

## V. Recommendations

*“The best way to predict the future is to create it”*

-Peter Drucker

### V.1 Needs Plan Development

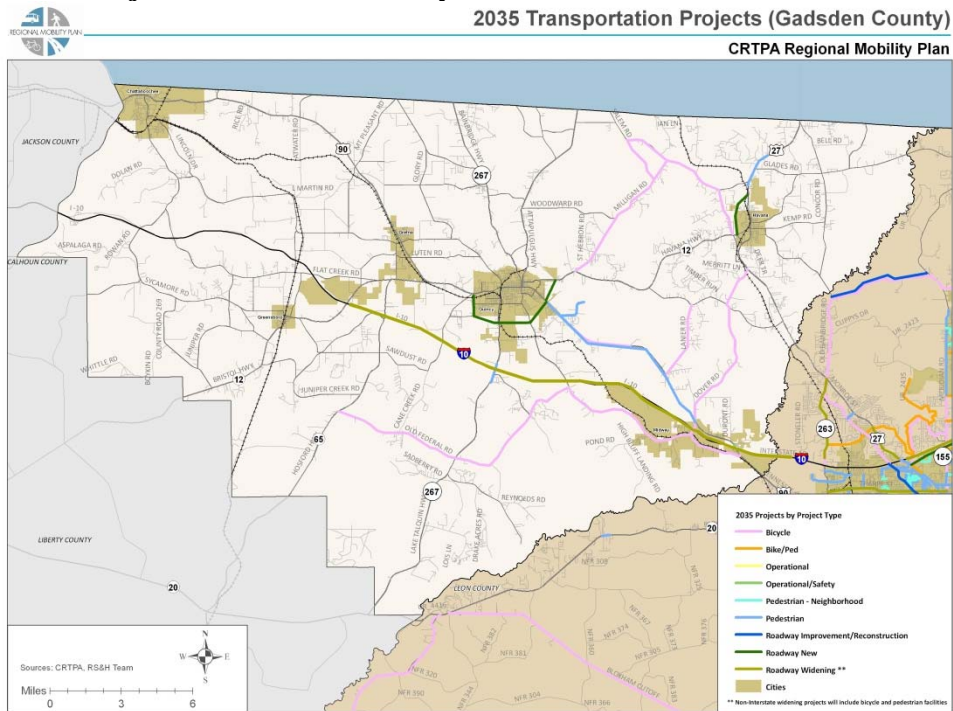
The Needs Plan, found in [Appendix I](#), incorporated the full list of projects identified as a mobility need within the CRTPA region. The development of the Needs Plan incorporated projects from a wide array of sources. These sources included the incorporation of projects from:

- Existing plans
  - 2030 Long Range Transportation Plan
  - Existing Bicycle-Pedestrian Master Plan
  - Nova2010
  - Regional Transit Study
  - Local plans
- Locally identified needs by staff and/or decision-makers
- Technical subcommittees
- CRTPA sub-committees
- Other local and state agencies
- Members of the general public
- Sector Plan recommendations
- Deficiencies identified by the travel demand model

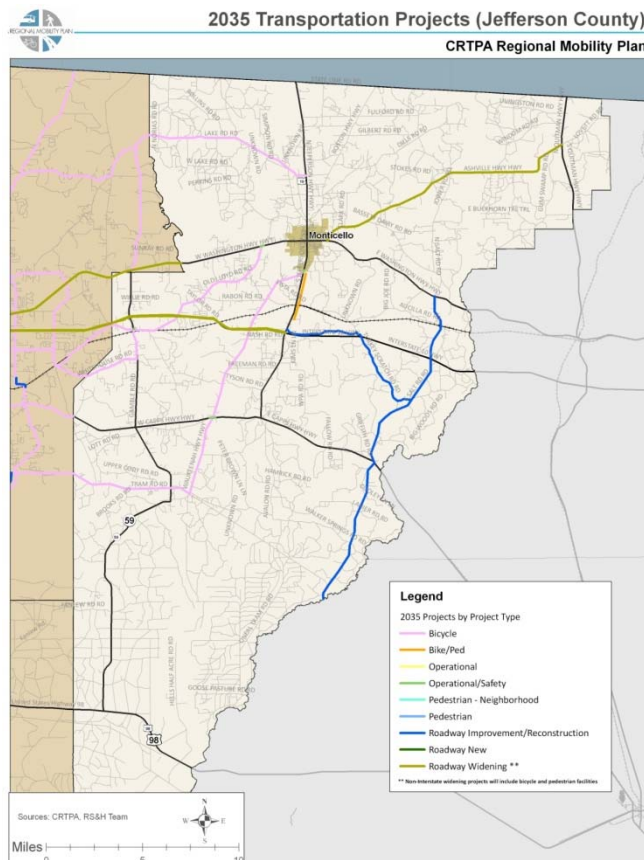
This general call for projects resulted in a database of projects that numbered approximately 500 projects throughout the region that were identified as a transportation need. The Needs Plan included bicycle projects that incorporated restriping, implementation of bicycle lanes, paved shoulders, improved signage, and bike route designation. Bicycle and Pedestrian projects that were identified included shared use paths, the implementation of bicycle lanes with sidewalks, and safety projects focused on bicycle and pedestrian modes. Operational projects identified included the implementation of turn lanes, roadway realignments, intersection improvements, the implementation of medians and improved signalization. Safety projects identified included intersection safety improvements, improved roadway striping and the implementation of service roads. Over 300 pedestrian/sidewalk projects were identified, as well as specific studies and programs. Roadway projects identified included reconstruction, new facilities, additional capacity, and general roadway improvements. Transit projects identified included the expansion of local bus service, express bus, transfer centers, park and ride facilities, streetcar, Bus Rapid Transit and rail projects.

The first step in developing the final needs list was to review the projects for connectivity to the regional transportation system. Many of the projects identified were strictly local in nature and, unless connected to a regional facility, were not included in the RMP Needs Plan list. Once the final list of projects identified, each of the projects were mapped in GIS. Projects identified are shown in the following figures.

