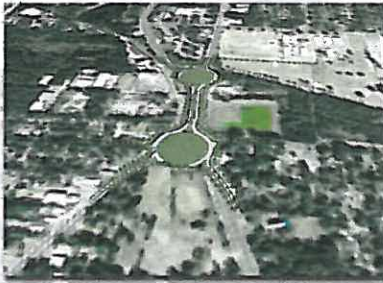
LIMIT DRIVEWAYS ALONG THE ONE-WAY PORTION OF THE CONNECTOR AND LANDSCAPE HEAVILY TO CREATE A PARKWAY EFFECT

ENCOURAGE REDEVELOPMENT OF LARGE PARCELS FRONTING THE LOOP, WOODVILLE HIGHWAY, AND CRAWFORDVILLE ROAD

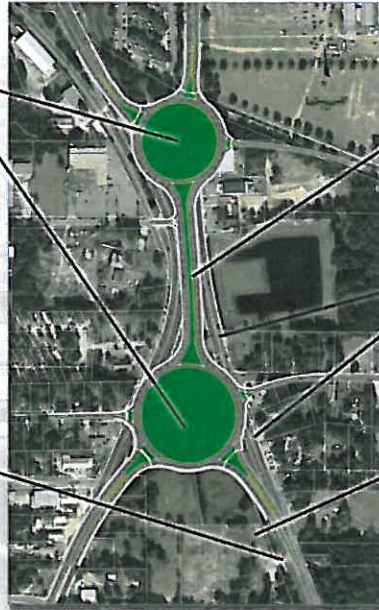
## ROTARIES



PROVIDE HEAVY LANDSCAPING WITHIN THE TRAFFIC ROTARIES. KEEP LANDSCAPING LOW ALONG THE PERIPHERY OF THE LANDSCAPED AREA TO PROVIDE PROPER SIGHT DISTANCE



TAKE ADVANTAGE OF THE TALLAHASSEE-ST. MARKS HISTORIC RAIL TRAIL AS A UNIFYING AMENITY WITHIN THE DISTRICT



LIMIT DRIVEWAYS ALONG THE ONE-WAY PORTION OF THE CONNECTOR AND LANDSCAPE HEAVILY TO CREATE PARKWAY EFFECT

ENHANCE LANDSCAPING ALONG THE PORTION OF THE EXISTING RAW NOT USED FOR CONSTRUCTION

ENCOURAGE REDEVELOPMENT OF LARGE PARCELS FRONTING THE TRAFFIC ROTARY, WOODVILLE HIGHWAY, AND CRAWFORDVILLE ROAD

A review and analyses related to the St. Marks Trail was also completed. Numerous concepts were developed and presented to the community, and the resounding response that the project team heard was that the community did not stress having significant amenities along the trail, but wanted to have the trail preserved. It was also agreed that shade trees along the trail would be beneficial, and that benches with a water fountain along this section of trail could be useful. An additional concept that was developed and presented was related to an overpass for the trail at Capital Circle, Southeast. The recent widening of Capital Circle, with channelized right-turn lanes, has made the intersection a large intersection for trail users to cross. Safety concerns at this intersection were voiced. Additionally, other comments heard during the public involvement meetings included discussion concerning a gateway feature on this side of town. The pedestrian overpass for trail users could potentially be that gateway feature. The concept for the overpass includes two phases. The first phase connects the St. Marks Trail across the intersection. A second phase connects the meandering asphalt sidewalk built by Blueprint 2000 in the southeast quadrant of the intersection across to the trail and the second meandering sidewalk in the southwest quadrant of the intersection that Blueprint 2000 will soon be constructing. Like several of the other concepts developed, the pedestrian overpass could be pulled out as a stand-alone project as funding becomes available. The following are short-term and long-term implementation activities. In addition to these, the concepts are included.



