APPENDIX D:

SECTOR PLANS

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- **Quincy Sector Plan**
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City of Quincy Sector Plan

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Quincy's Transportation Vision

The City of Quincy is experiencing growth that will impact the local transportation system and overall mobility within the area. As the City of Quincy grows, the City must maintain an effective transportation system that will meet the multimodal mobility needs of its citizens. This Sector Plan will identify infrastructure and facilities needed to support the future growth of Quincy, with a particular focus on the core downtown circulation and access around the Courthouse. The *Quincy Comprehensive Plan*, adopted in 2003, stated that the City "shall promote alternative modes of transportation to provide a safe and efficient multimodal system and to provide for a possible reduction of individual motor vehicle travel". The need for alternative modes of transportation has also been echoed at public workshops for the current *Regional Mobility Plan.* This plan includes a review of the existing modal transportation facilities and this information will be used to identify overall transportation improvements, including viable alternatives to the automobile. In addition to addressing mobility needs, the transportation system can also support potential development and redevelopment in the downtown, as well as other areas of the City.

Transportation System

The City's current transportation system is based primarily on a road network serving vehicular traffic, with limited alternatives to automobile usage, particularly outside of the downtown core area. However, based on input from elected officials, staff, and citizens, there is a desire that viable modal alternatives be incorporated into the overall transportation system. These alternatives include bicycle and pedestrian, as well as future transit service. According to the *Comprehensive Plan*, as well as interviews with city representatives for the *Regional Mobility Plan*, as the City continues to grow it will encourage the use of alternative transportation modes. Census results show that, over time, a greater proportion of workers who live in Quincy travel outside the city for work (from 48% in 1990 to 60% in 2000). Workers' mean travel time to work increased from 19.6 minutes in 1990 to 25.1 minutes in 2000. These measures indicate a trend toward longer commutes to places outside of Quincy. With this increase in commuter traffic, the Gadsden Express, which provides express bus service from Quincy to Tallahassee, began operation in April, 2010. This service is anticipated to be successful and form the foundation for expanded services in the future.

Road System

The traffic circulation system in Quincy was described in the *Comprehensive Plan* as a grid pattern, which provides good opportunities for connectivity. As of 2003, each thoroughfare in Quincy was operating at an acceptable level of service and had no identified operational deficiencies. However, US 90 was expected to operate with a projected peak hour directional performance of "D" between Pat Thomas Parkway and the western City limits. To promote additional development along this road, a LOS standard of "D" was adopted for this road. The *Comprehensive Plan* stated that US 90 is the only road in Quincy projected to have a LOS D by 2015.

Transit

Big-Bend Transit (BBT) is a non-profit agency responsible for providing coordinated transportation services for Gadsden, Jefferson, and Leon Counties. BBT is the primary community transportation coordinator for Gadsden County and offers several types of services:

- ***Advanced Reservation, Intra-County:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service within Gadsden County.
- ***Advanced Reservation, Inter-County:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service between Gadsden County and other Florida (and on occasion, South Georgia) counties.
- ***Demand Response Service:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service that is provided: 1) outside the specific areas of service, and/or 2) outside the specific periods of regular service, and/or 3) without proper advance notification.
- ***Non-Emergency Medical Stretcher Service:*** Door-to-door, non-emergency medical stretcher transportation service, provided only to qualified Medicaid beneficiaries.
- ***Evacuation Service:*** Door-to-door, ambulatory/wheelchair, transportation service, only to the extent of availability per agreement.

Service is generally provided Monday through Saturday from 6:00 AM to 8:00 PM in Gadsden County depending on the purpose of the trip. Some inter-county advance-reserved trips depart on a regular schedule and/or only operate on a specific day of the week.

"The Shuttle" provides fixed route service in Quincy every 60 minutes Monday through Friday from 7:30 AM to 5:30 PM. The Shuttle route is shown below in Figure 16. The Shuttle stops at several locations throughout the City including major residential areas, major shopping centers, and social and governmental service locations.

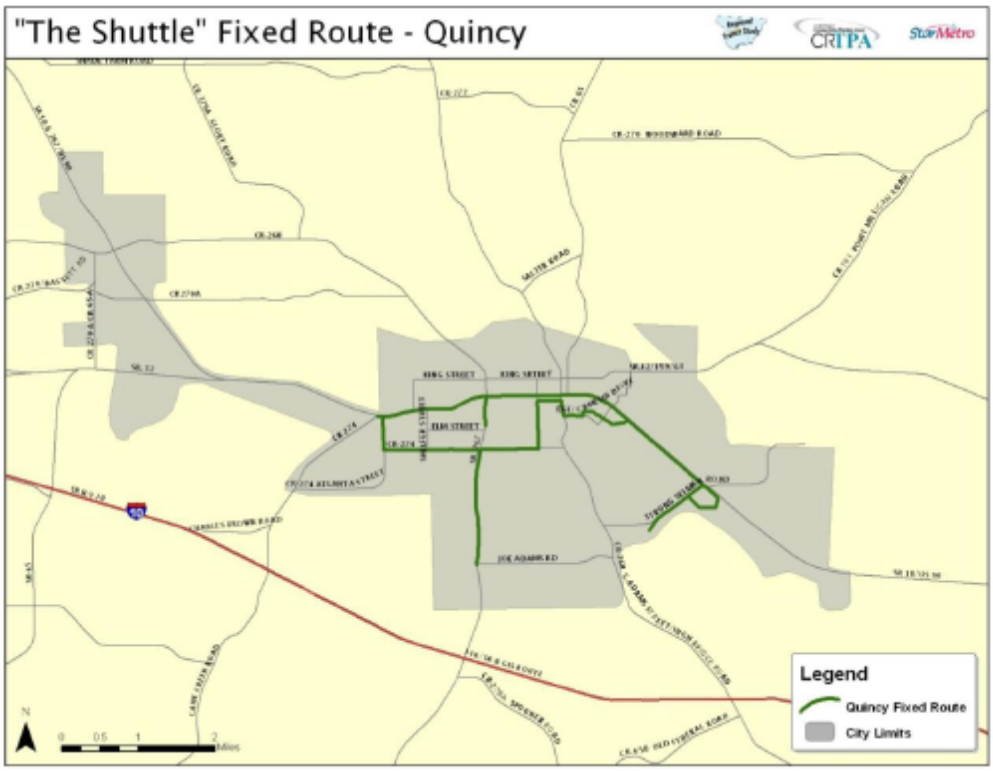

Figure 16. Quincy Fixed Route Transit

Anyone can ride Big Bend Transit, but the system offers a subsidized fare to transportation disadvantaged individuals who cannot obtain their own transportation due to disability, age, or income. The service is funded through contracts with Medicaid, the Florida Department of Children and Families, the Florida Commission for the Transportation Disadvantaged, and other human service agencies. The Big Bend fare structure is listed below:

Intra-County	
One-way, TD Eligible	$2.00
One-way, General Public Ambulatory	$5.00
General Public Wheelchair	$6.50
Inter-County	
One-way, TD Eligible	$3.00 + $ .25/mile
One-way, General Public Ambulatory	$7.50 + $ .70/mile
General Public Wheelchair	$9.00 + $ .70/mile

Source: Regional Transit Study, June 2009

As noted above, in April, 2010 the Gadsden Express, a commuter transit service, began operation between Quincy and Tallahassee. Big Bend Transit operates the service under contract to Gadsden County. Funding for the service includes a service development grant from the Florida Department of Transportation, which was used as a match for the federal Job Access – Reverse Commute (JARC) funds. These JARC funds are received and administered through the City of Tallahassee and StarMetro. The

service has limited stops with one in Quincy, utilizing the Winn-Dixie parking lot west of the downtown area on US 90 and one stop in Midway at the City Hall. The fare structure for the service is shown in the table below.

Trip	Fare
One Way*	$1.00
20-Ride Pass	$18,00
40-Ride Pass	$35.00

**Cash Only*

If a rider uses the system at least three times per week, they qualify for the guaranteed ride home program offered by Commuter Services of North Florida. This program ensures that riders have a way to get home in case of emergencies.

Carpool and vanpool matching services are also currently available to all Gadsden County residents. The Commuter Services of North Florida provides commuter assistance to Gadsden County, as well as the other counties located within the CRTPA boundaries. Commuter Services of North Florida is funded by the FDOT District 3 office and is operated by the Marketing Institute housed in the FSU College of Business. The agency is tasked with working with employers and work commuters to identify and utilize commute options that include ridesharing (carpooling and vanpooling), public transit, bicycling, walking, and telework opportunities.

These services are intended to bridge mobility gaps whenever possible while targeting improvements in parking and traffic congestion as well as air quality improvements. In order to facilitate carpool and vanpool creation, free computerized ridematching services are provided. Currently, Commuter Services of North Florida has 128 subscribers from Quincy, which means that 128 individual commuters have submitted requests to locate neighbors and co-workers with whom they can share the ride. Of these 128 individuals, 75 are reporting current participation in HOV modes. This includes 72 carpoolers/vanpoolers and 3 transit riders. The guaranteed ride home program is also open to carpool and vanpool users.

Bicycle System

The City of Quincy recognizes the need to provide transportation alternatives to increase accessibility and provide a comprehensive transportation system. Currently, Quincy does not have a system of bicycle facilities. In public meetings for the development of the *Regional Mobility Plan*, the desire for greenways and bicycle lanes along roadways facilities was an expressed need.

Pedestrian System

According to the *Comprehensive Plan*, existing sidewalks are generally found in the downtown areas and along principal arterials. The City of Quincy now requires developers to construct sidewalks on one side of the road of new developments. Because the City wants to promote transit use, in addition to walking and bicycling, pedestrian improvements will be necessary to provide connectivity to destinations and to adequately link these travel modes.

Intermodal Facilities
Intermodal facilities accommodate and interconnect different modes of transportation and serve interstate, intrastate and international movement of people and goods. Intermodal facilities can include ports, airports, bus stations, and train terminals. The Quincy-Gadsden County Airport is located in the northeast section of the City and a private airport authority operates it for public use. Private aircraft owners are the principal users. The closest commercial airport is the Tallahassee Regional Airport.

CSX Transportation (CSXT) operates a Class I railroad through Gadsden County, of which approximately 4.5 miles are located within the Quincy city limits. This freight rail is part of the link between Jacksonville and Pensacola and is a designated SIS facility. AMTRAK previously operated passenger service on the CSXT rail line with their Sunset Limited route extending from Jacksonville to Los Angeles. However, since Hurricane Katrina in 2005, that service has been suspended. In addition to the CSXT line, there is also a rail spur going north from the mainline to serve the industry located on Attapulgus Highway.

Needs Evaluation

Intergovernmental Coordination
According to the *Comprehensive Plan,* the City should focus on intergovernmental coordination to promote cost-effective transportation system improvements. Specifically, one issue requiring coordination is the preservation and protection of right-of-way for identified future roadway improvements. With increasing land value and costs related to right-of-way acquisition, the City must protect corridors from building encroachment in advance. It is recommended that the City should utilize setback requirements, zoning restrictions, right-of-way protection regulations, and official transportation maps to preserve and protect existing and future right-of-way.

Comprehensive Plan Goals, Objectives, and Policies for the Transportation System
The following are goals with related objectives and policies, as stated in the *Comprehensive Plan*, which promote a multimodal transportation system for Quincy:

Objective 1.1: Level of Service. The City shall adopt and adhere to level of service standards for arterial and collector streets.

> **Policy 1.1.1:** The City shall use the most recent FDOT Generalized Peak Hour LOS for areas transitioning into urbanized areas criteria as a basis for the City's level of service standards
>
> **Policy 1.1.2:** The minimum Level of Service (LOS) Standard, to be adopted as part of This Element, shall be as follows:
>
> - Arterials and Collectors, except for US 90 between Pat Thomas Parkway and west city limits: C
> - US 90 between Pat Thomas Parkway and west city limits: D

Policy 1.1.3: A lower LOS may be acceptable immediately before or after special events where the impacts of such events on the roadway are infrequent.

Policy 1.1.4: As part of the Concurrency Management System, the City shall, through the Development Review Committee, review proposed new developments for their impact on adopted LOS, interior circulation needs and vehicle parking.

Policy 1.1.5: The City shall monitor U.S. 90 to ensure no further Level of Service deterioration.

Policy 1.1.6: The City shall continue working with the Florida Department of Transportation to implement potential improvements related to the U.S. 90 Corridor Study.

Objective 1.2: Roadway Network. The City shall undertake measures designed to assist in the free flow of traffic along major roads and strive to maintain and improve the LOS on those roadways if at any time they operate at a lower LOS than the adopted standard.

Policy 1.2.1: The City shall establish a traffic flow management system (signal synchronization) along U.S. 90.

Policy 1.2.2: The City shall coordinate with FDOT all connections and access points of driveways and roads to state roadways.

Policy 1.2.3: The City shall maintain a record of traffic counts and traffic related accidents for all roadways in the City's network, and update those records on an annual basis.

Policy 1.2.4: The City shall continue to monitor all collector and arterial roadway access deficiencies, and shall devise methods and budget monies to alleviate those deficiencies.

Objective 1.4: Rights of Way. By 2006, the City shall provide for the protection of existing and future right-of-way (ROW).

Policy 1.4.1: The City shall develop a priority listing of needed ROW for the purpose of orderly and economical land acquisition.

Policy 1.4.2: The City Engineering Department shall compile and maintain a listing of existing and projected needs for ROW within the urban area.

Policy 1.4.3: The City shall require additional building setbacks for new construction on roadway corridors identified as needing additional ROW.

Policy 1.4.4: The City shall establish standards for donation/dedication of ROW by developers.

Policy 1.4.5: Corridors with inadequate ROW shall be inventoried and the City shall coordinate with Gadsden County for reservation of adequate ROW.

Policy 1.4.6: The City shall require that roadways be dedicated to the public when there is a compelling public interest for the roadways to connect with existing public roadways.

Policy 1.4.7: The City shall require that future subdivisions with 30 units or more have at least two (2) points of access open to motor vehicle traffic.

Policy 1.4.8: New subdivisions shall be required to "stub-out" to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are "stubbed-out" at their boundaries.

Policy 1.4.9: The City shall establish access management standards in the Land Development Code to ensure appropriate access to the City's transportation system. Standards may include the requirement of joint use driveways and/or cross access easements to access sites.

Policy 1.4.10: The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads.

Objective 1.5: Multi-modal System. The City shall promote alternative modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of individual motor vehicle travel.

Policy 1.5.1: All major roadways shall be designed as complete transportation corridors incorporating bicycle and pedestrian features, and planning for transit features to start creating a true multi-modal system.
Policy 1.5.2: By 2009, the City shall prepare a bicycle plan.

Policy 1.5.3: The City should provide adequate ROW and construct bicycle ways along corridors to be specified in the bicycle plan.
Policy 1.5.4: Bike paths shall be established on one side of every arterial and collector street with sidewalks established on the opposite side of all arterial streets.

Policy 1.5.5: A pedestrian improvement plan shall be prepared, adopted and implemented by 2008. Priority will be given to those walkways for which heavy recreational usage is projected, as well as those along roadways between residential areas and schools, which can be implemented concurrently with other roadway improvements.

Policy 1.5.6: Major subdivision thoroughfares shall have an 8 ft. sidewalk in lieu of typical sidewalk.
Policy 1.5.7: Sidewalks shall be mandatory on all new roadway construction. New residential developments with densities of one or more dwelling units per acre shall provide sidewalks on both sides of every street.
Policy 1.5.8: Sidewalks shall be constructed, concurrently with new development by the developer. Additional sidewalks will be permitted in existing developed areas when requested and funded by the abutting property owners.
Policy 1.5.9: By 2008, the City shall develop standards in the Land Development Code for access to bicycle and pedestrian systems. Such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements.

Policy 1.5.10: By 2008 the City shall review the land development code and address the provision of bicycle parking and circulation, pedestrian walkways, and handicap accessible facilities within new developments and existing developments undergoing substantial improvements.

Policy 1.5.11: Intersections shall be made pedestrian-friendly by limiting the crossing width to 48 feet; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for the handicapped.

Policy 1.5.12: The City shall develop standards for maximum number of parking spaces to encourage walking, bicycling, ridesharing, and shared parking, and to keep the impervious surface area to a minimum.

Policy 1.5.13: The City shall require that new development be compatible and further the achievement of the Traffic Circulation Element. Requirements for compatibility may include but are not limited to:

- Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separating the building from the street by parking.
- Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation.

Policy 1.5.14: The City shall include landscaping and streetscaping as roadway design components in order to enhance the function of the road for all users.

Policy 1.5.15: The City shall pursue grant opportunities for median landscaping and road beautification.

Policy 1.5.16: Adequate pedestrian circulation and safety shall be considered as a required component of roadway system management, with implementation and required construction.

Policy 1.5.17: By 2010, the City shall study the need for a public transit system.

Land Use Analysis for Transit Potential

In order to support local transit service, the State of Florida Multimodal Transportation District (MMTD) recommends the following residential and commercial land use densities and intensities, as seen in the table below.

Desirable Densities and Intensities

Residential Land Use (DU/Acre)	Commercial Land Use (Emp/Acre)	Multimodal Potential for Transit
1 – 3	1 – 39	Poor.
4 – 6	40 – 59	Marginal. Possibility for success.
7 – 14	60 – 99	Good. Supports bus transit.
15 +	100 +	High. Supports high capacity transit.

Source: Multimodal Area Planning, FDOT Systems Planning Office, 2004

As of 2007, the overall residential density for the downtown area by traffic analysis zone (TAZ) is displayed in Figure 2. There are only a few locations that may support transit service, according to the MMTD recommendations, while the remaining area has only 1 -3 dwelling units per acre. The 2007 employment density by TAZ is displayed in Figure 3. There are only two areas where the commercial density is greater than 39 employees per acre.