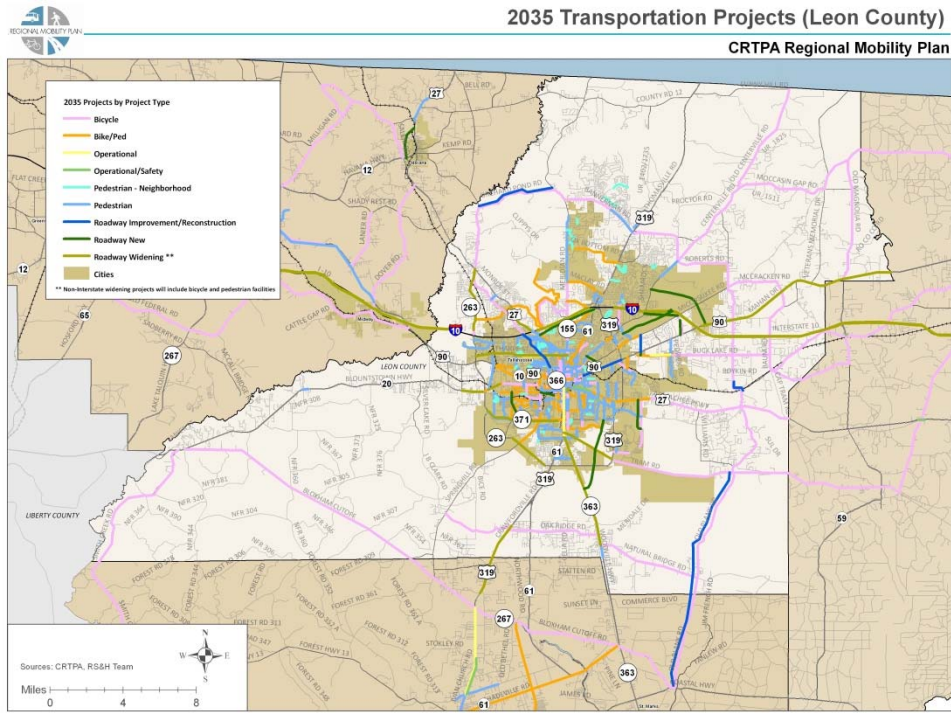
**Figure 46. 2035 Projects – Gadsden County**



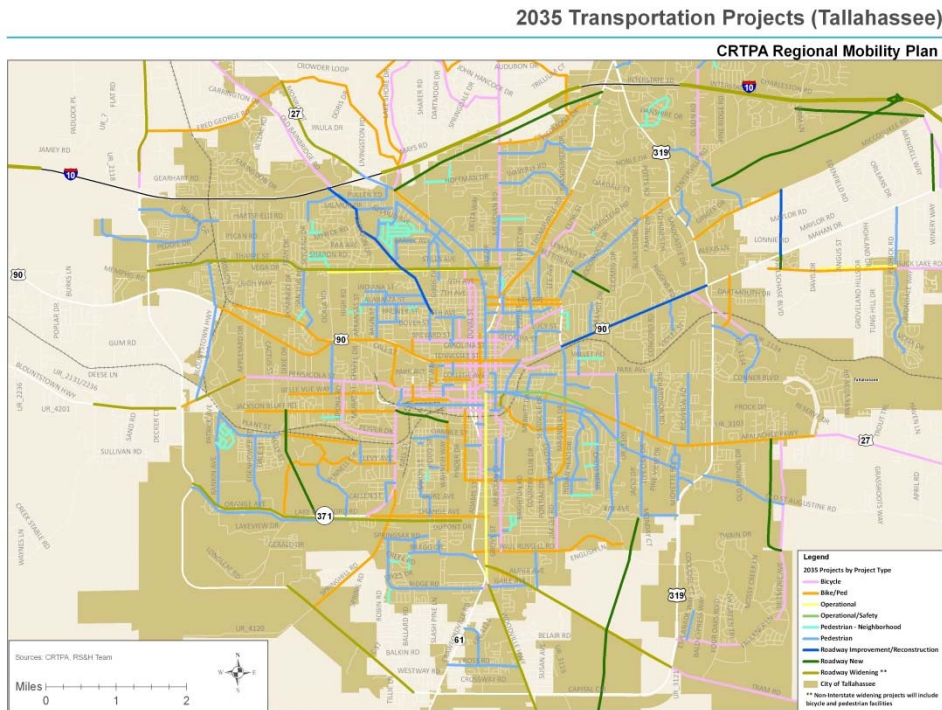
**Figure 47. 2035 Projects Jefferson County**



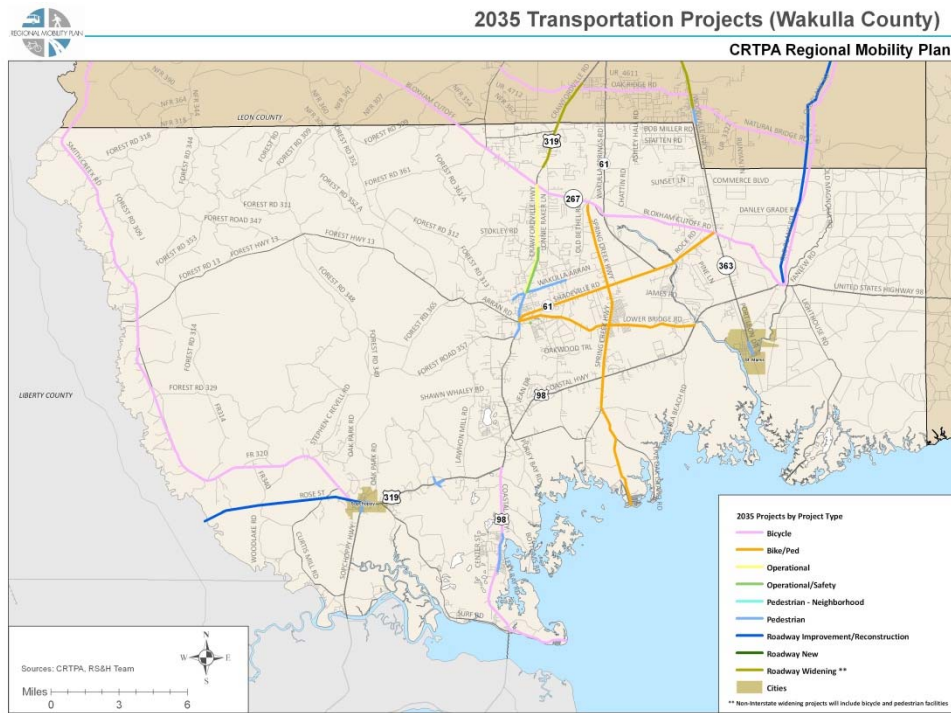
**Figure 48. 2035 Projects – Leon County**