### IMPLEMENTATION

#### Shorter Term

- Improve landscaping along the trail to add shade
- Add sidewalk on east side of Roadway
- PD&E to widen roadway corridor
- Design to widen roadway corridor

#### Longer Term

- Purchase Right of Way as necessary for corridor improvements
- Construct corridor improvements with access management solutions

### LEAD AGENCY

- FDOT, City Public Works
- CRTPA, FDOT, City/County Public Works
- CRTPA, FDOT
- CRTPA, FDOT

- FDOT
- FDOT

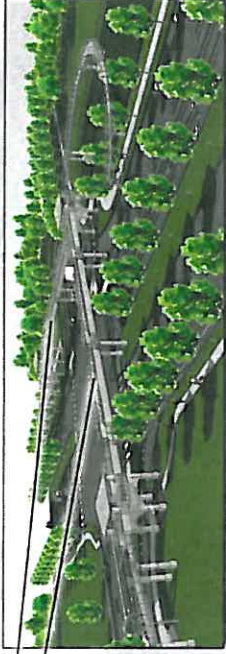
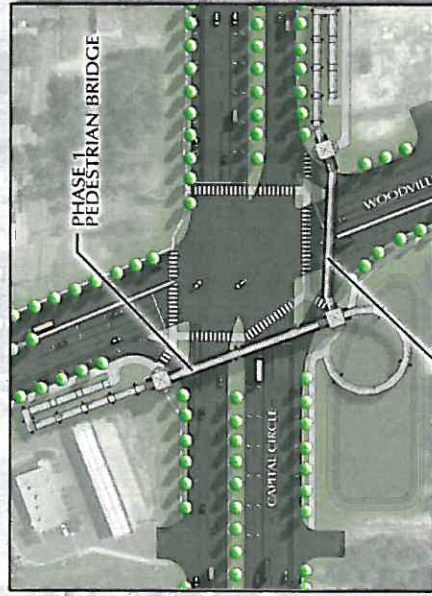
### POTENTIAL FUNDING

- Grants, general funds, enhancement funds
- PASS, grants, general funds, enhancement funds, SRTS
- Proportionate Fair Share - Funded
- Proportionate Fair Share - Funded
- Proportionate Fair Share, general funds
- Proportionate Fair Share, general funds

# OVERPASS TO ST. MARK'S TRAIL



PHASE 2 PEDESTRIAN BRIDGE  
PHASE 1 PEDESTRIAN BRIDGE



VIEW FROM CAPITAL CIRCLE LOOKING EAST



VIEW FROM WOODVILLE HWY LOOKING SOUTHEAST

# ROADWAY AND TRAIL CONCEPTS NORTH END



## IMPLEMENTATION

### Shorter Term

- Study options in PD&E and select preferred solution
- Design selected option

### Longer Term

- Acquire Right of Way
- Construct cross movement solution between Crawfordville Rd / Woodville Hwy / Adams St / Monroe St