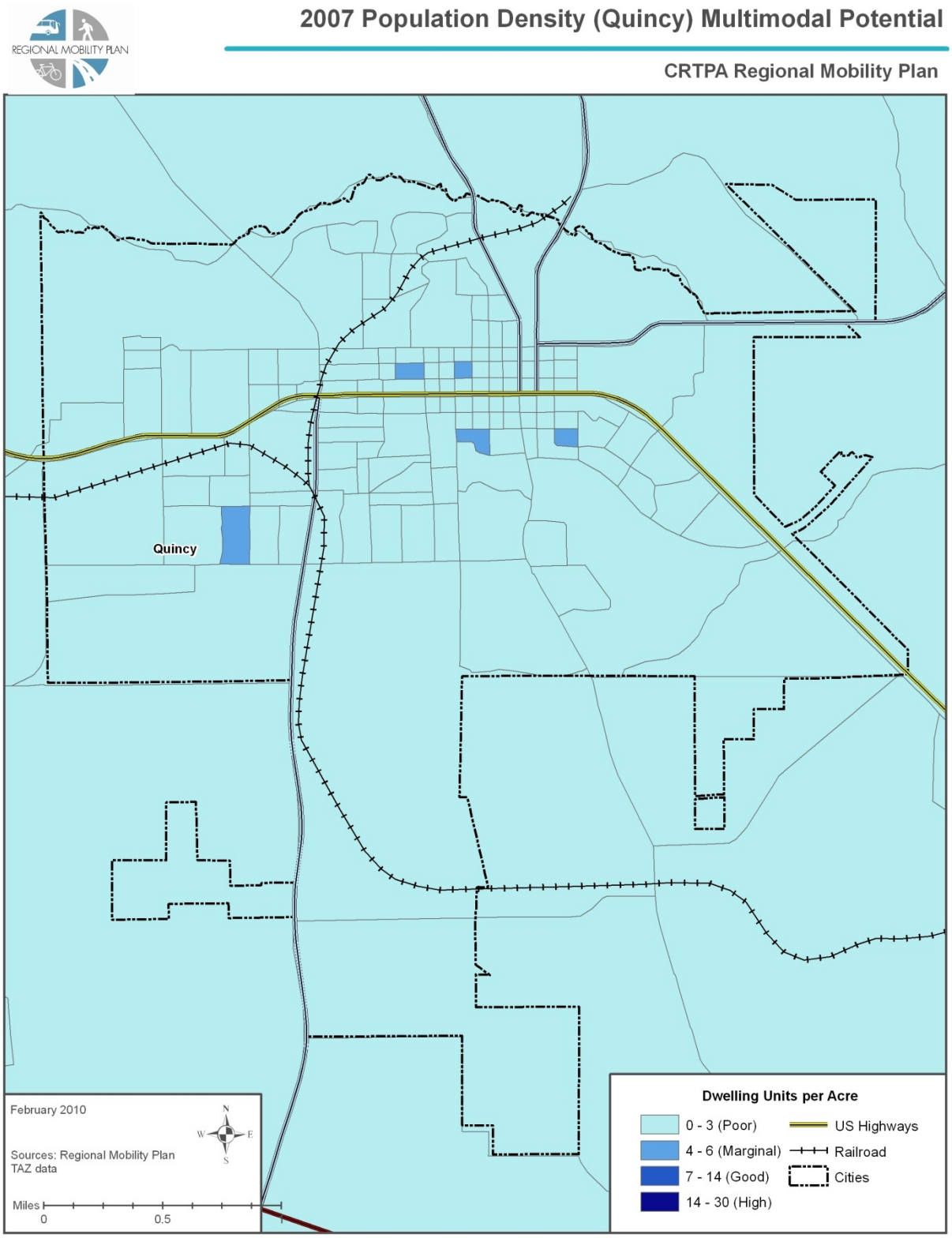

Figure 2. 2007 Population Density, Multimodal Potential

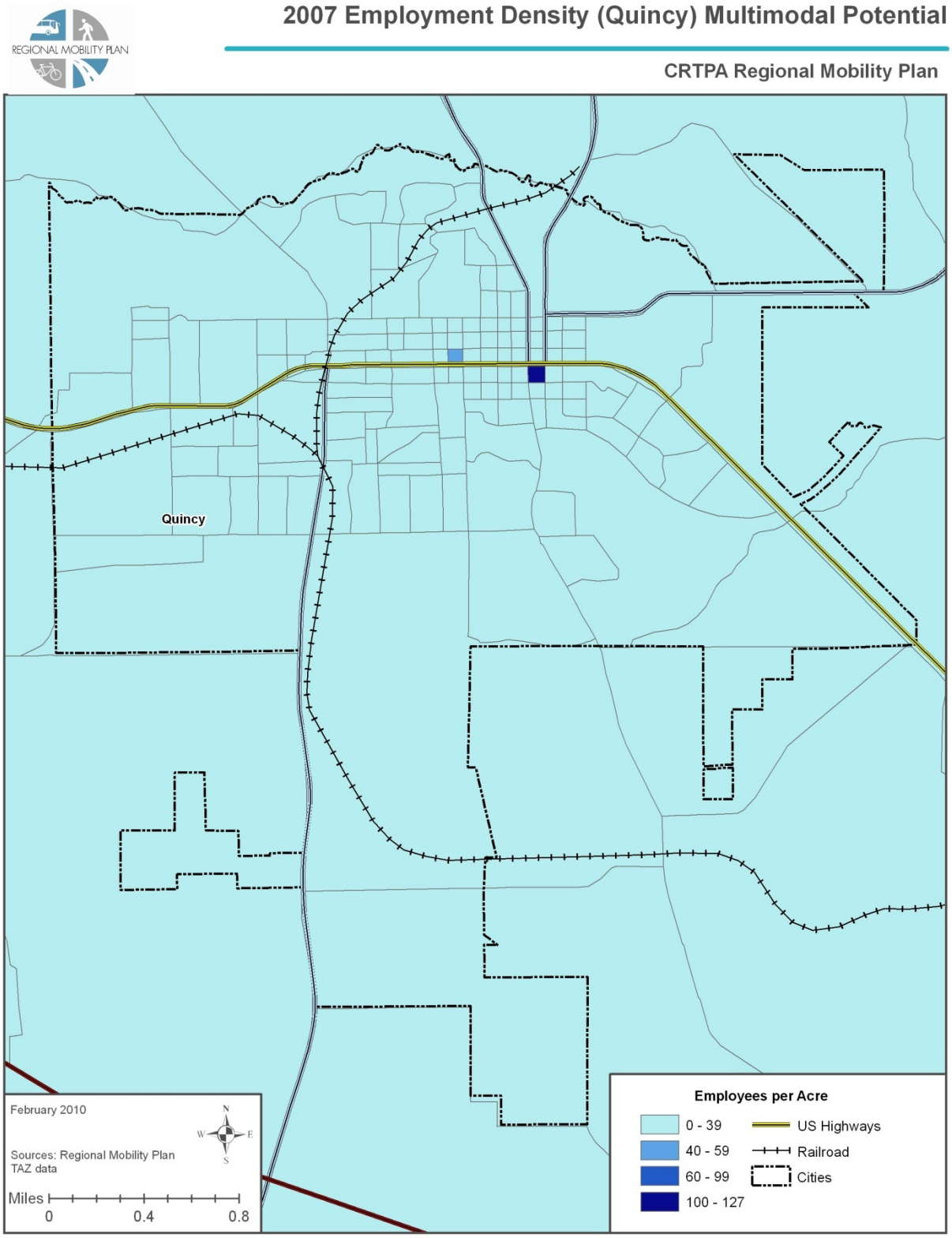

Figure 3. 2007 Employment Density, Multimodal Potential

Bicycle and Pedestrian Opportunities

Figure 4 identifies potential for a future pedestrian network including the location of major employers, schools, local government offices, art and culture destinations, and the Quincy Historic District, all which serve as major attractors for pedestrians. The BBT Fixed Transit Route and stops are included in this figure as well, to identify the service area.

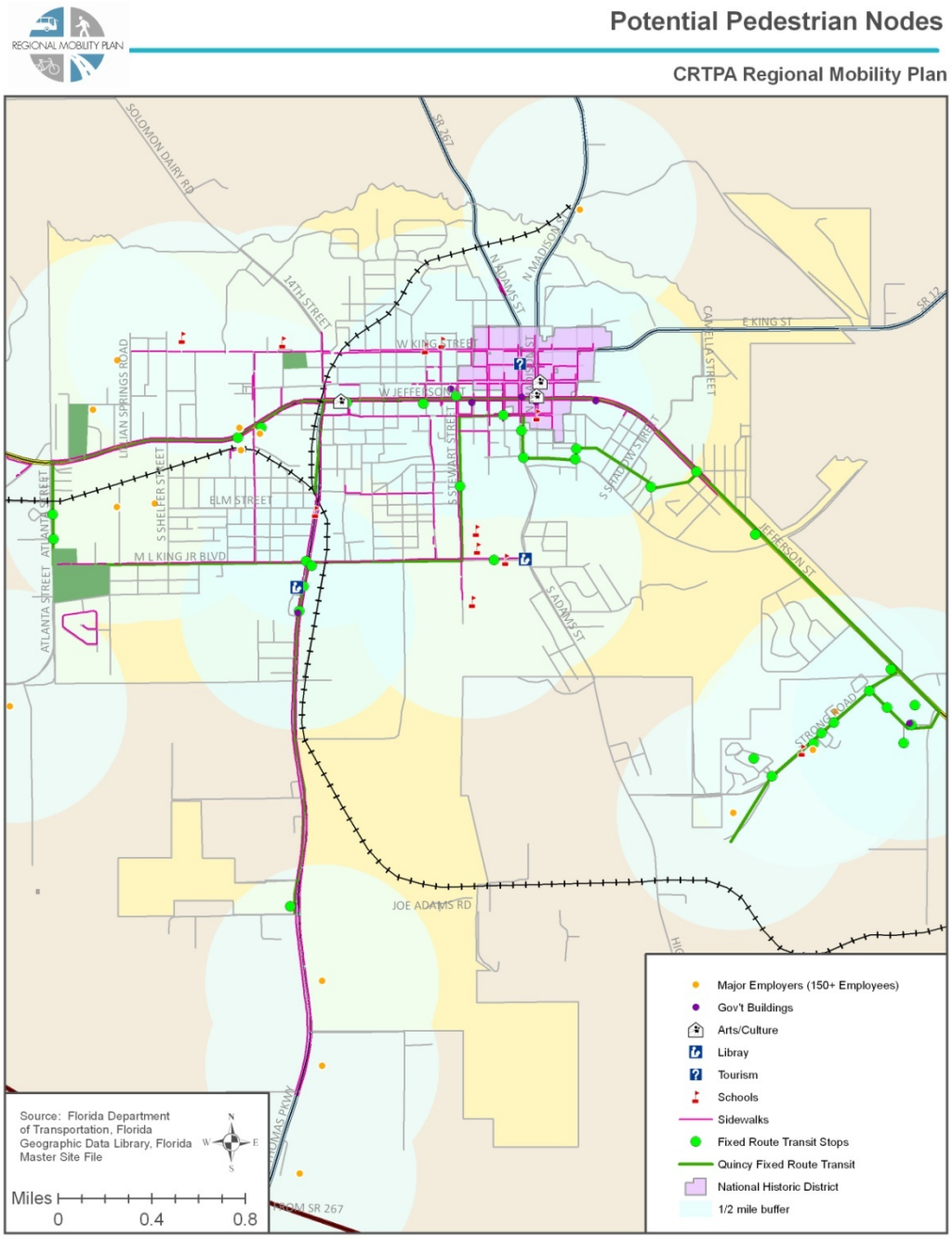

Figure 4. Potential Pedestrian Nodes

From a desktop analysis of the major pedestrian attractors, the majority of the major attractors and transit stops are served with sidewalks within a half-mile radius on at least one side of the street, sometimes both sides of the street. However, Strong Road does not have pedestrian facilities adjacent to the Pat Thomas Health Complex which houses several medical service providers and is a major employment area. The installation of sidewalks in the Health Complex would serve individuals walking throughout the complex. The transit route through the residential area along Crawford Street, EGF and A Drive, South Street and Malcolm Street lack adjacent sidewalks to serve residents walking to bus stops as well.

Downtown Core: Detailed Analysis

The center of the downtown core is the area surrounding the Gadsden County Courthouse. Historically, the area was the center of Quincy life, with retail establishments, restaurants, and government services located in the blocks bounded by King Street (SR 12), Jefferson Street (US 90), Adams Street and Madison Street. Today, this area remains the center of Quincy, although with less retail, but the area is the location of government and public services, the Gadsden Arts Center, churches and professional offices. The area is shown below in Figure 5.

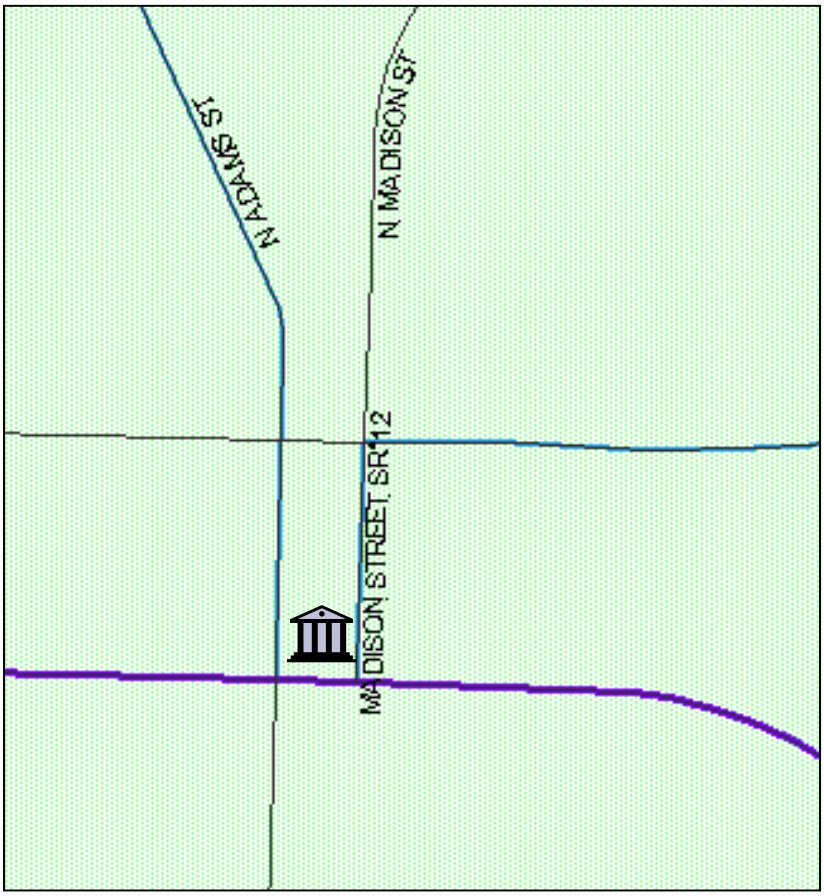

Figure 5. Downtown Core Analysis Area

The transportation system in the area includes pedestrian facilities, as well as roadway facilities. There are no designated bicycle facilities on the streets serving the historic core. The following table depicts the transportation facility information found within the downtown core.

Facility	Number of Lanes	Median	On Street Parking	Sidewalks
Jefferson Street (US 90)				
W. of Adams to E. of Madison	4	None	Yes - Parallel	Yes
King Street (SR 12)				
W. of Adams to E. of Madison	2	None	No	Yes
Adams Street (SR 267)				
Jefferson Street to Franklin	2	None	Yes – Parallel and Angled	Yes
Franklin to King Street (SR 12)	2	None	Yes – Parallel	Yes
Madison Street				
Jefferson Street to Franklin	2	None	Yes – Angled	Yes
Franklin to King Street (SR 12)	2	None	Yes – Parallel	Yes

This information was used as inputs into the Florida Department of Transportation Quality Level of Service software. This software calculates the multimodal Level of Service for pedestrians, bicyclists and transit for specific facility segments. This Level of Service assessment is focused on the quality of the experience for the user, rather than on the capacity of the facility. This multimodal Level of Service is another tool to help identify where specific modal issues and deficiencies may occur.

Within this downtown core area, the pedestrian Level of Service is consistently good on each of the facilities. This score is related to the presence of sidewalks, lower speed limits, and the barrier to traffic provided by the on-street parking. The relatively high number of trucks adversely impacts the Level of Service.

The bicycle Level of Service is not scored as highly as the pedestrian Level of Service, although it is in an acceptable range, even without the presence of a designated facility. The acceptable bicycle score is due to the lower speed limits, but is also adversely impacted by the number of heavy trucks. In addition, the on-street parking is a disadvantage for the bicyclist. The table below depicts the multimodal Level of Service for bicycles and pedestrians in the downtown core area, and because of the impact on both modes Level of Service, the percent of heavy trucks calculated by FDOT is also shown.

Facility	Pedestrian LOS	Bicycle LOS	% Heavy Trucks
Jefferson Street (US 90)	LOS A	LOS C	7.49%
King Street (SR 12)	LOS B	LOS C	6.80%
Adams Street	LOS B	LOS C	6.73%
Madison Street	LOS B	LOS C	6.80%

The heavy truck data, as well as the traffic count information in the area was collected from the FDOT Transportation Statistics Office. Figure 6, shown below shows the location of these stations, as well as the associated traffic and truck data.