**Figure 49. 2035 Projects – City of Tallahassee**



**Figure 50. 2035 Projects – Wakulla County**



## V.2 Project Assessment and Prioritization

The assessment of the projects was accomplished utilizing the adopted strategies and the urban and rural assessment criteria adopted by the CRTPA Board and described in Section II.3. Transit projects were assessed using the same criteria, however several of the factors were not applicable to transit projects, such as the improvement of freight movement. A factor was applied to the transit projects to match the same total assessment points as the non-transit projects. There were 16 points available for projects in the assessment criteria.

### Project Assessment

Based on the adopted strategies, specific and quantifiable criteria were developed in order to assess each project. The following describes the assessment methodology and point assessment.

#### STRATEGY:

**Connectivity between transit, pedestrian and bicycle networks**

#### Assessment:

Does the project improve inter-network connectivity?

Assessment	Points
Yes	1.0
Bike/Ped networks only	.05
No	0.0

**STRATEGY:**  
**Increase modal share for transit, bicycles and pedestrians**

**Assessment:**

Does the project serve population and employment centers?

Assessment	Points
Yes	1.0
No	0.0

Does the project improve bike/Ped Level of Service?

Assessment	Points
Yes	1.0
No	0.0

**STRATEGY:**  
**Modal network gaps are eliminated**

**Assessment:**

Does the project incorporate facilities for commuting and improve Level of Service?

Assessment	Points
Yes	1.0
No	0.0

Does the project increase the connectivity index?

Assessment	Points
Yes	1.0
No	0.0

**STRATEGY:**  
**Safe bicycle and pedestrian connections to schools**

**Assessment:**

Does the project connect to schools?

Assessment	Points
Yes	1.0
No	0.0

**STRATEGY:**  
**Mobility options are provided for all populations**

**Assessment:**  
Does the project increase mobility options for all citizens?

<b>Assessment</b>	<b>Points</b>
Yes, all modes	1.0
Bike/Ped networks only	.05
No	0.0

**STRATEGY:**  
**Design elements provide for viable, safe, and pleasant modal usage**

**Assessment:**  
Does the project increase connectivity and incorporate all modes?

<b>Assessment</b>	<b>Points</b>
Yes	1.0
Some	.05
No	0.0

Does the project improve multimodal access?

<b>Assessment</b>	<b>Points</b>
Yes	1.0
No	0.0

**STRATEGY:**  
**Design elements are in keeping with community character**

**Assessment:**  
Does the project improve transportation for communities and neighborhoods?

<b>Assessment</b>	<b>Points</b>
Yes	1.0
No	0.0

**STRATEGY:**  
**Design elements do not impact efficiency of freight movement on designated facilities**

**Assessment:**  
Does the project improve freight movement?

<b>Assessment</b>	<b>Points</b>
Yes	1.0
No impacts	0.5
No	0.0

**STRATEGY:**

**Design elements do not impact efficiency of designated evacuation routes**

**Assessment:**

Does the project improve evacuation?

<b>Assessment</b>	<b>Points</b>
Yes	1.0
No impacts	0.5
No	0.0

**STRATEGY:**

**Design elements minimize negative environmental impacts**

**Assessment:**

Point is captured within growth center category

**STRATEGY:**

**Preferred Scenario: Growth Centers**

**Assessment:**

Is the project located within an identified growth center?

<b>Assessment</b>	<b>Points</b>
Yes	3.0
Some	1.5
No	0.0

The results of the assessment provided a numeric score for each project based on the adopted goals, objectives and strategies. This assessment score was the foundation for the development of the Cost Feasible Plan.

**V.4 Cost Feasible Plan**

Projects identified for inclusion in the Cost Feasible Plan were based on several factors in combination with the project assessment score. The first step was to identify the existing project status to determine if any work was currently underway or had been completed. The TIP major project priority list was also reviewed to ensure consistency. Projects that addressed the major priorities through operational, transit, bicycle and/or pedestrian improvements were also identified. System connectivity was also included as an important consideration and the final factor was the need for financial balancing both by tier and over the full planning period.

A draft Cost Feasible Plan was presented to the CRTPA technical committees, the CRTPA Board, and local governments in September, 2010. The draft was presented at a series of public meetings held the first week in October, 2010. Input was received from each of the sources and a series of adjustments were made in the project listing. These adjustments occurred due to

several factors, such as duplications and projects already under construction. The revised Cost Feasible Plan was presented to the CRTPA subcommittees, local government staff and at the CRTPA Board retreat in October, 2010.

Comments were again received and adjustments made reflecting additional projects edits. In addition, the funding for bicycle and pedestrian projects that had been previously set aside by the Board, which totaled \$6 million, was made available and projects needed to be identified for advancement from the Cost Feasible Plan to the TIP. Three scenarios for dividing the funds among the planning partners were identified. These scenarios included expenditures on the following percentages, with local funding based on the CRTPA percentages:

- 25% Regional Projects / 75% Local Projects
- 50% Regional Projects / 50% Local Projects
- 75% Regional Projects / 25% Local Projects

The CRTPA Board adopted the Cost Feasible Plan incorporating the 50% Regional Projects / 50% Local Projects division of the \$6 million in November, 2010. The committed major capacity projects and the bicycle/pedestrian projects contained in the TIP are shown on the following page and the RMP Cost Feasible Plan (2016 – 2035) is shown on page 79.