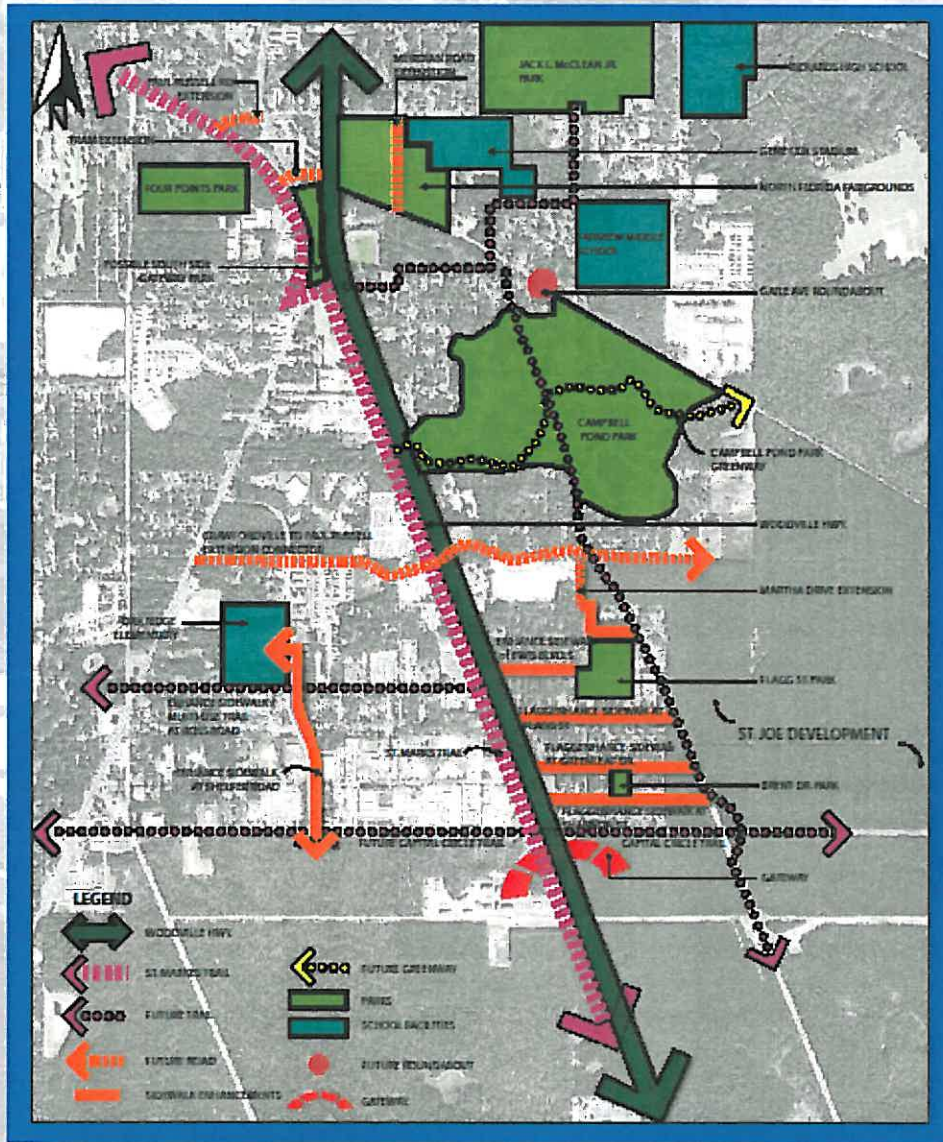
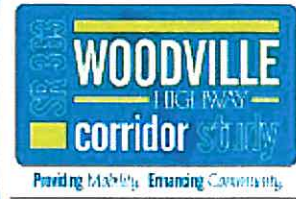
## LEAD AGENCY