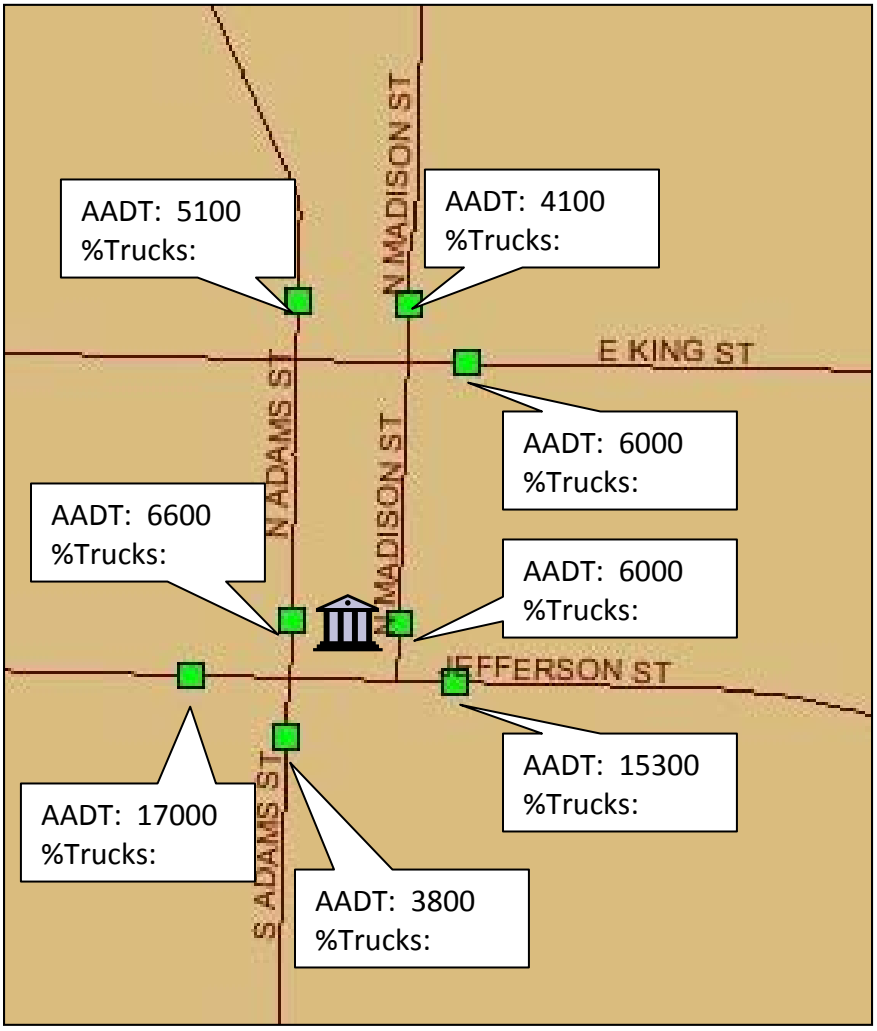

Figure 6. Downtown Core Area Traffic Volumes and Truck Traffic

There are a high number of heavy trucks moving through the downtown area of Quincy and include a high percentage of log trucks and tanker trucks. These trucks use Jefferson Street/US 90 for their east-west movements. In addition to the straight through movement, a number of trucks must accomplish several very tight turns as they travel from SR 267, through downtown and around the courthouse, and onto SR 12. These trucks have a large impact on the congestion in the core area as well as adversely impacting the character and ambiance of the historic downtown.

The proposed Quincy By-Pass route was developed to help alleviate the large amount of truck traffic moving through the downtown Quincy area and to provide a good north – south connection outside of the downtown core area. However, due to funding issues, that project has been put on hold.

Recommendations

There have been a number of proposed solutions to the traffic patterns and truck traffic found in the downtown core area. These options are discussed below.

Removal of On-Street Parking
The removal on some on-street parking along Adams and Madison Streets to help facilitate truck turning movements and flow has been discussed. However, the removal of the on-street parking will degrade the pedestrian Level of Service by removing the barrier between traffic and the pedestrian. In addition, research has shown that the presence of on-street parking also functions as a traffic calming device. The pavement near the intersections is marked as no parking areas in order to provide the needed turning radii for heavy trucks.

Alternate Routes for Trucks
A number of potential alternatives for trucks to move through the downtown area were explored. Each of these potential routes had serious flaws that prevent designation as a truck route. The majority of the streets are narrow and residential in character. One potential route explored was for trucks to go north across Jefferson Street (US 90) to access King Street. However, this route has a small “dog-leg” intersection, two railroad crossings, and has an adjacent school, so was not suitable for trucks. The potential to have trucks move on Crawford Street parallel to Jefferson Street (US 90) and then turn left on Madison does not relieve the issue of trucks around the courthouse. In addition, Crawford Street is a very narrow facility that would not be conducive to truck use.

Recommendation: Downtown Core Area
These proposed interim solutions to the truck traffic are not viable options for the variety of issues discussed above. The recommendation is for the Quincy and Gadsden County leaders to continue to lobby for the funding needed for the Quincy By-Pass in order for the new facility to be implemented.

An important element that must be considered along with the construction of the By-Pass is the implementation of land use and development regulations to ensure the By-Pass remains an

effective and efficient transportation facility. These regulations will also ensure the continued viability of the downtown area and avoid the typical by-pass development and movement of businesses and activities away from the downtown area that so often occurs with the implementation of these types of facilities.

Recommendations: Bicycle and Pedestrian Connectivity

Figure 7 displays the connectivity needed between the identified activity centers within Quincy. These centers should be connected with bicycle facilities, which could include designated bike routes, bike lanes, shared use paths, and on-street designations, such as sharrows. Bicycle route designation signs and sharrows could be used in the downtown core area to alert motorists that there are bicyclists in the area. In addition, parallel routes to major facilities should also be explored for their designation as bicycle routes.

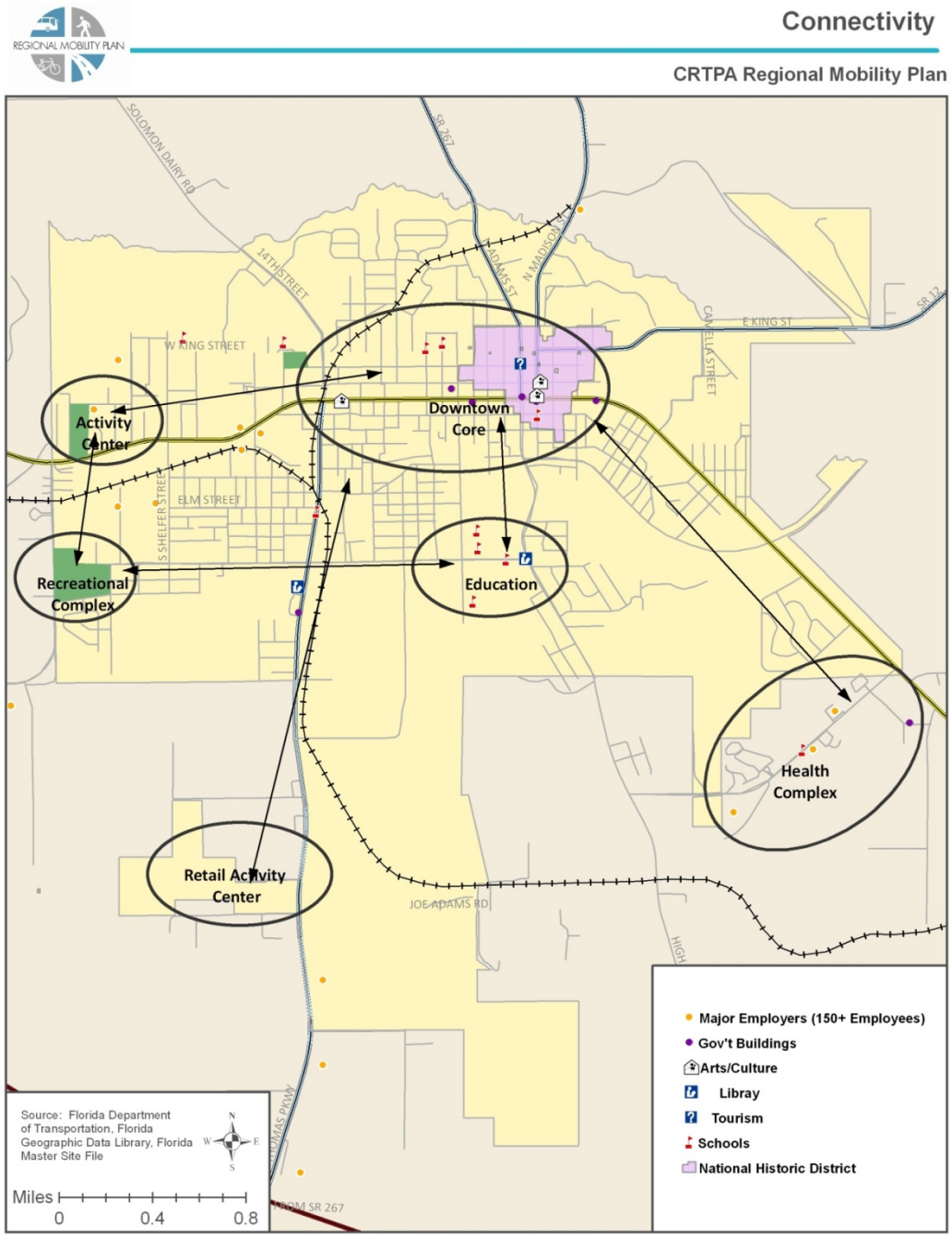

Figure 7. Connectivity

Pedestrian accommodations are also a critical element in the multimodal transportation network. Sidewalks that include pedestrian amenities, such as street lawns, shade trees, trash cans and other elements can foster use and make the experience more pleasant for the user. The appropriate type of pedestrian facilities should be determined to connect the various activity centers, as well as enhancements for existing facilities. In addition, the existing transit service

and future service should be considered when prioritizing and implementing pedestrian and bicycle projects.

According to the *Comprehensive Plan* and from Public Involvement feedback at *Regional Mobility Plan* public meetings, residents desire more connectivity and alternative modes of transportation. Figure 6 identifies possible activity centers that could be connected with other forms of transportation, such as bicycle facilities. The Downtown Core features a historic district with some retail, entertainment and public services. With the proper planning and implementation of bicycle racks and bicycle lanes, the Downtown Core could be accessed from various parts of Quincy by bike. In addition, the recreational complex could be accessed by bicycle from the various schools located on MLK Boulevard or from South Atlanta Road, both of which have low less traffic volume, according to 2007 average annual daily traffic (AADT). The Wal-Mart activity center in the southern part of town would benefit greatly from bicycle access as well. Employees and visitors of the Pat Thomas Health Complex at Strong Road and Jefferson Street could also benefit from bicycle facilities to and from the Downtown Core. Bicycle facilities could provide users with greater flexibility as the transit shuttle only runs hourly.

Gadsden County will be developing a bicycle and pedestrian master plan and network connectivity and connectivity with transit should be closely assessed as part of this effort. Connections to and between the identified activity centers and residential areas should be the focus of the master plan.

Recommendations: Transit and Other Commuter Options
The preferred growth scenario developed as part of the Regional Mobility Plan identifies Quincy as one of the target growth areas for future development. While the transportation system is a critical component in the promotion and enhancement of multimodal mobility, associated land use policies must also be implemented to achieve the necessary development patterns to future transit service.

Ridesharing opportunities are an important element in the overall mobility of residents, including vanpooling and carpooling. Commuter Services of North Florida fills an important role through their ridesharing match program and the identification of viable park and ride locations for users. In addition, the agency, in cooperation with FDOT is offering a discounted vanpool program for residents in their service area. This program allows vanpool users to shoulder only about 40% of the total cost for the vanpool.

Promotional and educational efforts about the existing services and programs that can increase mobility for residents are an important element of the overall transportation strategy for Quincy. With this focus, combined with land use and development policies that increase the potential for future transit service, residents will have a variety of modal choices.

City of Midway Sector Plan

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Midway's Transportation Vision

According to Midway's *Comprehensive Plan Update: Technical Analysis and Policy Analysis Report*, the City predicts an increase from 1,446 residents in year 2000 to 1,948 residents by the year 2020. In addition to the anticipation of local growth, the Capital Region Transportation Planning Agency (CRTPA) has expectations that the development in Leon County will be fully connected to the City of Midway along US 90 over the next 20 years.

In addition to the anticipated growth of the area, there are several existing operational issues along US 90, particularly in the area near the interchange with I-10. With the location of a major truck stop and the 10/90 commerce park entrance in this area, the heavy truck traffic is a significant contributor to the congestion. In addition, there is a general lack of connectivity and multimodal access for residents to local services and activity centers. The focus of this sector plan is to identify potential infrastructure improvements and facilities needed to address existing issues and support the future growth in the area.

Transportation System

The City's current transportation network is based primarily on the roadway network serving vehicular traffic. With the exception of US 90 and Interstate 10, all roads in the City of Midway are two lane facilities. The mobility choices are extremely limited with a lack of bicycle and pedestrian facilities, as well as public transportation options. Census figures show that 17.4 percent of the households in Midway do not have access to vehicles, which is significantly higher than the overall Gadsden County households without access to vehicles at 11.09 percent. These values indicate that there is a significant population within Midway who may not have reliable access to transportation in order to travel to and from their place of employment or to meet the needs of daily life. In addition, it was stated at public meetings for the *Regional Mobility Plan*, that there is a lack of viable alternative modes of transportation for residents of Gadsden County and Midway.

Public Transportation
Big Bend Transit is a non-profit agency responsible for providing coordinated transportation services for Jefferson, Gadsden and Leon counties. Big Bend Transit primarily provides door-to-door demand response service within its service area. Several types of service are provided

- ***Advanced Reservation, Intra-County:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service within Gadsden County.

- ***Advanced Reservation, Inter-County:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service between Gadsden County and other Florida (and on occasion, South Georgia) counties.
- ***Demand Response Service:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service that is provided: 1) outside

the specific areas of service, and/or 2) outside the specific periods of regular service, and/or 3) without proper advance notification.

- ***Non-Emergency Medical Stretcher Service:*** Door-to-door, non-emergency medical stretcher transportation service, provided only to qualified Medicaid beneficiaries.

- ***Evacuation Service:*** Door-to-door, ambulatory/wheelchair, transportation service, only to the extent of availability per agreement.

Service is generally provided Monday through Saturday from 6:00 AM to 8:00 PM depending on trip type. Some inter-county advance-reserved trips depart on a regular schedule and/or only operate on a specific day of the week. The Big Bend fare structure for trips originating in Gadsden County is displayed below.

Intra-County	
One-way, TD Eligible	$2.00
One-way, General Public Ambulatory	$5.00
General Public Wheelchair	$6.50
Inter-County	
One-way, TD Eligible	$3.00 + $ .25/mile
One-way, General Public Ambulatory	$7.50 + $ .70/mile
General Public Wheelchair	$9.00 + $ .70/mile

Source: Regional Transit Study, June 2009

In addition to the services provided by Big Bend Transit, Commuter Services of North Florida provides commuter assistance to Gadsden County, as well as the other counties located within the CRTPA boundaries. Commuter Services of North Florida is funded by the FDOT District 3 office and is operated by the Marketing Institute housed in the FSU College of Business. The agency is tasked with working with employers and work commuters to identify and utilize commute options that include ridesharing (carpooling and vanpooling), public transit, bicycling, walking, and telework opportunities.

These services are intended to bridge mobility gaps whenever possible while targeting improvements in parking and traffic congestion as well as air quality improvements. In order to facilitate carpool and vanpool creation, free computerized ridematching services are provided. In addition to these services, individuals who participate in one of the commute options listed above at least 3 days per week qualify for a guaranteed ride home program. This free service provides transportation home if and when an emergency arises that might otherwise prevent employees from participating in their chosen commute option.

Carpool and vanpool matching services are currently available to all Gadsden County residents. Currently, Commuter Services has 18 subscribers from Midway, which means that these individuals have submitted requests to locate neighbors and co-workers with whom they can share the ride. Of these individuals, 6 are reporting current participation in HOV modes. The

geographic distribution of commuters make the carpooling more difficult and highlights the importance of park and ride lots in order to foster more commuter ridesharing services.

In April, 2010, operation of the Gadsden Express began. This commuter express service runs from Quincy to Tallahassee and includes a stop in Midway at the City Hall, where parking is provided for users. The fare structure includes a one-way trip for $1.00; a 20-ride pass for $18.00 and a 40-ride pass for $35.00. Users of the system who ride at least three times per week are eligible for the guaranteed ride home program operated by Commuter Services of North Florida.

In public meetings for the *Regional Mobility Plan*, Gadsden County residents stated the need for park and ride lots, as well as other connections to StarMetro, with regularly scheduled transit service. Additional park and ride lots are a viable option for Midway due to their location near I-10 and the connections to Tallahassee, which is a major employment center for residents of Midway and Gadsden County. .

Bicycle System

There are no designated bike lanes within the City of Midway. However, the *Comprehensive Plan* states that the Florida Department of Transportation plans to resurface US 90 from east of the Little River Bridge to the Ochlocknee River Bridge. The construction plans have provisions for the creation of four-foot paved shoulders on either side of the highway, which could provide bicycle access along that section of roadway.

The *Comprehensive Plan* identified locations where bicycle/pedestrian facilities would be most beneficial. The routes identified take into consideration the functional classification of the roads, location of recreation and community facilities, and connections to the regional bicycle/pedestrian network. These are shown below in Figure1.