**CRTPA ADOPTED TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Bicycle and Pedestrian Projects</b>							
Project #	Project Description				Phase	Funding	Year
	Facility	Project	From	To			
4298591	Cairo St	Sidewalk	Line St	MLK Jr. Blvd	PE	\$ 20,000	2013/14
4281032	Gadsden County Bicycle/Pedestrian Network Development				CST	\$ 210,000	2012/13
						\$ 252,000	2013/14
4298601	McDonald St	Sidewalk	CR 269/Main St.	Maple St.	PE	\$ 20,000	2013/14
4298631	SR 10/US 90	Sidewalk	North Ave	Lanier Dr	PE	\$ 10,000	2013/14
					CST	\$ 100,000	2015/16
4298611	SR 10/US 90	Sidewalk	N. of Ellis Circle	CR 270A/Luten Rd	PE	\$ 10,000	2013/14
					CST	\$ 70,000	2015/16
4301501	Jefferson County Bicycle/Pedestrian Network Development				CST	\$ 132,000	2012/13
4281291	SR 10/US 90	Sidewalk	Holly Rd	Willow St	PE	\$ 38,015	2011/12
					CST	\$ 380,148	2013/14
4301471	6th Ave.	Bike Lane Sidewalk	SR 63/Monroe St	SR 61/Thomasville Hwy	PE	\$ 165,000	2012/13
					ROW	\$ 550,000	2013/14
					CST	\$ 600,000	2015/16
4259411	Capital Cascade Connector Bridge/Pedestrian Wildlife Overpass				CST	\$ 850,000	2013/14
4301531	Capital City to the Sea Trail PDE/EMO Leon County				PDE	\$ 550,000	2011/12
4301541	Lafayette St	Bike Lane Sidewalk	Franklin Blvd	Winchester Ln	CST	\$ 850,000	2011/12
4098032	Bicycle Pedestrian Safety Projects				CST	\$ 1,000,000	2015/16
4286231	Midtown	Sidewalk	Thomasville Rd	6th Ave	CST	\$ 210,000	2011/12
4301481	SR63/Monroe St	Ped Safety	Lake Ella Pedestrian Safety Improvements		PLN	\$ 25,000	2011/12
					PE	\$ 172,000	2012/13
					CST	\$ 1,000,000	2014/15
4301521	Safe Routes to School				PLN	\$ 234,900	2011/12
					PE	\$ 216,000	2012/13
4301511	Trail and Greenways - Bike Path/Trail				CST	\$ 1,200,000	2014/15
						\$ 400,000	2015/16
4301461	Capital City to the Sea Trail PDE/EMO WakullaCounty				PDE	\$ 550,000	2011/12
4162723	CR 372/Surf Rd	Bike Lane Sidewalk	Ochlocknee Bay Trail		CST	\$ 614,884	2012/13
4301491	Wakulla County Bicycle/Pedestrian Network Development				CST	\$ 105,000	2012/13
						\$ 126,000	2013/14
<b>Major Capacity Projects</b>							
2189461	Quincy By-Pass	Future Capacity	SR10/US 90	SR 12	ENV	\$ 100,000	2012/13
					CST	\$ 17,475,814	2013/14
2189463	Quincy By-Pass	Env. Permits	SR10/US 90	SR 12	PDE	\$ 550,000	2013/14
2197221	SR 263/Cap Cir	Add Lanes/Recst	SR 10/US 90	SR 9.I-10 West Ramp	ADM	\$ 3,000,000	2011/12
						\$ 4,000,000	2012/13
						\$ 4,000,000	2013/14
						\$ 77,227	2014/15
4157829	SR 263/Cap Cir	PE Future Capacity	Springhill Rd	Orange Ave	PE	\$ 2,708,503	2011/12
4157828	SR 263/Cap Cir	Add Lanes/Recst	Orange Ave	N. of SR 20	CST	\$ 9,200,000	2011/12
4157827	SR 263/Cap Cir	ROW - Future Capacity	N. of SR 20	S. of US 90	CST	\$ 16,145,454	2011/12
4240093	Woodville Hwy	PE Future Capacity	US 319	Paul Russell Rd	PE	\$ 1,266,055	2011/12
2204954	US 319	PE Future Capacity	US 98	Lost Creek Bridge	PE	\$ 1,834,019	2012/13

# COST FEASIBLE PLAN

REVISED 9/17/2010; 9/23/2010; 10/1/2010; 10/19/2010 and 10/24/2010

(See Notes Below Tables for Revisions)