- CRTPA, FDOT
- CRTPA, FDOT
- FDOT
- CRTPA, FDOT

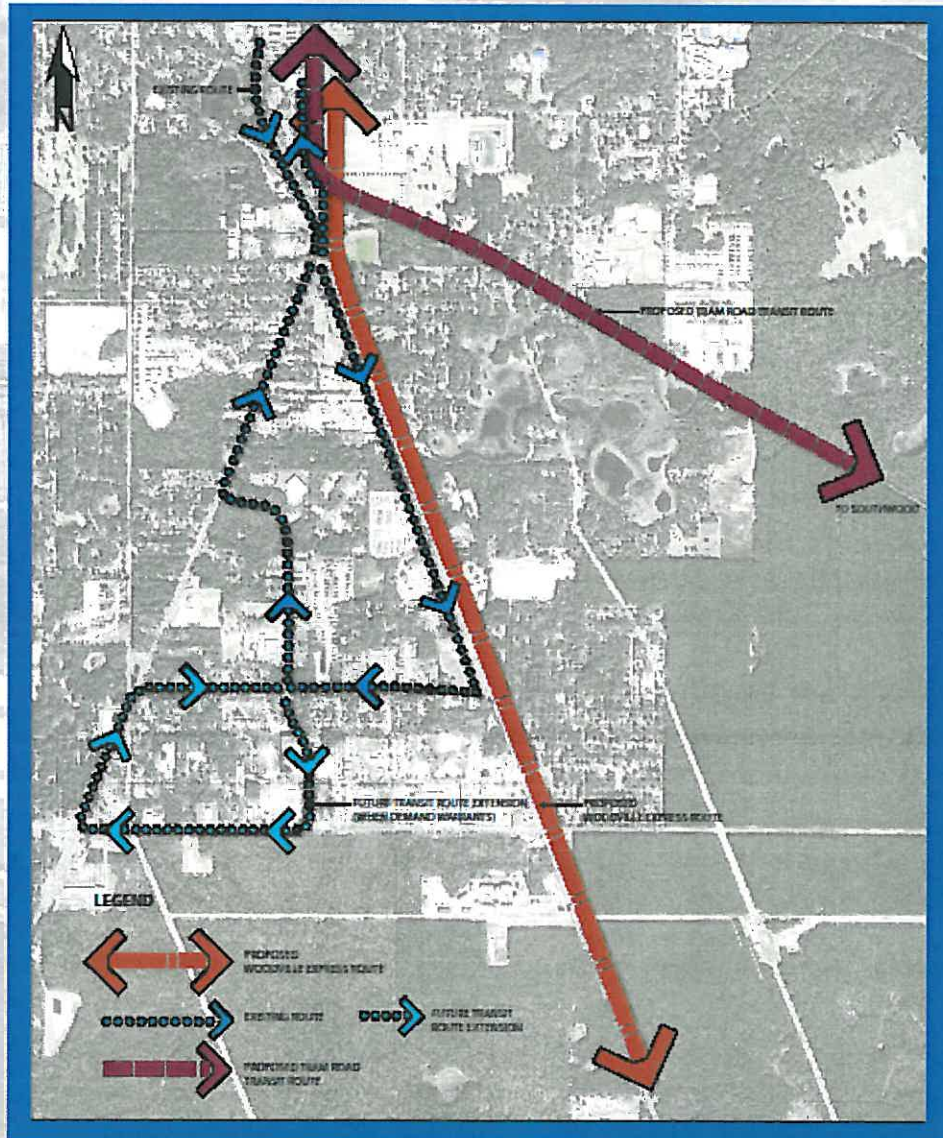
## POTENTIAL FUNDING

- Proportionate Fair Share, general funds
- Proportionate Fair Share, general funds
- Proportionate Fair Share, general funds
- Proportionate Fair Share, general funds, TRIP funding

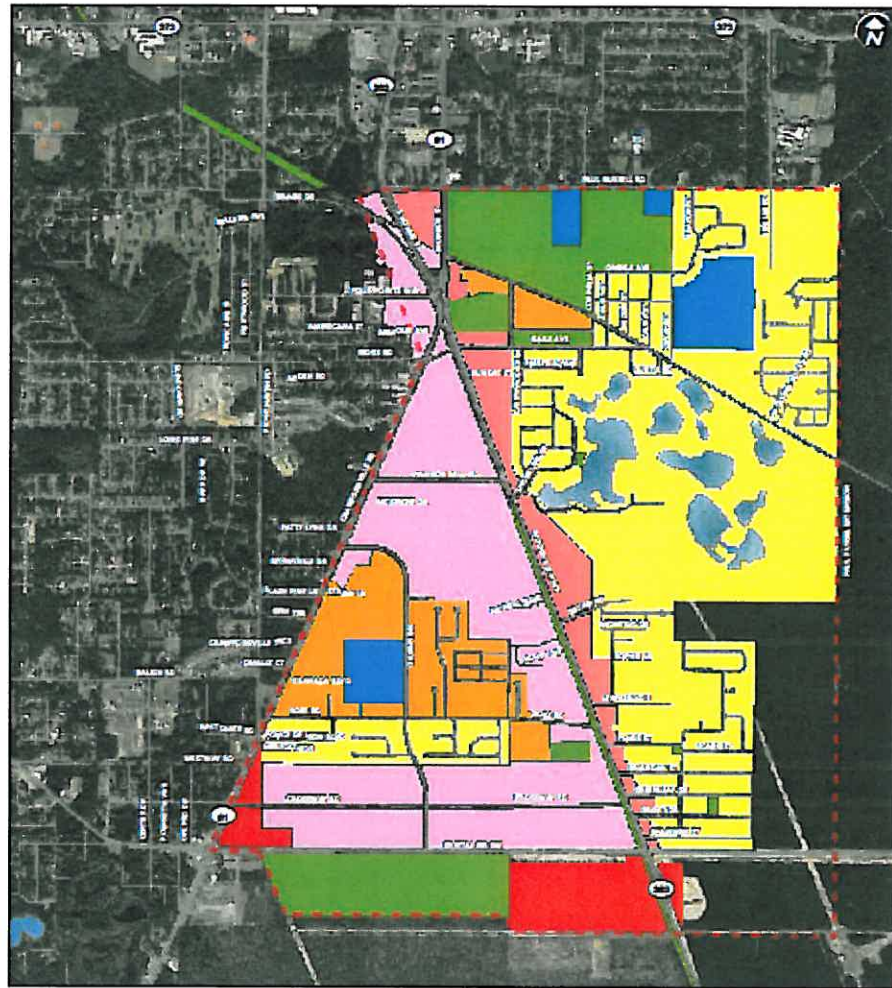
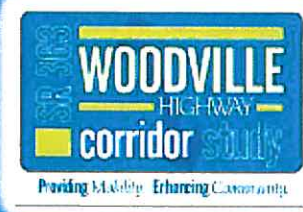
# CORRIDOR CONNECTIVITY