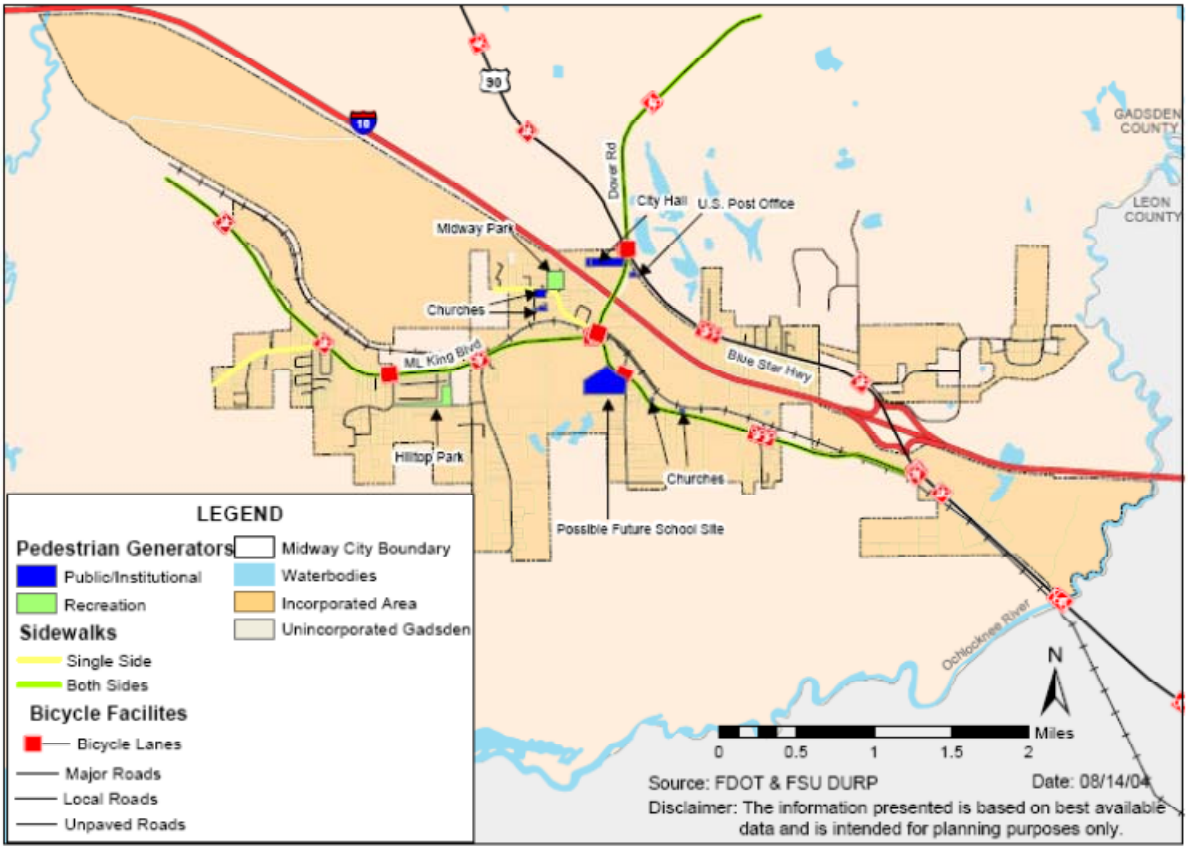


Figure 1. Recommended Bicycle and Pedestrian Facilities - Midway Comprehensive Plan, 2004

Pedestrian System

According to the *Comprehensive Plan*, within the City of Midway, there are no sidewalks to provide pedestrian access to other properties beyond recorded access easement located on parcels. The City of Midway has identified a future pedestrian network including the location of schools bus stops, community services, and recreational facilities that serve as major attractors for pedestrians. The identified destinations from the Comprehensive Plan are shown below in Figure 2.

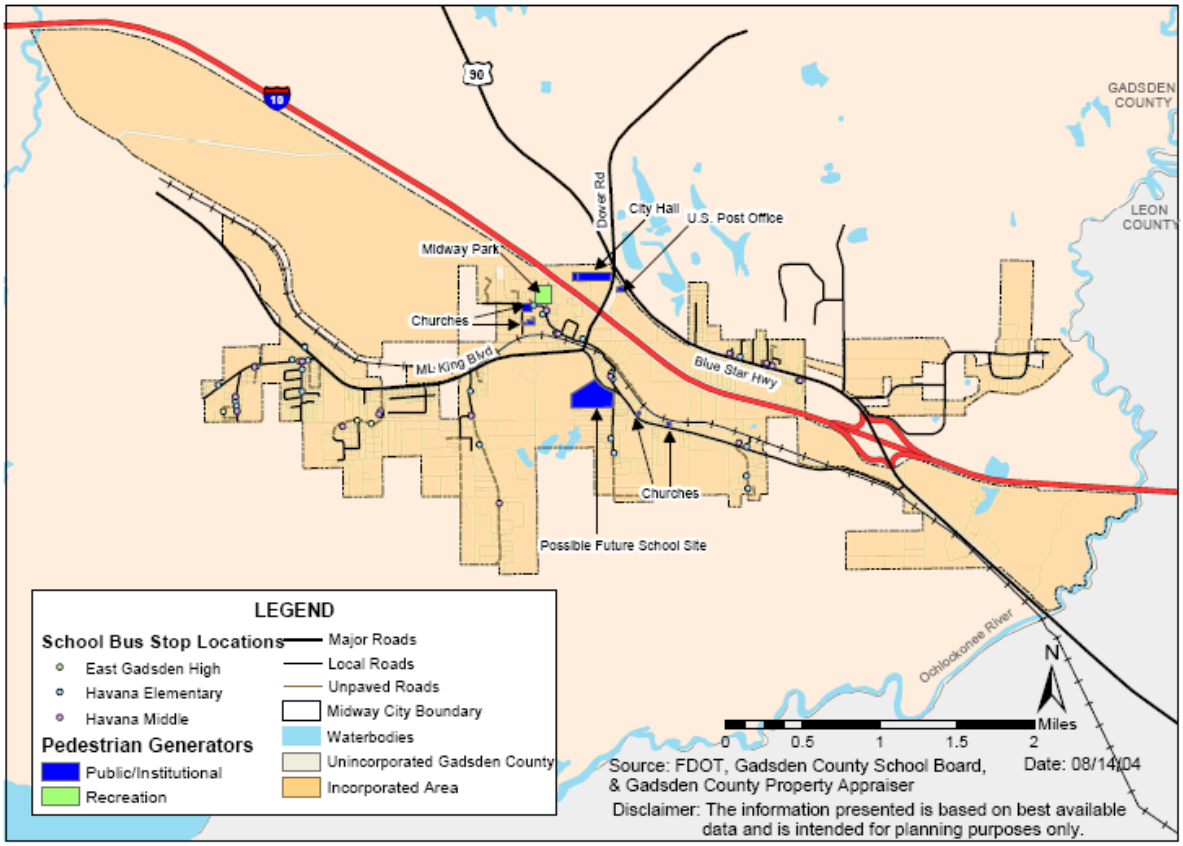


Figure 2. Potential Pedestrian Network Nodes Identified by Midway Comprehensive Plan, 2004

Needs Evaluation

The first step in the assessment of the transportation system for Midway was a review of the Comprehensive Plan Goals, Objectives, and Policies. The following are goals, objectives and policies recommended in the Evaluation and Appraisal Report (EAR) section of the *Comprehensive Plan Update*. These goals and objectives are targeted towards the creation of a more holistic and multimodal transportation system for Midway.

Goal B.1: The City of Midway shall provide a safe, convenient, and efficient multi-modal transportation system which shall be available for existing and anticipated future users of the system.

> ***Objective B.1*:** Establish a safe, convenient and efficient motorized and non-motorized multi-modal transportation system through development and implementation of level of service standards and other programs. Safety will be defined in terms of reduced accident rates, convenience will be defined as the maintenance of adopted level of service standards, and efficiency will be defined as the optimization of traffic flow throughout the roadway network.
>
> **Policy B.1.1.10**: To reduce vehicle trip demand and promote non-motorized travel, the City of Midway should:

- Encourage the interconnection for vehicular and pedestrian traffic between adjacent, compatible development
- Require the interconnection of adjacent commercial development through the construction of off-street access ways.
- Promote pedestrian mobility through the creation of a local trails program to connect existing and proposed open space and/or recreational facilities.

***Objective B.1.2*:** The City of Midway shall assure coordination between the transportation element with the future land use map or map series and ensures that existing or proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to meet these areas.

Policy 1.2.1: All proposed amendments to the Future Transportation Map shall be coordinated with the land uses shown on the Future Land Use Map through a systematic review of all other plan elements in regard to the proposed amendment.

Policy 1.2.2 All proposed amendments to the Future Land Use Map shall be coordinated with this element and the Future Transportation Map to ensure that the proposed changes are consistent and sufficient modes and services exist to meet the proposed demand.

***Objective* B.1.5** By the year 2006, the City shall develop and adopt a city bikeway plan which ensures safe and adequate efficient movement of pedestrians and bicyclists.

Policy B.1.5.1.: Bicycle and pedestrian circulation and safety shall be ensured as a component of transportation system management, with accomplishment through traffic analysis and roadway improvements, to include:

a) Bicycle and pedestrian movement and safety studies shall be conducted to determine high travel patterns and areas. These studies shall reveal:

1. Extent of existing and projected need and use;
2. Existing public safety problems;
3. Available right-of-way and constraints affecting the acquisition of additional right-of-way;
4. Financial feasibility and capabilities; and
5. Implementation schedules in the adopted bicycle and pedestrian transportation plan.

b) Bicycle and pedestrian facilities shall be considered as components of standard design criteria for new and reconstructed roadway facilities pursuant to the requirements of Subsection 335.065, F.S.

Policy B.1.5.2.: The City Bikeway Plan shall be coordinated with the adopted MPO Bicycle/Pedestrian Master Plan which will be revised to include the City of Midway. This coordinated plan shall include:

1. Future School Location and/or future/existing school bus stop locations to provide safe routes to;
2. Location of existing or planned community facilities and the major routes to these sites
3. Adopted regulations and/or implementation program to meet the goals established by the MPO Bicycle/Pedestrian Master Plan.

Objective 1.7 The City of Midway shall actively pursue coordination with existing and proposed organizations to serve the Transportation Disadvantaged persons.

Policy B.1.7.1.: The City of Midway shall continue to coordinate with Big Bend Transit and Tallahassee Community College to provide transportation for those who are in need.

Policy B.1.7.2.: The City of Midway should look at other existing agencies to improve service within Midway for Transportation Disadvantaged Persons.

Policy B.1.7.3.: The City of Midway will coordinate with the MPO in the preparation of LRTPs to address the Transportation Disadvantaged in Midway.

With these goals, objectives and policies providing the framework for the transportation network and multimodal mobility in Midway, an analysis of the land use and development patterns was undertaken to determine the propensity for supporting transit, bicycle and pedestrian systems, as well as an examination of overall access and connectivity.

Land Use Analysis for Multimodal Potential

In order to support local transit service, the State of Florida Multimodal Transportation District (MMTD) recommends the following residential and commercial land use densities and intensities shown in the table below.

Desirable Densities and Intensities

Residential Land Use (DU/Acre)	Commercial Land Use (Emp/Acre)	Multimodal Potential
1 – 3	1 – 39	Poor.
4 – 6	40 – 59	Marginal. Possibility for success.
7 – 14	60 – 99	Good. Supports bus transit.
15 +	100 +	High. Supports high capacity transit.

Source: Multimodal Area Planning, FDOT Systems Planning Office, 2004

As of 2007, the overall residential density by traffic analysis zone (TAZ) for the central area of Midway is displayed in Figure3. Based on the MMTD recommendation, the current densities in Midway are not at the level to support a local transit service. The 2007 employment density, displayed in Figure4, also shows that the range of employees per acres does not meet the recommended levels for a local transit system. However, the opportunities for continued and/or

expanded express service to the Tallahassee area, along with vanpools, and the implementation of park and ride lots for transit and carpools are potential opportunities for the provision of alternatives to the single occupant vehicle.

In addition to the low population and employment densities found within the City, there is also a lack of connectivity in the existing development patterns. This lack of connectivity includes residential areas with only one way in and out of the development, as well as the industrial center, which also has only one entrance/exit. This lack of connectivity impacts the operational efficiency of the facilities, and is also a potential public safety issue should the single connection become blocked. The City of Midway has located their governmental center along CR 270/Dover Road, near the intersection with US 90 and near the location of the US Post Office. These governmental centers also have no multimodal access to the nearby residential areas.

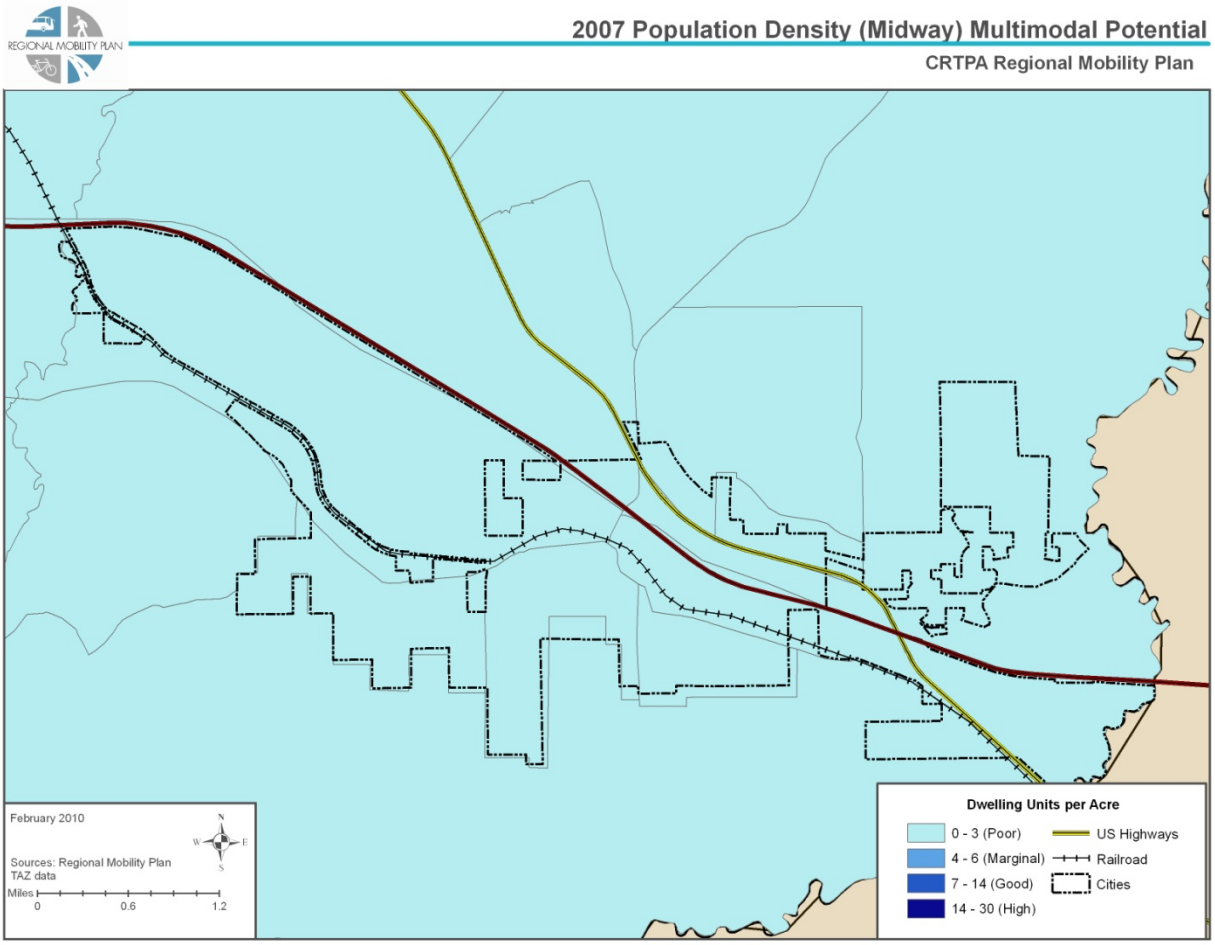


Figure 3. 2007 Population Density, Multimodal Potential

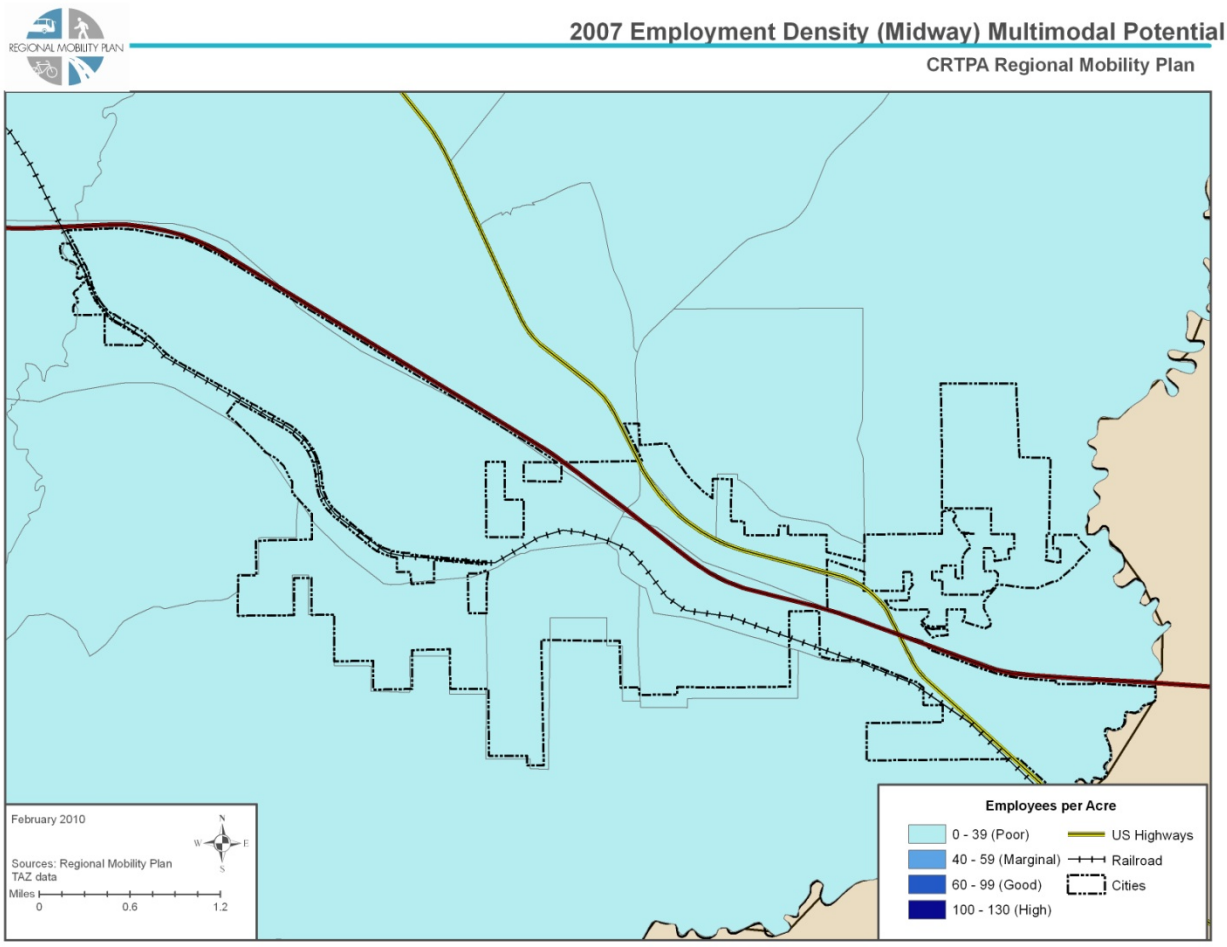


Figure 4. 2007 Employment Density, Multimodal Potential

Target Areas for Transportation Disadvantaged Residents in Midway

Figure 5 identifies areas of transportation disadvantage residents in Midway. This includes a high proportion of residents living below poverty level, residents that are older than 65 years, or disabled residents. The identification of these areas is important in understanding the multimodal needs, as well as human services transportation needs.