#	Identified Projects				Assessment Score	Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI		PROPOSED IMPROVEMENT		Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO										
1	Quincy By-Pass	SR 12	US 90	Capacity/Safety	14.5	Const	\$ 15,700,000						
2	Crawfordville Road Express Bus	Tallahassee	Crawfordville	Express Bus	15.2	Implement	\$ 2,136,872						
3	Satellite Transfer Center	Southwood		Transfer Center	14.5	Implement	\$ 1,873,300						
4	Franklin Boulevard*	Cascade Park	Tennessee Street	Bike Lanes/Sidewalks	14.0	Const	\$ 513,717						
5	Bannerman Road	Thomasville Road	Tekesta Drive	Sidewalks	12.0	Design/Const	\$ 901,935						
6	Orange Avenue	Capital Circle Southwest	Lake Bradford Road	Sidewalks	10.0	Design/Const	\$ 1,400,652						
7	Havana Express Bus Service	Havana	Tallahassee	Express Bus	16.0	Implement	\$ 2,136,872						
8	Monticello Express Bus Service	Monticello	Tallahassee	Express Bus	16.0	Implement	\$ 2,136,872						
9	Park and Ride - Midway	Near City Hall		Park and Ride	16.0	Implement	\$ 406,100						
10	10th Avenue	Duval Street	Monroe at Legion Street	Shared-use path	14.0	PDE/Design	\$ 725,244						
11	7th Avenue	TMH	Bronough Street	Bike Lanes/Sidewalks	13.0	Design/Const	\$ 1,173,223						
12	Barbourville Drive	Adams Street	MLK Boulevard	Sidewalks	14.0	Design/Const	\$ 116,721						
13	Brevard Street	Woodward Street	Micosukee Road/Wilson	Bike Lanes	14.0	Design/Const	\$ 848,880						
14	Clay Street	Alabama Street	Preston Street	Sidewalks	14.0	Design/Const	\$ 132,638						
15	Coleman Street	Walcott Street	Lake Bradford Road	Sidewalks	14.0	Design/Const	\$ 74,277						
16	Crawfordville Road	In Crawfordville		Sidewalks	14.0	Design/Const	\$ 1,878,147						
17	Duval Street	Gaines Street	Tharpe Street	Bike Lanes	14.0	Design/Const	\$ 1,143,158						
18	Eisenhower Road	McElroy Road	Orange Avenue	Sidewalks	14.0	Design/Const	\$ 307,719						
19	Gibbs Drive	Tharpe Street	Monticello Drive	Sidewalks	14.0	Design/Const	\$ 307,719						
20	Madison Street	Woodward Street	Macomb Street	Bike/Ped Improvements	14.0	Design/Const	\$ 548,235						
21	Meridian Street	Van Buren Street	Paul Russell Road	Bicycle Route	14.0	Design/Const	\$ 4,096						
22	Orange Avenue	Lake Bradford Road	Monroe Street	Bike Lanes/Sidewalks	14.0	PDE/Design	\$ 1,559,830						
23	Palmer Avenue	MLK Jr. Boulevard	Gadsden Street	Sidewalks	14.0	Design/Const	\$ 111,416						
24	Palmetto Street	MLK Jr. Boulevard	S Adams Street	Bike Lanes/Sidewalks	14.0	Design/Const	\$ 230,259						
25	Pasco Street	Wies Street	Orange Avenue	Sidewalks	14.0	Design/Const	\$ 148,554						
26	Pottsdamer Street	Orange Avenue	Paul Dirac Road	Sidewalks	14.0	Design/Const	\$ 493,412						
27	Quincy Loop	US 90 South	SR 12	Capacity/Safety	14.0	PDE/Design	\$ 2,970,032	ROW	\$ 17,016,975	Const	\$ 15,000,000		
28	South Woodward Avenue	Jefferson Street	Gaines Street	Bike/Ped Improvements	14.0	Design/Const	\$ 307,012						
29	Volusia Street	Old Bainbridge Road	Joe Louis Street	Sidewalks	14.0	Design/Const	\$ 265,275						
30	Wies Street	Holton Street	Pasco Street	Sidewalks	14.0	Design/Const	\$ 68,972						
T-1	Capital Circle	Apalachee Pkwy	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road	14.0	Design/Const	\$ 433,872						
T-2	Sharrow Projects					Implement	\$ 10,000						
	SR 61/Thomasville Road	E 9th Street	Meridian Road	Sharrow	13.5								
	US 90/W Washington Drive	Mahan Drive	MLK Jr Avenue	Sharrow	13.0								
	S Water Street	Williams Street	US 90/W Washington Street	Sharrow	13.0								
	Crawford Street	US 90/W Jefferson Street	Eames Street	Sharrow	13.0								
	Main Street	Holly Street	N Main St/Azalea Drive	Sharrow	13.0								
	Holly Drive	US 90/W Washington Street	Main Street	Sharrow	13.0								
	N Main Street	Main Street/Azalea Drive	US 90/W Washington Street	Sharrow	13.0								
	Meridian Road	SR61/Thomasville Road	Henderson Road	Sharrow	11.0								
31	Tram Road	Local Bus Service		Bus Service Expansion	13.8	Implement	\$ 1,207,165						
32	Belle Vue Way	Mabry Street	Hayden Road	Shared-use path	13.5	PDE/Design	\$ 116,918	RW/Const	\$ 4,273,715				
33	Innovation Park Trail	along Roberts Road, Iamonia		Shared-use path	13.5	PDE/Design	\$ 140,498	RW/Const	\$ 5,135,641				
34	Magnolia Drive	Lafayette Street	North of Apalachee Parkway	Intersection Improvements	13.5	Design/Const	\$ 1,102,758						
35	St. Augustine Street/Madison Street	Stadium Drive	Meridian Street	Bike Lanes	13.5	Design/Const	\$ 814,925						
36	Tram Road	Gaile Avenue	Zilah Street	Bike Lanes	13.5	Design/Const	\$ 50,933						
37	Woodville Highway	Page Road	Larchmont Lane	Sidewalks	13.5	Design/Const	\$ 530,550						
T-3	Maclay Boulevard	Maclay Commerce Drive	Maclay Road	Trail Adjacent to Road	13.0	Design/Const	\$ 2,507,238						
T-4	MLK Jr Boulevard/Brickyard Road	Knight Road	Easement east of Midway/S of RR	Bike Lanes	13.0	Design/Const	\$ 1,658,146						
T-5	MLK Jr Boulevard	Pat Thomas Parkway	Camilla Avenue	Trail Adjacent to Road	13.0	Design/Const	\$ 879,567						
T-6	MLK Jr Boulevard	Camilla Avenue	S Atlanta Street	Bike Lanes	13.0	Design/Const	\$ 424,440						
T-7	On easement/Market Square area (E-W)	E-W from easement	Maclay Boulevard	Trail on Easement	13.0	Design/Const	\$ 477,495						
T-8	Pepper Drive	N Lake Bradford	Lipona Road	Bike Lanes	13.0	Design/Const	\$ 447,077						
T-9	Lipona Road	Pepper Drive	W Pensacola Street	Bike Lanes	13.0	Design/Const	\$ 362,189						
T-10	Dover Road	MLK Jr Boulevard/Brickyard Rd	US 90	Bike Lanes	13.0	Design/Const	\$ 305,597						
T-11	W Tennessee Street	Easment West of SR 263	Exist. Bike lanes on W Tennessee	Bike Lanes	13.0	Design/Const	\$ 186,754						
38	5th Avenue	Thomasville Road	Monroe Street	Sidewalks	13.0	Design/Const	\$ 79,583						
39	Adams Street	Gaines Street	Magnolia Drive	Bike Lanes	13.0	Design/Const	\$ 605,534						
40	Basin Street	Tennessee Street	Alabama Street	Sidewalks	13.0	Design/Const	\$ 265,275						
41	Belmont Road	Park Avenue	Nugent Drive	Sidewalks	13.0	Design/Const	\$ 217,526						
42	Bloxham Street	Railroad Avenue	Myers Park Drive	Bicycle Route	13.0	Design/Const	\$ 1,740						
43	Bloxham Street	Monroe Street	Myers Park Drive	Sidewalks	13.0	Design/Const	\$ 111,416						
44	Boone Boulevard	Tupelo Terrace/Alder Drive	Northwood Mall	Sidewalks	13.0	Design/Const	\$ 175,082						
45	Bragg Drive	Wheatly Street	Rackley Road	Sidewalks	13.0	Design/Const	\$ 68,972						