# TRANSIT CONNECTIVITY



# LAND USE



- Legend**
- Area of Study
  - Major Roads
  - Local Roads
  - Water
  - Low Residential
  - Medium Residential
  - Commercial
  - Woodville Gateway District
  - Plan Tech
  - Institutions/Governmental
  - Open Space/Recreational Areas



Prepared by: KRW & Associates, Inc.

May 3, 2011



## COMMITTEE AGENDA ITEM 5A

MAY 16, 2011 CRTPA DRAFT AGENDA

### STATEMENT OF ISSUE

The Draft CRTPA Agenda for the May 16, 2011 meeting is provided below.

## CRTPA BOARD

MEETING OF MONDAY, MAY 16, 2011 AT 1:00 PM

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

### *MISSION STATEMENT*

*"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."*

### DRAFT AGENDA

1. AGENDA MODIFICATIONS

2. CONSENT AGENDA

**A. Minutes of the March 21, 2011 Meeting**

**B. CRTPA Disadvantaged Business Enterprise (DBE) Policy Update**

The Florida Department of Transportation (FDOT) requires that every metropolitan planning organization that receives federal funds from the FDOT comply with the federal Disadvantaged Business Enterprise Program (DBE) requirements. This item addresses the standards for the DBE requirements for the CRTPA.

**C. Woodville Highway South (Capital Circle to US 98) Corridor Study Contract Modification**

**Recommended Action: *Approve consent agenda***

3. **CONSENT ITEMS PULLED FOR DISCUSSION**

4. **CRTPA DISCUSSION (50 MINUTES)**

*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 CRTPA.*

**A. Priority Project Lists Update (Discussion) (15 minutes)**

The CRTPA's priority project lists (PPLs), annually developed and adopted by the agency for provision to the Florida Department of Transportation (FDOT), will be discussed. Typically adopted in September of each year, the Fiscal Year 2013 – FY 2017 PPLs are scheduled to be adopted at the next (June 20) CRTPA meeting due to a request by the FDOT.

**Recommended Action: *Board Approval***

**B. Woodville Highway North (Capital Circle to Gaile Avenue) Corridor Study (Discussion) (20 minutes)**

The project consultant for the Woodville Highway North (Capital Circle to Gaile Avenue) Corridor Study will present the Final Corridor Study for Board approval.

**Recommended Action: *Board Approval***

**C. Woodville Highway South (Capital Circle to US 98) Corridor Study (Discussion) (20 minutes)**

Consultants for the Woodville Highway South (Capital Circle, Southeast to US 98) Corridor Study will present the Final Corridor Study for Board approval.

**Recommended Action: *Board Approval***

**D. Florida Chamber of Commerce Foundation Presentation (Information) (15 minutes)**

Carrie Blanchard with the Florida Chamber of Commerce Foundation will discuss the Chamber's Florida Trade and Logistics Study.

**Recommended Action: *Information Only***

5. **EXECUTIVE DIRECTOR’S REPORT**

A status report on CRTPA activities and items of interest will be provided, including the following:

- Apalachee Parkway Sidewalk Construction Update

**Recommended Action: *Information only - No action required***

6. **ITEMS FROM MEMBERS**

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

7. **CITIZEN COMMENT**

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

8. **INFORMATION**

- A. Correspondence
- B. Committee Actions (Citizen’s Advisory Committee/Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
- C. TIP Administrative Amendments
- D. Future Meeting Dates and Agenda Items (Next Meeting: June 20)
- E. CRTPA Expense Reports

**Recommended Action: *Information only - No action required***