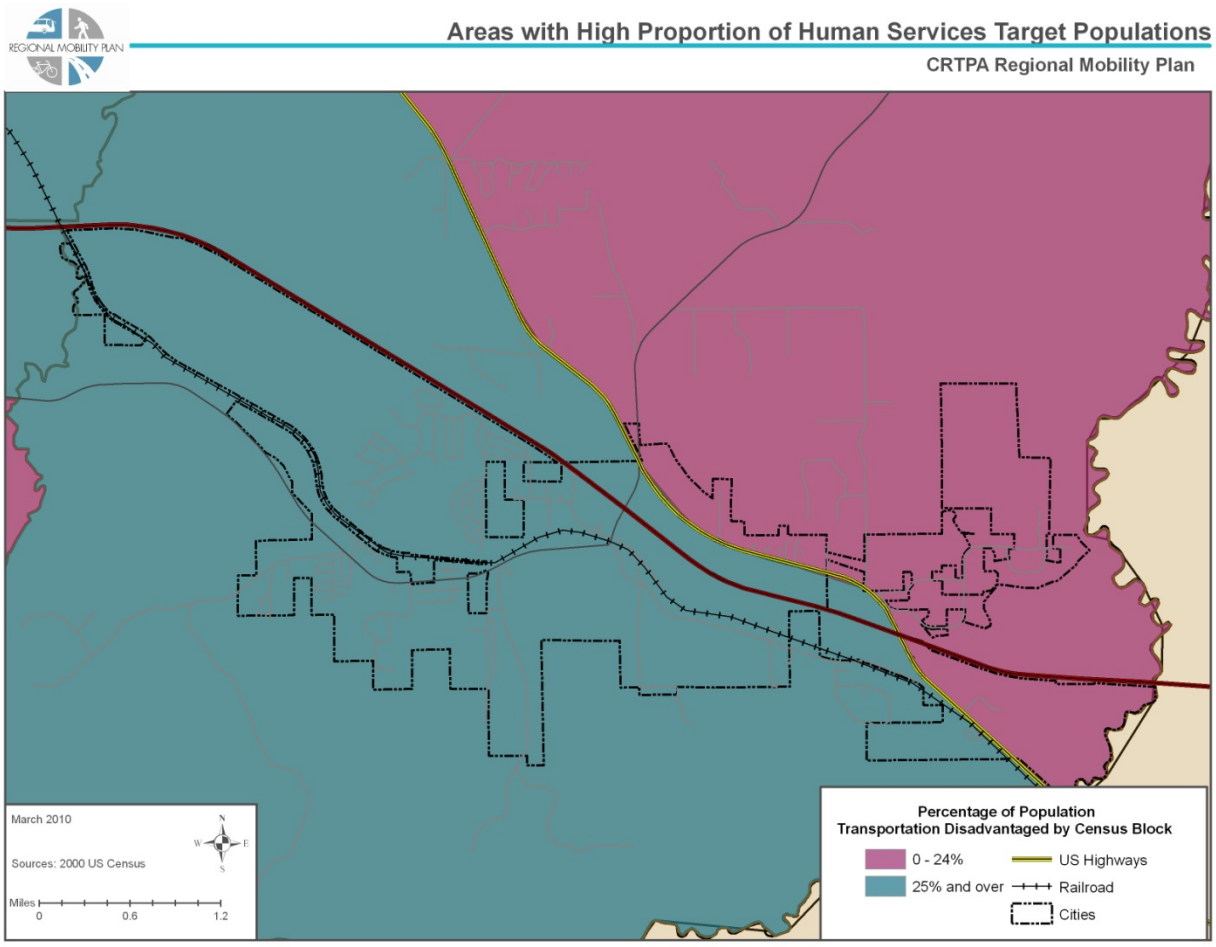


Figure 5. Areas with High Proportion of Human Services Target Populations

Recommendations

The following recommendations are structured to address the major issue areas identified in the needs analysis.

Recommendations: Residential and Multimodal Access
There are several large predominately residential areas that have been built and are anticipated to be developed in the city. These areas are primarily located south of I-10 and north of the CSX railroad. These areas have limited connectivity to the overall transportation network, with a single entrance/exit as is typical in many suburban style residential developments. There is also little to no connectivity between residential developments, causing residents to access major transportation facilities for every trip. In addition, there is limited connectivity for residents to the city center area.

As noted above, there are no designated bicycle routes or facilities and no sidewalks within the city. The lack of facilities, particularly when combined with the households that lack access to a

vehicle, show the critical need for the inclusion of multimodal facilities within the transportation network. These bicycle and pedestrian facilities are needed to connect residents to the city and governmental services, to employment centers, and to potential commuter transit facilities, such as park and ride lots for carpooling, vanpooling and/or future express bus routes. In addition, the inclusion of bicycle and pedestrian facilities, when combined with streetscapes, can provide the foundation for the identification and recognition of the city hall area as the city center.
While there is currently no local fixed transit service in the area, Commuter Services of North Florida, as mentioned above, coordinates with employers and work commuters to identify and utilize commute options that include a variety of mobility options, such as ridesharing (carpooling and vanpooling), public transit, bicycling, walking, and telework. The City and County should continue to support the opportunities for increased mobility through express bus and other ridesharing strategies. Identifying potential sites for park and ride facilities and ensuring multimodal connections to these facilities is an important element as the area continues to develop.

The following recommendations, which are not listed in any priority order, are specifically targeted to improving residential access and connectivity, as well as multimodal mobility options. In addition, the recommendations also include strategies to improve access to the city center and increase the identification of the area as city center.

1. Extend Shuler Road from its terminus north of the railroad across the railroad to link with M. L. King (SR 268) to provide a new access across the railroad for the large residential area that currently has only one entrance/exit to CR 270 north of SR 268.

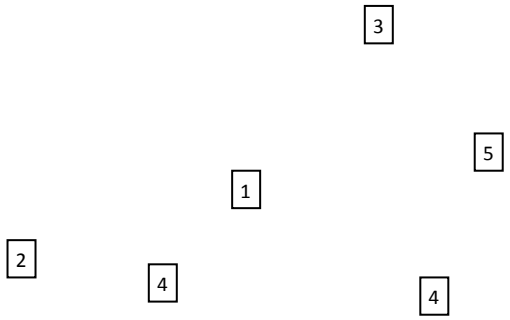
2. Extend Sandy Pine Drive within the residential development to M. L. King (SR 268) to further distribute traffic from the subdivision over the railroad to SR 268.

3. Construct a new connector from Palmer Road (east of Bradwell Lane) over I-10 to tie with the road that provides access to the City Hall and CR 270 just south of US 90 to provide connectivity to existing public facilities and encourage the further development of the city center in the area around the City Hall. An alternative to crossing I-10 is to construct a relocated Palmer Road from near Bradwell Lane to connect with CR 270 just south of the I-10 grade separation.

4. Retrofit facilities with shared use paths which provide access for both pedestrian and bicycle users on M.L. King/High Bridge Road (SR 268) from Peters Road to Joyner Street

5. Enhance CR 270 from M.L. King to US 90 to include sidewalks and streetscaping, providing the identification of the area as the city center and access to the area for residents

The above recommendations are shown in Figure 6.



Aerial Photography Source: Google

Figure 6. Recommendations: Residential Access and Connectivity and Multimodal Facilities

It is also important to ensure connectivity between existing and new developments. These requirements can be included in the local development ordinances and regulations and can ensure the capability of residents making trips without having to access the major arterials.

Recommendations: Industrial/Commercial Access and Operations

The US 90 and I-10 interchange area includes the 10/90 industrial/commerce park on the north side of US 90. In addition to this center which includes a large amount of traffic, as well as heavy truck traffic, a major truck stop is located in the same vicinity on the south side of US 90. Figure 7 shows the location of these large activity centers.

Aerial Photography Source: Google
Figure 7. US 90 and I-10 Interchange Area

The traffic counts in this area along US 90 are 19,000 Annual Average Daily Traffic (AADT) with over 1,500 trucks. Further west on US 90, the truck traffic is approximately 1,200, indicating the majority of the trucks using the interchange are traveling on US 90. These truck numbers, provided by FDOT, are found in Figure 8.

The number of trucks and their operational movements accessing both the truck stop and the commerce/industrial park have a significant impact on the efficient operation of US 90 in this interchange area. In addition to the commercial/industrial facilities, there are also a number of traveler related businesses in the area, with several hotels located at the interchange.

Source: FDOT On-line Traffic

Figure 8. US 90/I-10 Interchange Area Truck Traffic

The 10/90 park, similar to the residential development, has only one access point which is almost directly across from the truck stop access point. This configuration causes a concentration of the trucks in this small defined area, impacting both turning movements and straight through movements.

The recommendations below have been identified to improve the overall operation of the US 90/I-10 interchange area, as well as addressing the specific truck movements.

- Construct new access road from 10/90 park, either from Fortune Boulevard or from the interior of the park west, across Dupont Road to a new intersection with US 90, located at a minimum, 500 feet west of the current intersection with Dupont. Cul-de-sac Dupont Road south of the new Fortune Boulevard relocation.

- Build an entry gateway into the 10/90 commerce park at the relocated entrance

- Route all exiting trucks westbound on US 90 through new entryway and eastbound trucks on US 90 or accessing I-10 use the Fortune Boulevard access point.

- Realign the west entrance to the truck stop with the new intersection of the relocated Fortune Boulevard

The recommendations are shown in Figure 9.

Figure 9. Recommendations: Industrial/Commercial Access and Operations

In addition to these specific recommendations for the interchange area, a comprehensive look at potential development along US 90 and access to that development should be undertaken. There is a large amount of undeveloped property that will become built at some point in the future. A plan for providing connectivity and access with possible frontage or backage roads to serve future development should be identified. Having an access management plan in effect prior to development will ensure the operational efficiency and safety of the facility, while providing the needed access to and for future development. In addition, having such a plan in place also identifies potential opportunities for public private partnerships in the provision of needed infrastructure as the future development is implemented.

City of Monticello Sector Plan

Table of Contents

Introduction

The City of Monticello, located in Jefferson County, is the county seat, as well as the center of population for the County. The Monticello Sector Plan has been developed in order to maintain and protect Monticello's quality of life and unique community character, as well as to provide a guide for the provision of viable transportation options for both residents and visitors. Through public involvement exercises for the *Regional Mobility Plan*, citizens noted the lack of transportation alternatives, including bicycle, pedestrian, and transit, as well as commuter options into Leon County. Combined with the lack of transportation alternatives, the desire to maintain a small-town feel and more rural character was also expressed.

Inventory of Baseline Conditions

The following section presents an overview of the Monticello area, including the following detailed information: demographic data, assessment of existing and future land use, assessment of transportation and infrastructure, and a summary of current and recently completed planning studies.

2.1 Population

The City of Monticello is the population base of Jefferson County and its city limits and surrounding area is shown in **Figure 1.** Within Monticello, there are several pockets of residential areas near downtown, particularly east of US 19. Here, the more dense neighborhoods have 16 to 23 people per acre, according to the US Census. Other residential neighborhoods range from under 1 person per acre to 15 people per acre. West of US 19, there is a significant amount of undeveloped land within the City primarily due to wetlands in the southwest and northwest portions of the City[142], and here the population density is less than 1 person per acre. The population densities are shown in **Figure 2.**

Historically, the population in Monticello and Jefferson County as a whole declined between 1930 and 1970. The 1980 Census showed the first period of positive population growth, and Monticello has had moderate positive growth since then.[143] **Figure 3** shows that despite slight fluctuations, Monticello has maintained a relatively steady population base between 2000 and 2008.

[142] City of Monticello Comprehensive Plan, September, 1990
[143] "Economic Development and Commerce." Jefferson County, Florida. http://www.co.jefferson.fl.us/commerce/index.html Accessed October 1, 2009.