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	NAME	TERMINI		PROPOSED IMPROVEMENT		Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO										
46	Bronough Street	10th Avenue	Gaines Street	Bike Lanes	13.0	Design/Const	\$ 1,018,656						
47	Broward Street	Apalachee Parkway	Park Avenue	Sidewalks	13.0	PDE/Design	\$ 112,988						
48	Castlewood Drive	Meridian Street	Tartary Drive	Sidewalks	13.0	Design/Const	\$ 68,972						
49	Chocksacka Nene	Indianhead Drive East	Jim Lee Road	Sidewalks	13.0	Design/Const	\$ 233,442						
50	Chowkeebin Nene	Magnolia Drive	Apakin Nene	Sidewalks	13.0	Design/Const	\$ 254,664						
51	Chowkeebin Nene	Apakin Nene	Hasosaw Nene	Sidewalks	13.0	Design/Const	\$ 482,801						
52	College Avenue	Copeland Street	Bronough Street	Bike/Ped Improvements	13.0	Design/Const	\$ 427,623						
53	Floral Street	Disston Street	Russell Street	Sidewalks	13.0	Design/Const	\$ 26,528						
54	Gadsden Street	Palmer Street	Magnolia Drive	Sidewalks	13.0	PDE/Design	\$ 266,651						
55	Gaile Avenue	Crawfordville Road	Tram Road	Bike Lanes	13.0	PDE/Design	\$ 322,994						
56	Holton Street	Campbell Street	Wies Street	Sidewalks	13.0	PDE/Design	\$ 116,721						
57	Iamonia Street	Levy Avenue	Roberts Avenue	Sidewalks	13.0	PDE/Design	\$ 126,546						
58	Indianhead Drive East	Lafayette Street	Apakin Nene	Sidewalks	13.0	PDE/Design	\$ 22,794	Const	\$ 154,077				
59	Ingleside Avenue	Gadsden Street	Marion Ave	Sidewalks	13.0	PDE/Design	\$ 55,020	Const	\$ 371,910				
60	Monticello Drive	Tharpe Street	John Knox Road	Sidewalks	13.0	Design/Const	\$ 228,137						
61	Oakland Avenue	Monroe Street/Adams Street	Meridian Street	Sidewalks	13.0	Design/Const	\$ 334,247						
62	Parkridge Drive	Bragg Drive	Ryco Drive	Sidewalks	13.0	Design/Const	\$ 79,583						
63	Paul Russell Road	South Monroe Street	Jim Lee Road	Bike Lanes/Sidewalks	13.0	Design/Const	\$ 1,096,470						
64	Perkins Street	Gadsden Street	Meridian Street	Sidewalks	13.0	Design/Const	\$ 74,277						
65	Trail extension	Existing Trail	Jefferson County High School	Shared-use path	13.0	PDE/Design/RW	\$ 3,317,887	Const	\$ 1,640,389				
66	Call Street	Copeland Street	Satsuma Street	Bicycle Route	12.5	Design/Const	\$ 3,205						
67	Southwood Plantation Drive	Apalachee Parkway	Southwood	Bicycle Route	12.5	Design/Const	\$ 2,769						
68	Shumard Oak Boulevard			Bicycle Route	12.0	Design/Const	\$ 1,868						
69	Capital City to the Sea Trail	Capital Region		Shared-use path	11.5	PDE/Design	\$ 3,438,750	RW	\$ 12,041,568	RW	\$ 12,041,568	Const	\$ 9,000,000
70	Satellite Transfer Center	Southside Tallahassee		Super Stop/Transfer Center	13.8	Implement	\$ 1,873,300						
71	Alabama Street	Arkansas Street	Old Bainbridge Road	Sidewalks	9.0	Design/Const	\$ 482,801						
72	Eisenhower Road	McElroy Road	Roberts Avenue	Sidewalks	9.0	Design/Const	\$ 249,359						
73	Gaines Street	Meridian Street	Bloxham Street	Sidewalks	12.5	Design/Const	\$ 37,139						
74	Airport Express Bus Service	Airport	Tallahassee	Express Bus	13.8	Implement	\$ 1,488,300						
75	Satellite Transfer Center	NW Tallahassee		Transfer Center	15.2	Implement	\$ 4,986,375						
76	Indian River Street	Levy Avenue	Stuckey Avenue	Sidewalks	13.0	Design/Const	\$ 106,110						
77	Levy Street	Alumni Village	Lake Bradford Road	Bike/Ped Improvements	13.0	Design/Const	\$ 1,036,773						
78	Joyner Drive	Voncile Avenue	Watt Avenue	Sidewalks	13.0	Design/Const	\$ 221,456						
79	Indianhead Drive West	Apakin Nene	Mountbatten Road	Sidewalks	13.0	Design/Const	\$ 525,245						
80	Tanner Drive	Rackley Drive	Wheatley Road	Sidewalks	13.0	Design/Const	\$ 159,165						
T-12	Martin Road	US 19/S Jefferson Street	Ike Anderson Bike Trail	Trail Adjacent to Road	11.0	Design/Const	\$ 219,142						
T-13	On easement NW of Tom Brown Park	Tom Brown Park	N and W to end of Goose Pond Trail	Trail on Easement	9.5	Design/Const	\$ 1,283,931						
T-14	Weems Road	Dartmouth Drive	Mahan Drive	Bike Lanes	9.5	Design/Const	\$ 169,776						
81	Park and Ride - Woodville	Intersection of Woodville Hwy and Oak Ridge Road		Park and Ride	16.0			Implement	\$ 465,500				
82	Satellite Transfer Center - Quincy	Downtown near intersection of Jefferson and Monroe		Transfer Center	16.0			Implement	\$ 2,061,500				
83	Park and Ride - Crawfordville	Intersection of Crawfordville Road and Shadeville Road		Park and Ride	15.2			Implement	\$ 465,500				
84	Satellite Transfer Center - TCC	Appleyard Road near TCC Campus		Transfer Center	13.8			Implement	\$ 2,202,200				
85	Jackson Bluff Road	Appleyard Drive	Lake Bradford Road	Bike Lanes/Sidewalks	13.0			Design/Const	\$ 2,758,417				
86	Lake Bradford Road	Stadium Drive	Orange Avenue	Bike Lanes	13.0			Design/Const	\$ 1,177,546				
87	Laura Lee Avenue	Monroe Street	Meridian Street	Sidewalks	13.0			Design/Const	\$ 118,503				
88	Lipona Road/Pepper Drive	Pensacola Street	Lake Bradford Road	Bike Lanes	13.0			Design/Const	\$ 938,045				
89	Pensacola Street	Stadium Drive	Monroe Street	Bike Lanes	13.0			Design/Const	\$ 804,989				
T-15	St Marks Trail Bike/Ped Bridge - Phase 1	West side of Woodville Highway across Capital Circle		Bike/Ped Overpass	13.0			Design/Const	\$ 6,314,000				
T-16	St Marks Trail Bike/Ped Bridge - Phase 2	South side of Capital Circle across Woodville Highway		Bike/Ped Overpass	13.0			Design/Const	\$ 4,158,000				
90	Apalachee Parkway	Magnolia Drive	Connor Boulevard	Bike/Ped Improvements	12.5			PDE/Design	\$ 704,642			Const	\$ 5,603,966
91	Tennessee Street	Franklin Boulevard	Magnolia Drive	Bicycle lanes	13.0			Design/Const	\$ 399,168				
92	Rankin Avenue	Orange Avenue	Jackson Bluff Road	Sidewalks	13.0			Design/Const	\$ 841,995				
93	Rosemary Terrace	Yaupon Drive	Tupelo Drive	Sidewalks	13.0			Design/Const	\$ 324,324				
94	Magnolia Drive	Lafayette Street	Adams Street	Bike Lanes/Sidewalks	13.0			Design/Const	\$ 3,029,103				
95	Meridian Road	7th Avenue	Tharpe Street	Sidewalks	13.0			Design/Const	\$ 270,963				
96	Meridian Street	Perkins Street	Magnolia Drive	Sidewalks	13.0			Design/Const	\$ 318,780				
97	Mission Road	White Drive	Mission Road	Bike Lanes/Sidewalks	13.0			Design/Const	\$ 1,087,040				
98	San Luis Road	Mission Road	Tharpe Street	Sidewalks	13.0			Design/Const	\$ 555,093				
99	Preston Street	Clay Lane	Basin Street	Sidewalks	13.0			Design/Const	\$ 212,058				
100	Tennessee Street	Ocala Road	Franklin Boulevard	Bike/Ped Improvements	13.0					Design/Const	\$ 4,120,718		
101	Tharpe Street	Ocala Road	Monroe Street	Access Management/Median	13.0					Design/Const	\$ 5,882,319		
102	Ranch Road (Selman Road)	US 90	End	Sidewalks	13.0					Design/Const	\$ 1,048,262		
T-17	Pat Thomas Parkway	MLK Jr Boulevard	W Clark Street	Trail Adjacent to Road	13.0					Design/Const	\$ 3,197,434		
T-18	S Atlanta Street	MLK Jr Boulevard	US 90/Blue Star Highway	Trail Adjacent to Road	13.0					Design/Const	\$ 2,826,386		
103	West Tennessee Street Bus Rapid Transit			BRT	16.0					PDE/Design	\$ 13,200,000		
104	Capital Circle East Express Bus Service	Capital Circle		Express Bus	13.0					Implement	\$ 2,952,472		