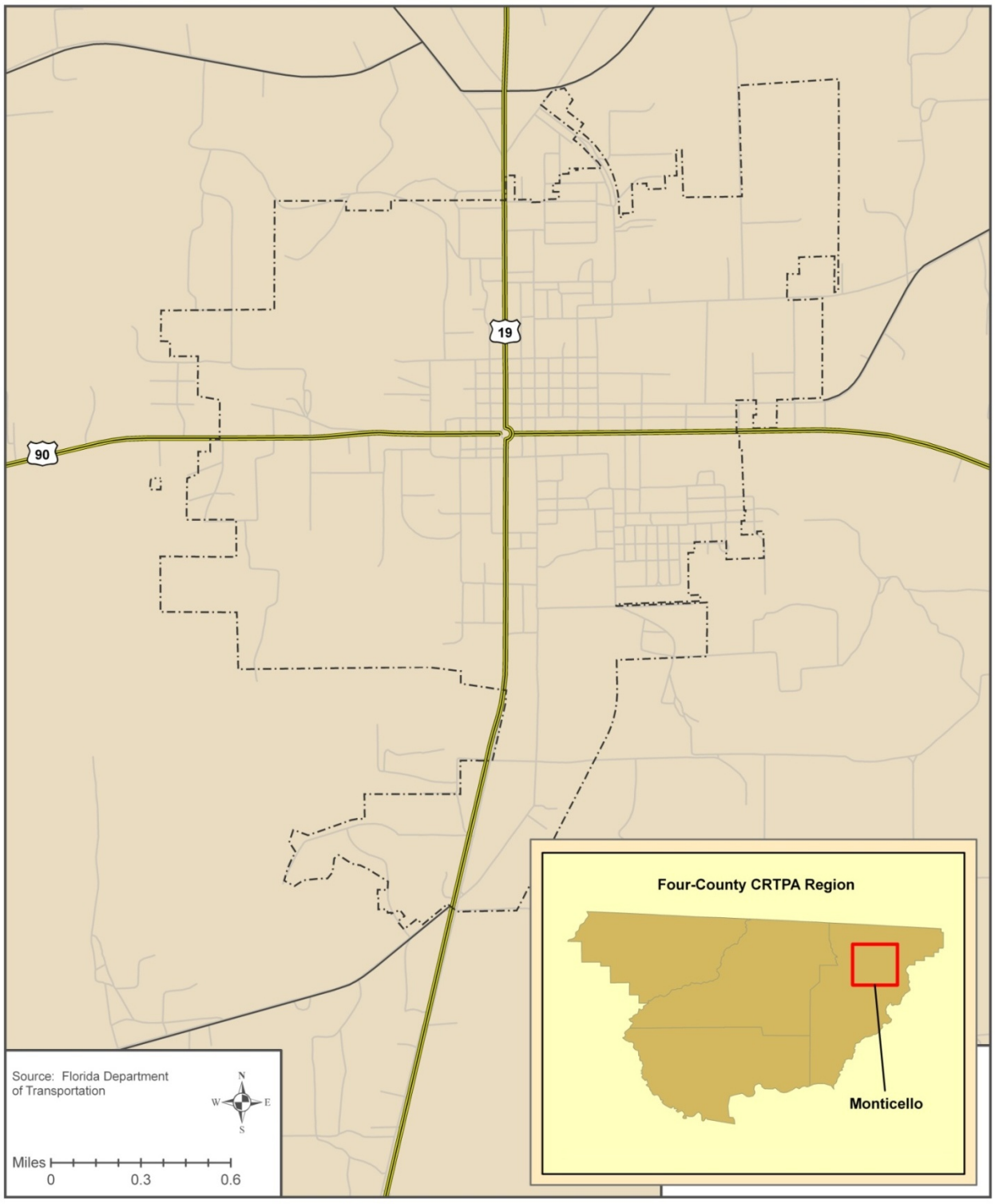


Figure 17. Study Area

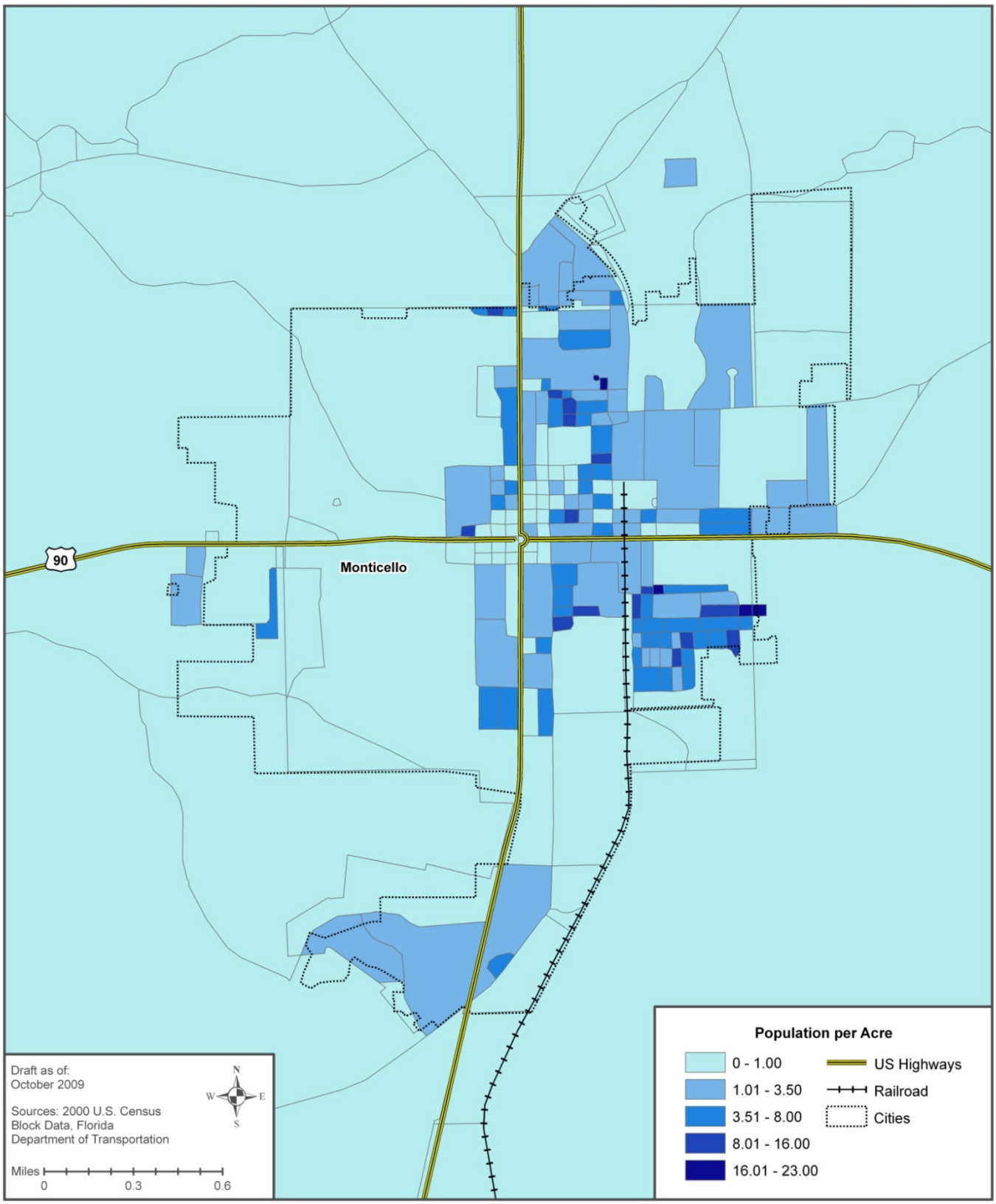


Figure 18. Population Density of Monticello

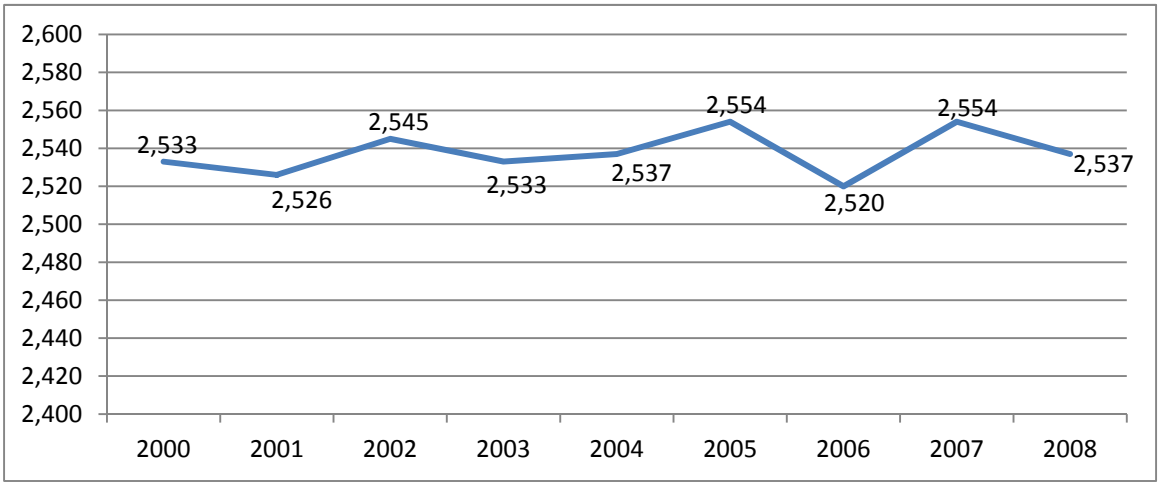


Figure 19. Population Growth Trends in Monticello, 2000-2008

Source: Florida Population Estimates by County and Municipality, April 1, 2000-2008, Florida Legislature Office of Economic and Demographic Research.

2.2 Employment

The majority of Jefferson County is agricultural in nature and the City of Monticello, as the County's primary urban area, supports these activities, and provides a variety of other types of employment in the following markets: retail, financial, professional, and other services. According to the Monticello Comprehensive Plan, the greatest number of workers is employed in the Professional and Related Services sector, followed by retail trade.[144]

Monticello is home to Jefferson County's largest private sector employer, Simpson Nursery, which employs approximately 100 people. Other companies in Monticello that employ a significant number of workers are Brynwood Center (95 employees), Winn Dixie (90 employees), Jefferson County Kennel Club (80 employees), and Farmers and Merchants Bank (59 employees). [145] These major employers are shown in **Figure 4**. In addition to these local employers, many of the residents of Jefferson County and Monticello commute into Tallahassee and Leon County for work. The commute trip is reflected in the travel to work times with employed residents in eastern Monticello have the shortest travel time to work, with an average commute time of 23 to 25 minutes. In western Monticello to the west of US 19, this increases slightly to 26 to 28 minutes. Residents in central Monticello, adjacent to the downtown area, have the longest average travel time to work, 31 to 32 minutes.

[144] City of Monticello, Florida Comprehensive Plan, September, 1990.
[145] Jefferson County Profile. Enterprise Florida.
http://www.eflorida.com/profiles/CountyReport.asp?CountyID=57&Display=all

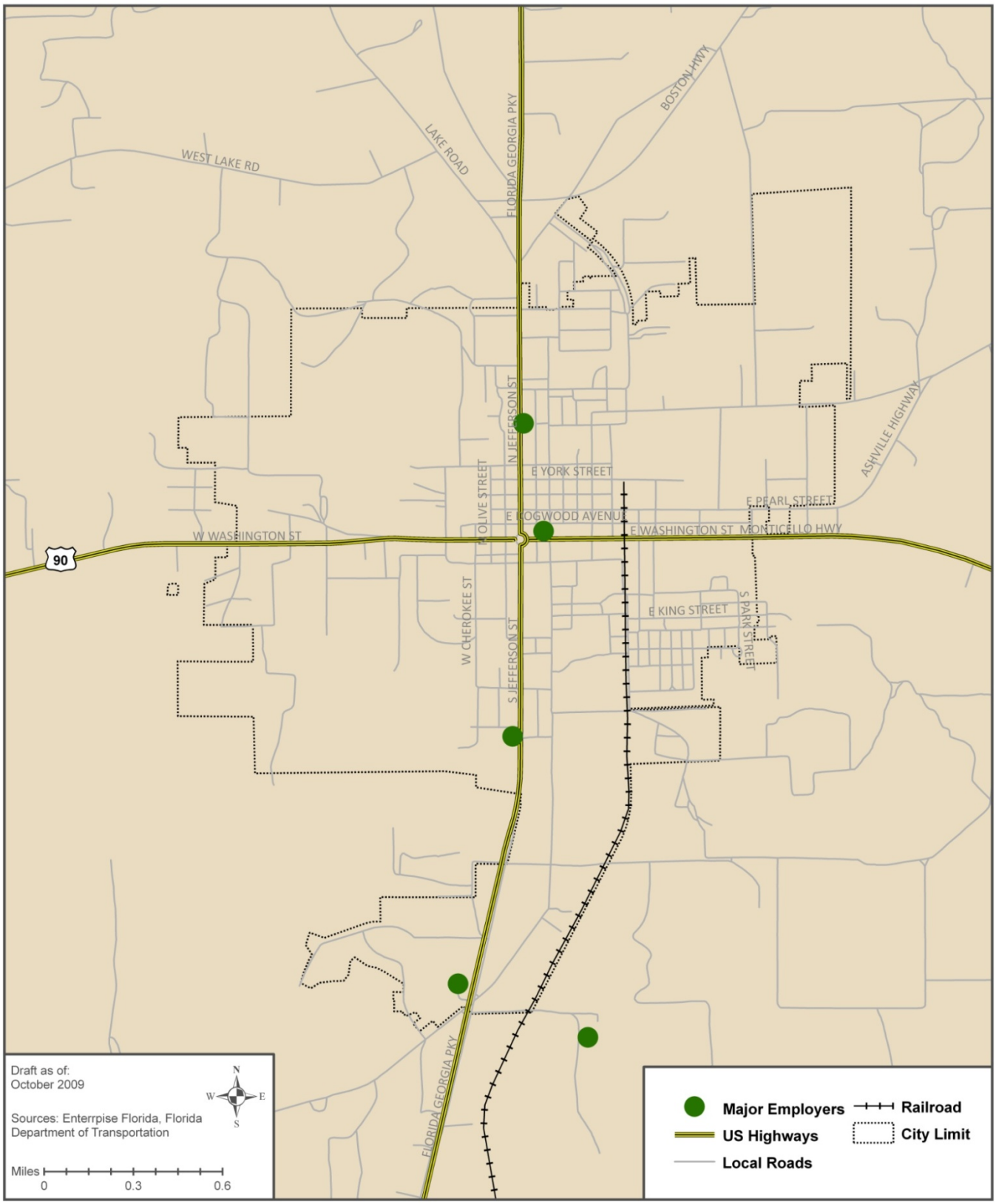


Figure 20. Major Employers in Monticello

2.3 Environmental Justice Communities

Environmental Justice is an important component to the sector planning process. The US Department of Transportation (USDOT) Federal Highway Administration (FHWA) requires that all transportation improvement projects consider Environmental Justice areas as federal funds are expended. It must be ensured that impacts to these areas are avoided, minimized, or mitigated; that full and fair opportunities for participation in the transportation decision-making process are provided for these communities; and that the receipt of benefits to minority and low-income populations is not denied, reduced, or delayed.

Federal environmental justice requirements have been set forth in Presidential Executive Order 12898 (1994), which states: "Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." The following terms are defined as presented in the FHWA Order 6640.23 *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations:*

- Low-income: A household income at or below the Department of Health and Human Services poverty guidelines (according to the 2000 guidelines, the threshold was $8,350 for one person, and $17,050 for a family of four);

- Minority: A person who is black (having origins in any of the black racial groups of Africa), Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish Culture or origin, regardless of race), Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, of the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people from North America and who maintains cultural identification through tribal affiliation or community recognition.

Data from the U.S. Census Bureau's Census 2000 was utilized in order to determine areas of low-income and minority population in the City of Monticello. These areas are noted to ensure equitable participation in the planning process, and to avoid disproportionately affecting these communities in the recommendations of the CRTPA Regional Mobility Plan.

Monticello has a significant minority population. In much of the eastern part of the city, particularly in neighborhoods off of Mamie Scott Drive, Rocky Branch Road, Goldburg Street, South Railroad Street, and Martin Luther King, Jr. Drive, minority groups comprise 40 to 100 percent of the population. There are also several pockets within the city where 30 to 40 percent of residents belong to a minority group. Within the downtown business district and along the edges of the city where there is less development there is a lower incidence of minority groups. This is shown in **Figure 5.**

Northeastern Monticello has the highest incidence of individuals living below poverty level, represented by 30 to 40 percent of the total population. In southeastern Monticello, in the

neighborhoods off of South Railroad Street, 20 to 30 percent of individuals live below poverty level. In the remainder of the city, 10 to 20 percent of residents live below poverty level. This is shown in **Figure 6.**

2.4 Economic Development

Almost a quarter of Jefferson County's income is gained through the agriculture and forestry industries. Of non-farm based employment, over 90 percent is in small businesses.[146] Monticello is the base of the County's small business operations, and is home to several financial, retail, professional and other employment sectors. With its small-town charm and its convenient location, Monticello has the potential for economic growth. It is in close proximity to two larger cities, Tallahassee and Thomasville, Georgia, and there is easy access to these two cities via I-10 and US 19, respectively. Monticello is also has a number of historic resources, which when combined with the existing ambiance of the town, provides an attractive location for those seeking the small-town atmosphere and character.

2.5 Land Use

2.5.1 Existing Land Use

As discussed previously, the City of Monticello is the center of population as well as business and government activities in Jefferson County. The City provides local water and sewer service throughout the municipality. Residential and small-scale commercial development within the County are concentrated in and around Monticello. There are a few acres of land within the City devoted to light industrial use. Just south of the City, there is an industrial park, which currently houses a few industrial companies as well as County offices. There are several areas zoned for business, residential and industrial development that are not currently developed.

2.5.2 Land Development Regulations

The City of Monticello has *Land Development Regulations* that regulate several aspects of land use and development. In addition to zoning districts and subdivision regulations, the ordinance discusses regulations concerning subdivision regulations, planned unit developments, natural resources, tree protection/removal, historic preservation, transportation, concurrency, and signage.[147]

[146] "Jefferson County, Florida: Economic Development and Commerce." http://www.co.jefferson.fl.us/commerce/index.html Accessed October 5, 2010.
[147] Code of Ordinances – City of Monticello, Florida. Enacted January 8, 2008.

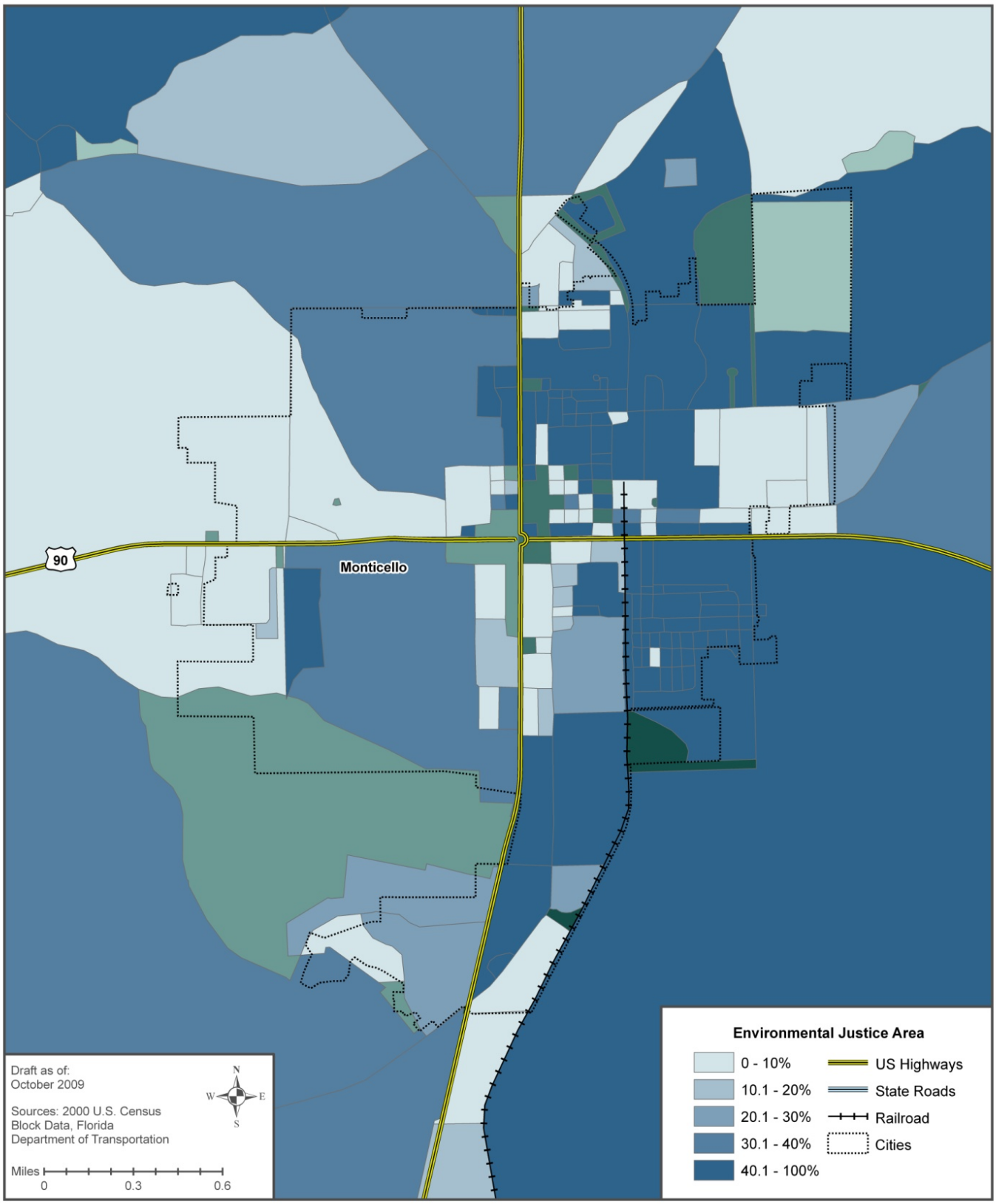


Figure 21. Environmental Justice Area: Minority Population (Monticello)