## COST FEASIBLE PLAN

REVISED 9/17/2010; 9/23/2010; 10/1/2010; 10/19/2010 and 10/24/2010

(See Notes Below Tables for Revisions)

#	Identified Projects				Assessment Score	Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI		PROPOSED IMPROVEMENT		Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO										
105	Mitchell Avenue	7th Avenue	Betton Road	Sidewalks	13.0					Design/Const	\$ 439,830		
106	MLK Jr. Boulevard	St Francis Street	Palmetto Drive	Bike Lanes/Sidewalks	13.0					Design/Const	\$ 1,530,120		
107	US 319 @ Dr. Martin Luther King Memorial			Intersection Improvements	12.5					Design/Const	\$ 598,024		
108	US 319 @ Ivan Church Road			Intersection Improvements	10.5					All	\$ 2,378,050		
109	US 319 @ Wakulla Arran Road			Intersection Improvements	10.5					Design/Const	\$ 598,024		
110	Trimble Road	Tharpe Street	Hartsfield Road	Sidewalks	13.0					Design/Const	\$ 431,711		
111	Tupelo Terrace	Alder Drive	Rosemary Terrace	Sidewalks	13.0					Design/Const	\$ 534,843		
112	Voncile Avenue	Joyner Drive	Old Bainbridge Road	Sidewalks	13.0					Design/Const	\$ 69,012		
113	Wahnish Way	FAMU Way	Osceola Avenue	Sidewalks	13.0					Design/Const	\$ 1,265,795		
114	West Call Street	Copeland Street	Dewey Street	Bike/Ped Improvements	13.0					Design/Const	\$ 241,542		
115	Yaupon Avenue	Old Bainbridge Road	Redbud Avenue	Sidewalks	13.0					Design/Const	\$ 250,169		
116	Monroe Street	Virginia Street	Apalachee Parkway	Bike Lanes	12.5					Design/Const	\$ 353,022		
117	Otter Creek Road	South of US 98	North of US 98	Sidewalks	12.5					Design/Const	\$ 388,518		
118	Glenview Drive	Thomasville Road	Monroe Street	Sidewalks	12.5					Design/Const	\$ 1,510,626		
119	Gray Street	West Jefferson Street	University Way	Bike/Ped Improvements	12.5					Design/Const	\$ 136,347		
120	Gadsden Street	Ingleside Avenue	9th Street	Sidewalks	12.0					Design/Const	\$ 197,924		
121	Greenwood Drive	Glenview Drive	Bradford Road	Sidewalks	12.0					Design/Const	\$ 109,958		
122	US 98	Otter Creek Road	P A Sandera Road	Sidewalks	12.5					Design/Const	\$ 234,576		
123	US 319	Ivan Church Road	Arran Road	Service Roads	13.0								
T-19	US 90/Blue Star Highway	Atlanta Street	Casey Lane	Trail Adjacent to Road	13.0							All	\$ 46,675,000
124	Gaines/Myers Park/Circle	Meridian Street	Magnolia Drive	Bike Lanes/Sidewalks	12.5							Design/Const	\$ 2,014,575
125	Beech Ridge Trail	Kinegha Drive	Chiles High School	Sidewalks	12.0							Design/Const	\$ 612,482
T-20	SR 61/Thomasville Road	E 9th Street	Exist. Bike lanes/S of I-10	Trail Adjacent to Road	11.0							Design/Const	\$ 3,361,939

### Studies/Programs/Coordination

126	Bicycle Map	CRTPA area		Bicycle system map		\$ 75,000		\$ 15,000		\$ 15,000		\$ 15,000
127	Trails and Greenways Implementation	CRTPA area		Trails and Greenways	SPECIFIC PROJECTS IDENTIFIED AND INCLUDED IN COST FEASIBLE PLAN							
128	Duval/Bronough and Gadsden/Calhoun	One way pairs		Operational development		\$ 350,000						
129	Gadsden County Sector Plans	Gretna, Greensboro, Chattahoochee		Sector Plans		\$ 105,000						
T	Trail Coordination Efforts											
	Coordination with Woodville Corridor Study Recommendations											
	Coordination among involved agencies and advocacy groups to take advantage of opportunities to complete connections through private land holdings											
	Tallahassee Leon County Planning											
	Additional Opportunities for Sharrows											

Costs	Tier 1 Cost	\$ 79,284,841	Tier 2 Cost	\$ 69,856,640	Tier 3 Cost	\$ 71,552,249	Tier 4 Cost	\$ 70,647,987
		Transit	\$ 18,245,156	Transit	\$ 5,194,700	Transit	\$ 2,952,472	Transit
	Non-Transit	\$ 61,039,685	Non-Transit	\$ 64,661,940	Non-Transit	\$ 68,599,777	Non-Transit	\$ 70,647,987

Revenues	Tier 1 Revenues	\$ 114,383,606	Tier 2 Revenues	\$ 109,410,378	Tier 3 Revenues	\$ 100,752,907	Tier 4 Revenues	\$ 95,929,628
		Transit	\$ 53,590,576	Transit	\$ 45,190,576	Transit	\$ 32,590,576	Transit
	Non-Transit	\$ 60,793,030	Non-Transit	\$ 64,219,802	Non-Transit	\$ 68,162,331	Non-Transit	\$ 71,739,052

Surplus/Deficit	Tier 1 S/D	\$ 35,098,765	Tier 2 S/D	\$ 39,553,738	Tier 3 S/D	\$ 29,200,658	Tier 4 S/D	\$ 25,281,641
		Transit	\$ 35,345,420	Transit	\$ 39,995,876	Transit	\$ 29,638,104	Transit
	Non Transit	\$ (246,655)	Non Transit	\$ (442,138)	Non Transit	\$ (437,446)	Non Transit	\$ 1,091,065

<b>Total Balancing All Tiers - Non Transit Projects</b>	\$	(35,174)
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### Potential Transit Funding

130	Transit Capital*	Available for Additional Service Development and Expansion	\$ 35,345,420	\$ 39,995,876	\$ 29,638,104	\$ 24,190,576
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\* - On the surface it would appear as though these funds are available for the introduction of new projects. However, there is no operational funds to balance

Note: Transit expenditures include the operation of the Nova2010 system as well as the continuing operating expenses for the new transit projects

# COST FEASIBLE PLAN

REVISED 9/17/2010; 9/23/2010; 10/1/2010; 10/19/2010 and 10/24/2010

(See Notes Below Tables for Revisions)

#	Identified Projects				Assessment Score	Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI		PROPOSED IMPROVEMENT		Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO										
<b>Projects with Other Funding (Public)</b>													
131	Capital Circle	Airport Entrance	US 90	SIS - Widen								\$ 137,700,000	
132	I-10	West of US 90	East of Rest Area	SIS - Widen								\$ 3,850,000	
133	Capital Circle	Airport Entrance	Near Crawfordville Rd	Blueprint/Local - New									

## V.5 Efficient Transportation Decision Making

With the adoption of the Cost Feasible Plan, the coordination with FDOT occurred to determine which projects required a Need and Purpose statement for entry into the Efficient Transportation Decision Making (ETDM) system. These projects included the proposed Quincy Loop in Gadsden County and the proposed service roads along US 319 in Wakulla County. The ETDM Need and Purpose Statements, found in [Appendix J](#), for each of the projects were completed for submittal into the ETDM system.

## VI. Public Outreach

*“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.”*

- Margaret Mead

The development of the RMP incorporated an extensive and intensive public involvement effort that included significant coordination and input with the CRTPA planning partners, representatives of other state, regional and local agencies, stakeholders, and members of the general public. There were also several visioning initiatives underway in the region during the development of the RMP and the process also incorporated the coordination with these efforts.

The first step in the RMP planning process was the development of the RMP Public Participation Plan, found in [Appendix K](#), which was developed within the framework of the CRTPA Public Participation Plan. This plan provided the blueprint for compliance with the requirements of SAFETEA-LU and to ensure that all federal, state, and local planning requirements and mandates were met.

The development of the RMP was non-traditional and because of this nature, required non-traditional approaches to the involvement of the planning partners, the organizational structure and the participation activities. Because the study was regional in scope, there were a large number of political jurisdictions involved, which greatly increased the number of planning partners involved. In addition, because of the diversity of the region, the participation activities needed to be tailored to meet the needs of both large urban communities, as well as smaller, rural areas.

The development of the RMP involved a wide range of citizens from throughout the region, different local governments and other interested parties. In an effort to provide an organized approach to the wide and diverse stakeholder involvement, a multi-layered committee structure was developed.

The project team was identified which included representatives from CRTPA; StarMetro; local planning departments from each county; other stakeholder organizations such as Tall Timbers and Commuter Services of North Florida; the Apalachee Regional Planning Council; BluePrint 2000; local public works departments; the consultant team; and any other interested parties. This