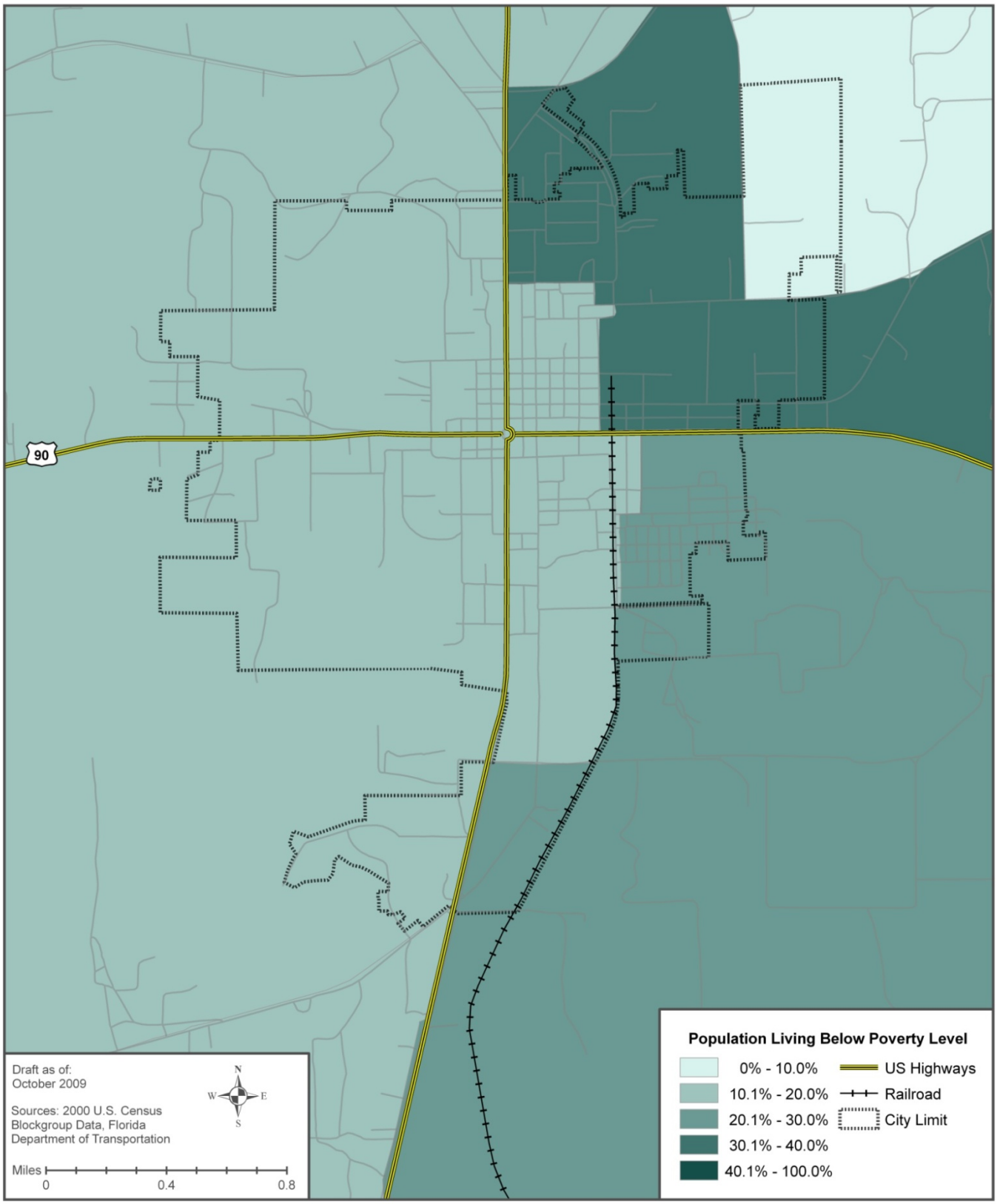


Figure 22. Environmental Justice Area: Low-Income Population (Monticello)

2.5.3 Sensitive Natural Resources

Greenspace and Conservation

Approximately 20 percent of Jefferson County is conserved as state and federally owned land. The majority of these lands, which include a wildlife management area, wildlife refuge, and conservation areas, are not in the City of Monticello. According to the City of Monticello Comprehensive Plan (1990), approximately 107 acres of land in the City are designated as conservation land because they are wetlands (46 acres) or flood-prone areas (61 acres). [148]

Hydrology and Wetlands

Drainage systems, small ponds, and wetlands comprise Monticello's surface water features. No major rivers or streams traverse the City, though branches of minor creeks and streams are present. [149]

2.5.4 Historic Resources

The Monticello Historic District encompasses about 27 blocks within the City. Another historic resource in the City is the Howard Academy High School. This complex of 13 buildings was once an academic institution that first served African-American children. A total of nine (9) sites in Monticello are listed on the National Register of Historic Places (NRHP), including the Monticello Historic District. These are shown in **Table** 2 and also in **Figure 7.**

Table 30. Monticello Sites on the NRHP

Resource Name	Type	Location
Bethel School	Building	Monticello
Denham-Lacy House	Building	Monticello
Lyndhurst Plantation	Building	Monticello
Monticello High School	Building	Monticello
Monticello Historic District	District	Monticello
Palmer-Perkins House	Building	Monticello
Palmer House	Building	Monticello
Perkins Opera House	Building	Monticello
Wirick-Simmons House	Building	Monticello

Source: Florida Master Site File

[148] City of Monticello, FL Comprehensive Plan, September, 1990
[149] City of Monticello Evaluation and Appraisal Report. Adopted April 2007.

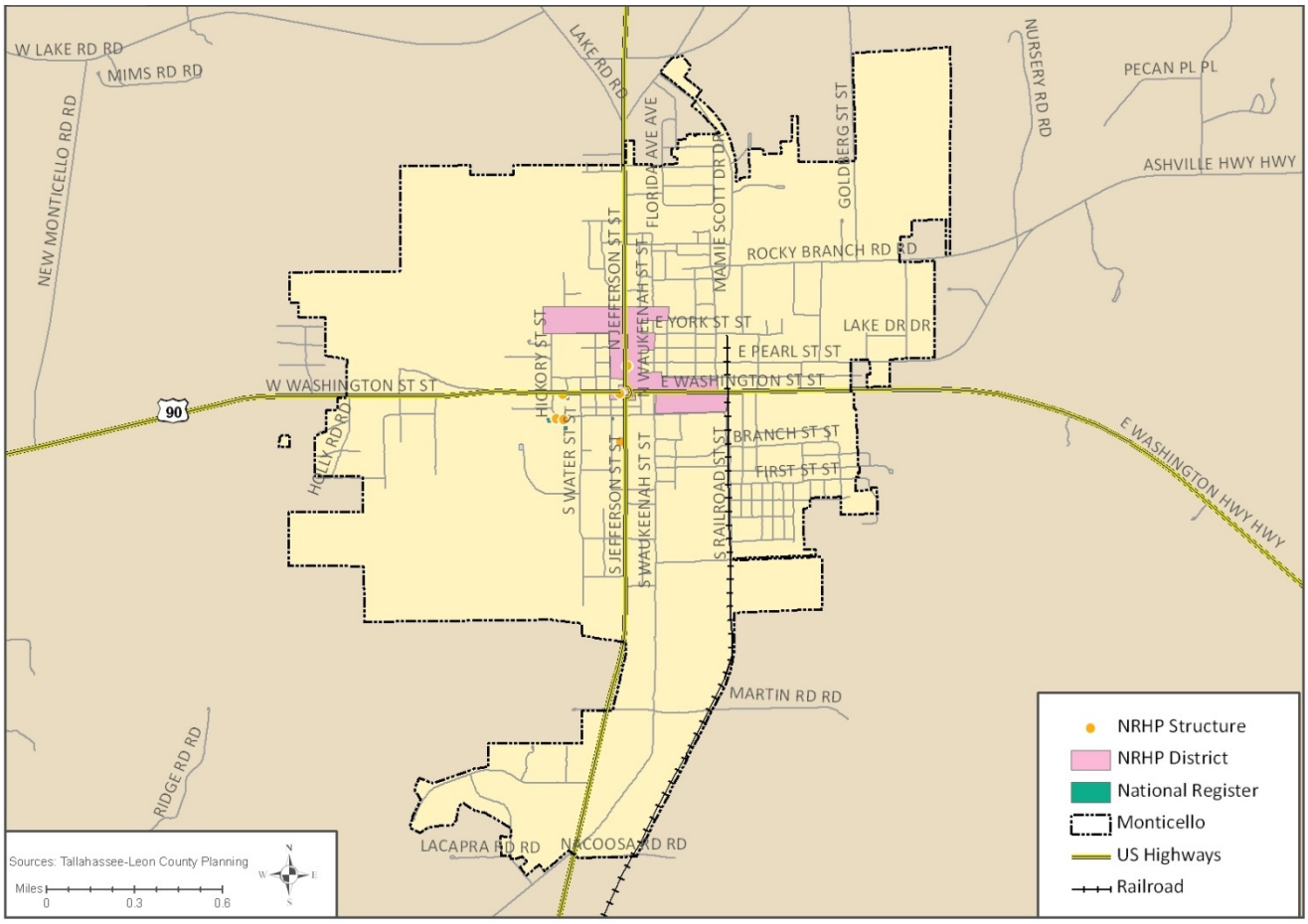


Figure 7. Monticello Historic Resources

2.5.6 Future Land Use

The City of Monticello does not maintain a future land use map. At the time of the adoption of the *City of Monticello Evaluation and Appraisal Report* (EAR, July, 1997), the City projected a need for an additional 15 acres of residential land for moderately-priced housing, 27 acres for commercial development, 5 acres for industrial use, 5 acres for public facilities, and 5-10 acres for recreational facilities and open space. Land designated for agricultural use at the time was projected to be re-assigned to these other uses. [150]

2.5.7 Development and Redevelopment Opportunities

The area where municipal water and sewer services are provided includes areas within and surrounding the City of Monticello, and stretching south to I-10. Jefferson County continues to expand the provision of water and sewer infrastructure where growth and development is desired. One such case is water and sewer improvements in the industrial park just south of Monticello.

[150] City of Monticello Evaluation and Appraisal Report. Adopted July 1997.

Between 1990 and 2009, Monticello has annexed land to expand its boundaries to the north, west, and northeast. The newly acquired land has either been designated for conservation or was already within the existing urban service area, thereby minimizing the threat of sprawl. [151]
Jefferson County and Monticello have undertaken several redevelopments, whereby historic structures are retained and converted to new uses. Several government offices and the local library within Monticello are located within historic buildings.
While development and redevelopment opportunities may increase with additional regional population growth, Jefferson County and the City of Monticello both support land conservation to protect Jefferson County's natural resources. The County offers additional lot bonuses for developments that include conservation easements.[152]

2.6 Infrastructure

2.6.1 Water and Sewer Service

The City of Monticello owns and operates its own public water system and is responsible for treatment, storage, and distribution of water within the urban service area. The City also owns and operates the only central sewage facility in Jefferson County, and as noted previously, serves Monticello and the surrounding areas. The existing water and sewer infrastructure effectively funnels higher density development and new growth around the City. [153,154]

2.6.2 Utilities

No major power transmission lines traverse Monticello. The closest major transmission line is located just east of the City and primarily south of I-10. According to the City of Monticello Comprehensive Plan, electricity is provided solely by Florida Power, telephone service is provided by Central, and cable television is provided by Cable-Vision.[155]

2.6.3 Emergency Services

Table 3 identifies the emergency services located within the City of Monticello.

Table 31. Monticello Emergency Services

Service	Location
Jefferson County Fire Rescue	1456 South Jefferson Street
Monticello Police Department	195 South Mulberry Street
Jefferson County Health Department	1255 West Washington Street

[151] City of Monticello Evaluation and Appraisal Report. Adopted July 1997.
[152] Walker, Steve. "Jefferson County Update." July 2009. Tallahassee Realtor. http://jeffersoncountyedc.com/Publications.htm
[153] City of Monticello Evaluation and Appraisal Report. Adopted April 2007.
[154] Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.
[155] City of Monticello, FL Comprehensive Plan, September, 1990

2.6.4 Schools

Jefferson County has five (5) public schools and two (2) private schools, which are listed in **Table 4.**

Table 32. Schools in Monticello

School Name	Type	Grades/Population Served
Jefferson Elementary School	Public	Pre-K - 5
Jefferson County Middle/High School	Public	6 - 12
Monticello New Life	Public	All-female maximum security juvenile center for State of Florida
Jefferson County Exceptional Student Education (ESE)	Public	Special Needs and Gifted Students
Jefferson Adult School	Public	Adults – GED/Continuing Education
Aucilla Christian Academy	Private	Pre-K – 12
Monticello Christian Academy	Private	Pre-K - 12

Source: University of Florida GeoPlan Center

Transportation System

The transportation system in Monticello, particularly in the downtown area is includes a connected pedestrian network. Monticello's transportation system also includes the historic traffic circle around the courthouse, which provides the anchor for the downtown area and contributes to the unique character of Monticello.

3.1 Roadway Functional Classification

Table 5 detail the functional classifications of the facilities located within Monticello. As presented in the table, over two (2) miles of U.S. 19 in Monticello is designated as a rural principal arterial. U.S. 90 is designated as a rural minor arterial with 1.69 miles crossing through the City of Monticello. Only a short segment is designated as a rural major collector, while there are over four (4) miles of rural local roads in Monticello.

Table 33. Roadway Functional Classifications of Major Streets

Functional Class	Road Name	Total Miles
Rural Principal Arterial	U.S 19/S.R. 57/Jefferson Street	2.25
Rural Minor Arterial	U.S. 90/S.R. 10	1.69
Rural Major Collector	County Road 146	.07
Rural Local Road	Madison Street	4.79

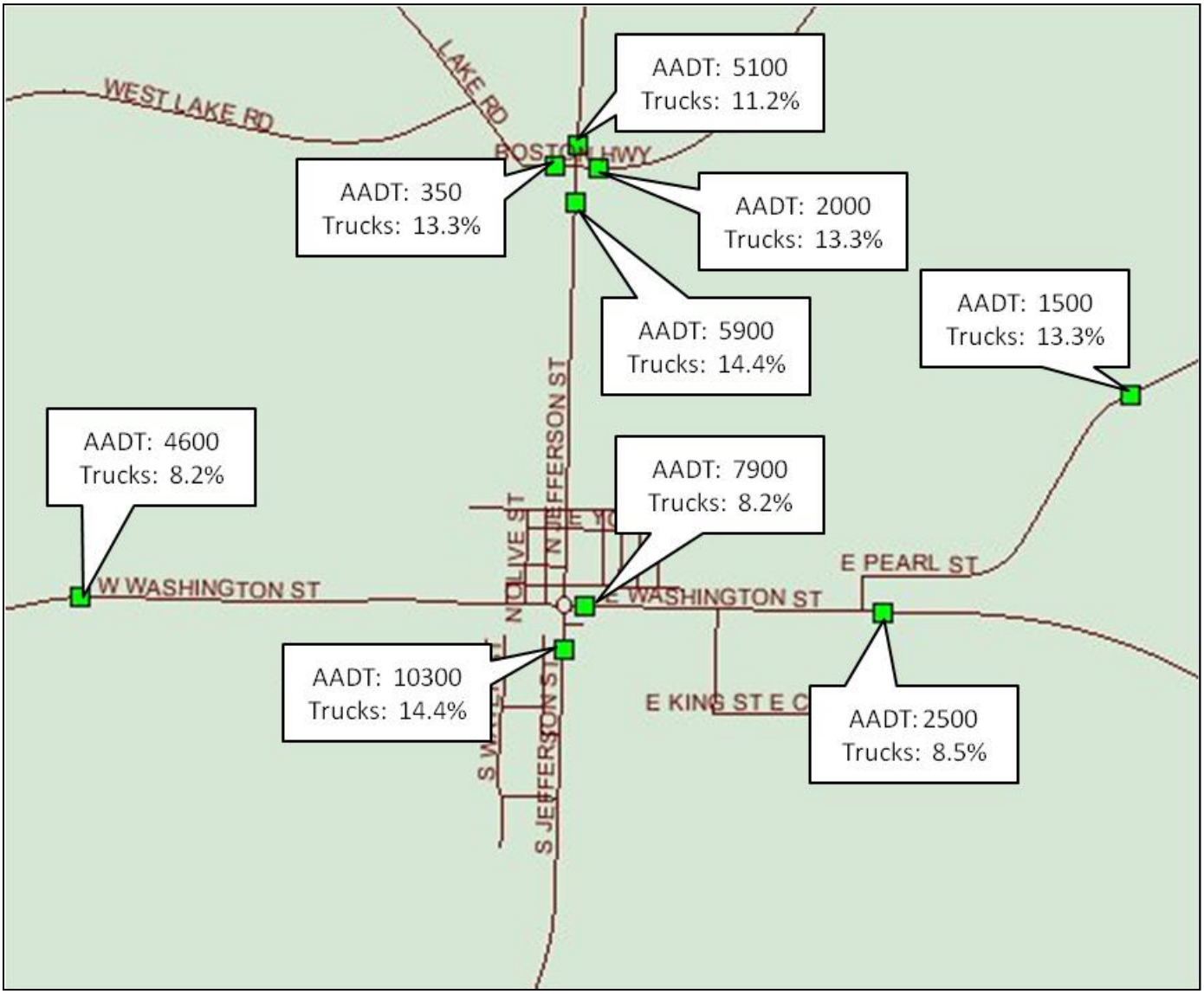


Figure 8. Monticello Traffic Volumes and Truck Percentage

3.2 Existing Traffic Conditions

Traffic counts were obtained from FDOT for the primary roadways within Monticello. Annual Average Daily Traffic (AADT) counts from 2009 within Monticello range between 5,000 and 10,700 vehicles per day (vpd). According to the 2007 Jefferson County EAR, based on existing traffic volumes at the time, all roadway segments were operating satisfactorily above the adopted level-of-service (LOS) standards. All roadways segments are projected to maintain satisfactory LOS in the future.

The data also include the truck percentages found on the facilities serving Monticello. Although the LOS based on the traffic volumes is satisfactory on these facilities, there are an unusually high percentage of trucks moving through Monticello on all facilities. The traffic volumes and truck percentages are shown in **Figure 8.**

3.3 Major Access Points

The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, and highways. The system was designated in 2005 and was based on objective criteria incorporating quantitative measures of transportation and economic activity. The criteria and thresholds are used to designate both existing and planned (or "emerging") facilities, referred to collectively as the "SIS."

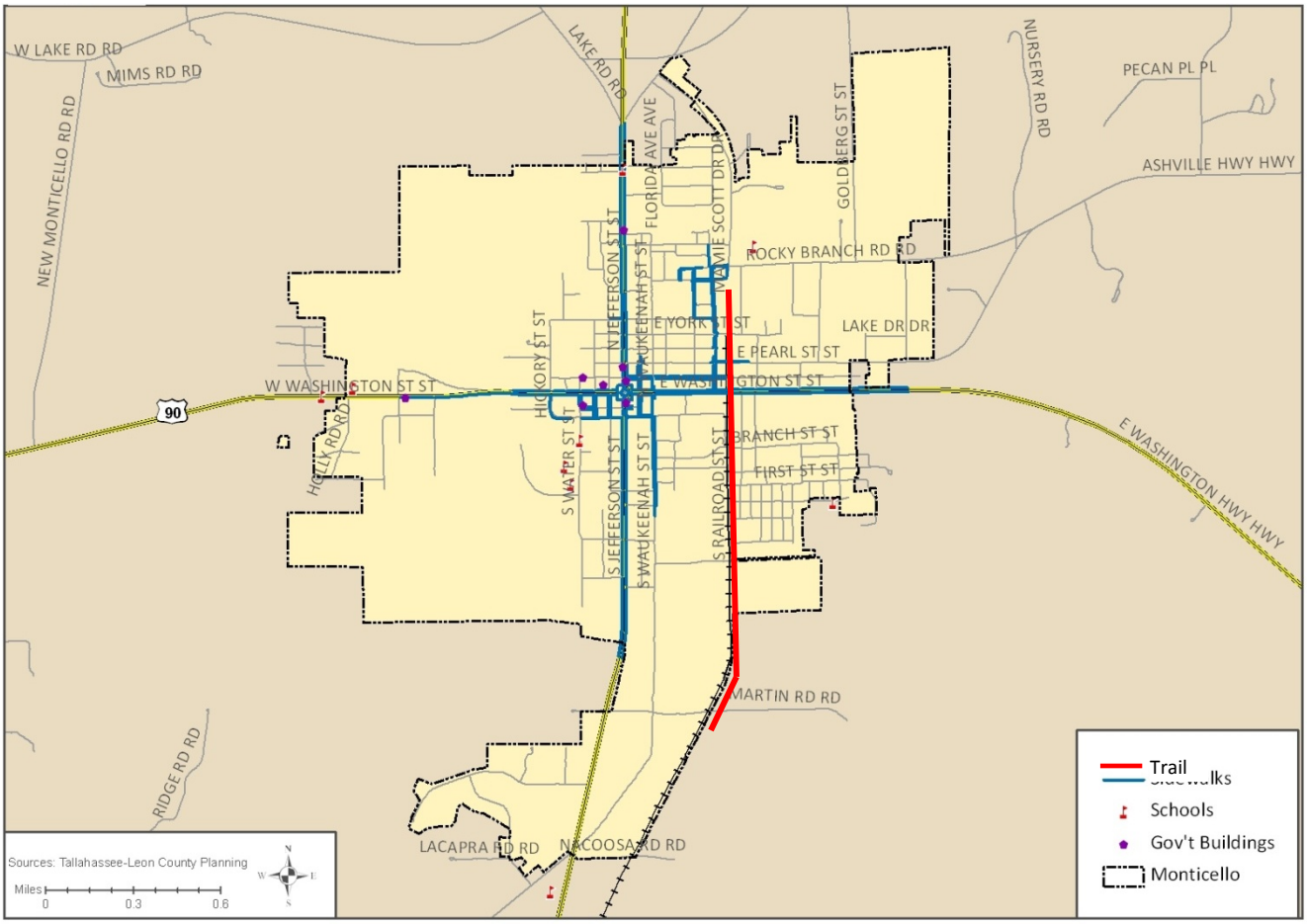
- ***Existing SIS*** - Facilities that meet high levels of people of goods movement that generally supporting the major flows of interregional, interstate, and international trips.
- ***Emerging SIS*** - Facilities that meet lower levels of people and goods movement that generally serving fast-growing economic regions and Rural Areas of Critical Economic Concern.

There is one (1) emerging SIS facility, US 19, through Monticello.

3.4 Multimodal Facilities

Existing pedestrian facilities in Monticello are displayed in **Figure 9**. The majority of facilities are located in Downtown Monticello. Existing bicycle facilities in Monticello are primarily paved shoulders located along US 90 and US 19. In addition, the Ike Anderson Trail "rails-to-trail" project was recently completed in Monticello. The Ike Anderson multi-use trail runs north-south for 1.5 miles between Cypress Street and Martin Road.

Figure 9. Existing Pedestrian Facilities and Multi-Use Trail



Transit

Big-Bend Transit (BBT) is a non-profit agency responsible for providing coordinated transportation services for Gadsden, Jefferson, and Leon Counties. BBT offers several types of services:

- ***Advanced Reservation, Intra-County:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service within Gadsden County.
- ***Advanced Reservation, Inter-County:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service between Gadsden County and other Florida (and on occasion, South Georgia) counties.
- ***Demand Response Service:*** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service that is provided: 1) outside the specific areas of service, and/or 2) outside the specific periods of regular service, and/or 3) without proper advance notification.
- ***Non-Emergency Medical Stretcher Service:*** Door-to-door, non-emergency medical stretcher transportation service, provided only to qualified Medicaid beneficiaries.

- ***Evacuation Service:*** Door-to-door, ambulatory/wheelchair, transportation service, only to the extent of availability per agreement.

Carpool and vanpool matching services are also currently available to all Jefferson County residents. The Commuter Services of North Florida provides commuter assistance to Jefferson County, as well as the other counties located within the CRTPA boundaries. Commuter Services of North Florida is funded by the FDOT District 3 office and is operated by the Marketing Institute housed in the FSU College of Business. The agency is tasked with working with employers and work commuters to identify and utilize commute options that include ridesharing (carpooling and vanpooling), public transit, bicycling, walking, and telework opportunities.

These services are intended to bridge mobility gaps whenever possible while targeting improvements in parking and traffic congestion as well as air quality improvements. In order to facilitate carpool and vanpool creation, free computerized ridematching services are provided. Currently, Commuter Services of North Florida has 42 subscribers from Monticello, which means that 42 individual commuters have submitted requests to locate neighbors and co-workers with whom they can share the ride. Of these 42 individuals, 14 are reporting current participation in carpools or vanpools.

Downtown Core Analysis

Monticello has a well-defined downtown core with the focal point being the Jefferson County Courthouse. In a unique transportation configuration, the courthouse is in the center of a traffic circle or roundabout that serves as the intersection of two US highways: US 19 running north-south and US 90, which runs east-west. This roundabout provides the capability of traffic moving through this intersection without delays due to traffic signals.

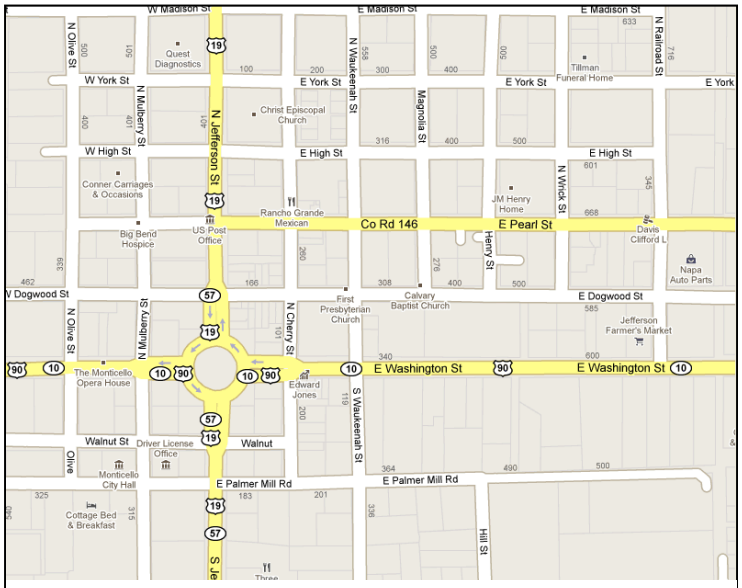


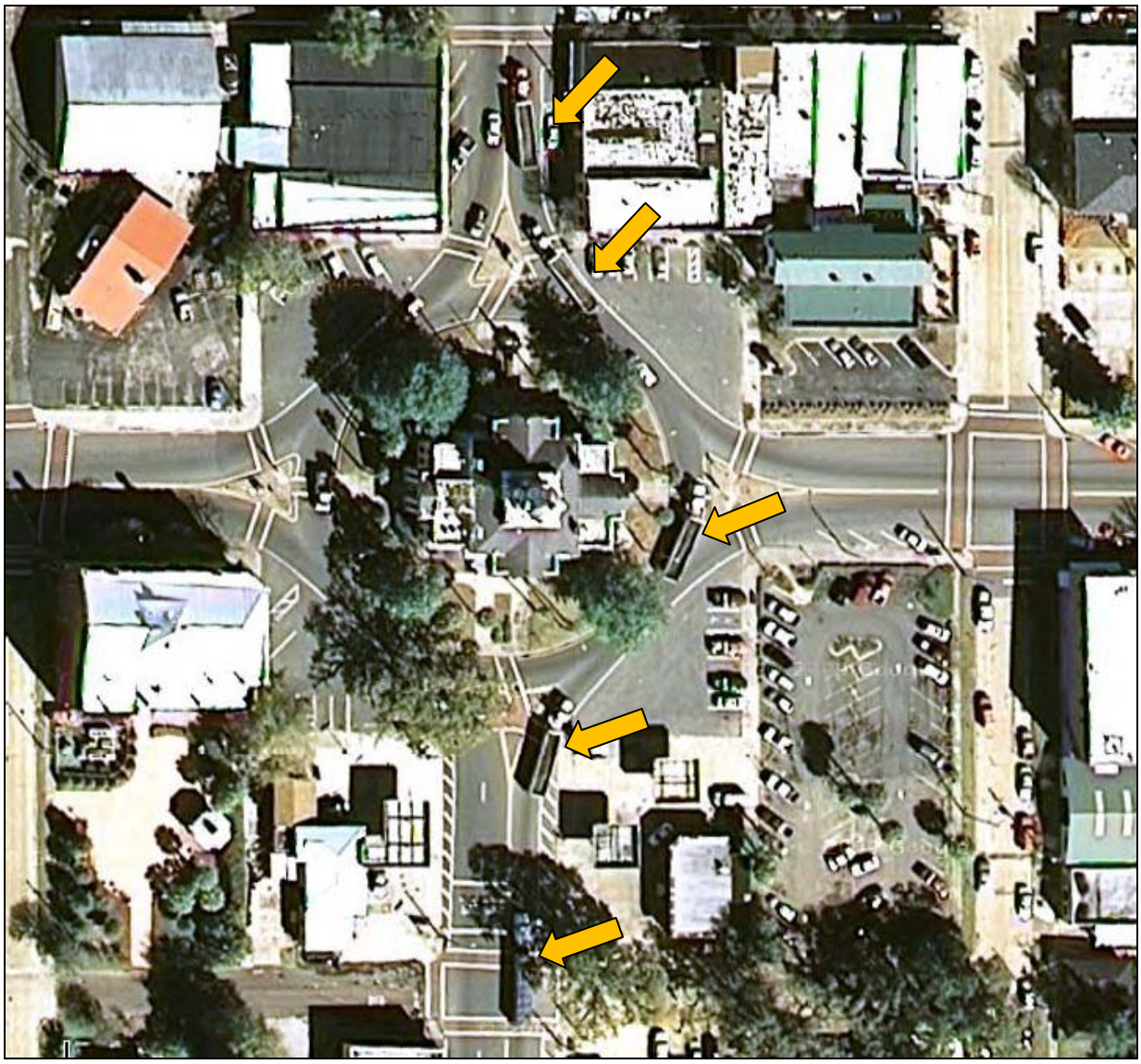
Figure 8. Downtown Core – Monticello

Source: Google Maps

Surrounding the courthouse square in each direction, the downtown area encompasses a number of historic resources, civic and government services, commercial and retail establishments, as well as residential areas.

The downtown area is well-served by pedestrian facilities and cross-walks are clearly delineated. On street, angled parking is also provided throughout the downtown core, which provides a buffer from traffic for pedestrians. As shown in Figure 8, the downtown core area also has a well-defined grid street pattern, which provides connectivity for traffic, as well as pedestrians and bicyclists.

Monticello has a distinct character and small-town charm that is important to preserve in the face of a number of challenges. One major challenge is the very high percentage of trucks moving through the downtown core area. The aerial photograph below provides a snapshot of the high truck volume as navigating through the traffic circle and downtown.



Source: Google Maps

Recommendation – Heavy Trucks

As found in Quincy, there is not a good existing alternative for trucks to bypass the downtown area. The parallel streets are either too narrow or residential in character to provide for efficient truck movements. The potential for a truck by-pass should be explored; however, should such a facility be built, it will be critical to maintain strict land use controls along the facility to preserve and maintain the capacity for the heavy vehicles. The disadvantage of providing such a by-pass is the potential for other travelers to utilize the facility rather than accessing the downtown area.

Economic Development

Several important elements were discussed earlier which impact the future economic development of Monticello. These elements include:

- Extensive inventory of historic resources
- Small town charm and character
- Numerous natural resources and conservation areas

Input from members of the public as well as other stakeholders have identified the bicycling community as an appropriate economic development niche for Monticello and Jefferson County. There are a number of advantages that the area has to support this niche, including the character and charm of the downtown Monticello area, the high volume of historic resources and the potential outdoor recreational areas. In addition, several neighboring cities, such as Boston, Georgia already host large bicycle rides on which Monticello could build. There is also a large local bicycling community that currently utilizes the lower volume roadways in Jefferson County as bicycling routes.

Recommendations
In order to take advantage of the existing resources, the City of Monticello and Jefferson County should team together in promoting the area as a bicycling destination. Local officials should work with the CRTPA as the Trails and Greenways Plan and the regional Bicycle Map are developed to ensure that both the trails and bicycle friendly routes in Jefferson County are adequately represented. Monticello, as the economic center of Jefferson County, will greatly benefit from the focus on attracting riders and the time they spend in the area. In addition, local officials should also work with state, regional, and local agencies to encourage the addition of paved shoulders on identified bicycle facilities in order to encourage riders from inside and outside the region.

Monticello's unique character and charm, when combined with the relatively low-volume roadways and outdoor recreational opportunities, could provide the springboard for Monticello and Jefferson County to become the bicycling "capital" of North Florida.

Crawfordville Sector Plan

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1.0 Introduction

Crawfordville and Wakulla County, unlike the majority of the State, have continued to grow in population over the last several years. As the area continues to grow, increasing demands are placed on the transportation system, and particularly along US 319 in the Crawfordville area. Concurrently with the development of this sector plan, Wakulla County is also developing an overlay district for the Crawfordville area and US 319. With input from the local government officials and stakeholders, the focus of this sector plan is coordinated with the overlay district effort and is targeted to address the access issues between Linzy Mill Road, near WalMart, to the southern terminus of the study area at Council Moore Drive.

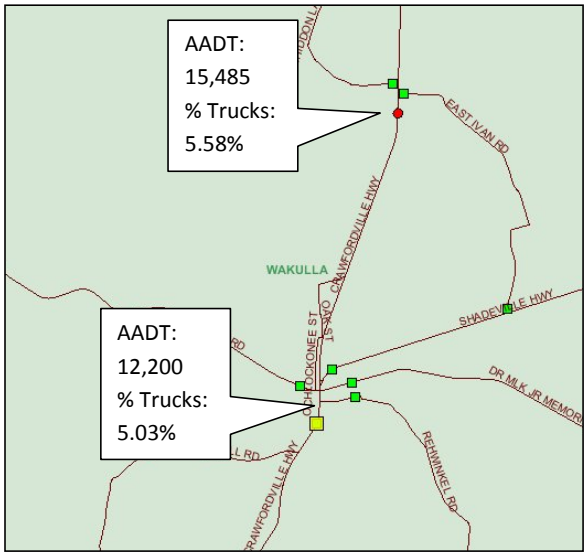
This Sector Plan includes an analysis of the access points within the 3.3 mile section and includes recommendations to address the congestion and access management issues. As stated in the 2008 *Wakulla County Evaluation and Appraisal Report (EAR)*, there is a need to focus on the provision of transportation options that extend beyond the single occupant driver and private auto use. With the inclusion of viable modal options, as well as addressing the access issues, the US 319 corridor will support the planning efforts and goals of the future overlay district.

2.0 Transportation System

Crawfordville is served by US 319/SR 61, which also serves most of Wakulla County for north-south travel. The 3.3 mile section of US 319 or Crawfordville Road, from Linzy Mill Road to Council Moore Road is the major transportation facility for the Crawfordville area. The vast majority of businesses and a large number of residential developments have access onto the facility.

According to the Florida Department of transportation, the roadway carries a significant amount of traffic within the sector area, ranging from approximately 12,000 to over 15,000 cars per day. The location of the traffic counts are shown in Figure 1.

Figure 1. Crawfordville Traffic Counts



3.0 Transit

Currently, Wakulla County has a county-level transit service to serve the transportation disadvantaged such as low-income residents called Wakulla County Transportation (WCT). Wakulla County Transportation operates through the Apalachee Regional Planning Agency (ARPC). In 2008, WCT provided over 25,000 passenger trips. According to the *2009 Regional Transit Study*, WCT provides demand-response service throughout Wakulla County and operates some inter-county trips. At present, WCT does not operate any fixed routes. WCT provides several types of trips:

- ***Reservation:*** Door to door service requiring 48-hour advance notice. Pick up and drop off points vary.
- ***Subscription:*** Door to door service in which routes and schedules are pre-arranged. Passengers are picked up at the same time and location, taken to the same destination and returned to the origin in the same manner.
- ***Demand:*** Door to door service is available to users that provide less than 24 hours notice. Demand trips are not cost effective and are not encouraged. Passengers must provide written statements from their physician stating the reason the appointment cannot wait until advance reservations can be made. Demand trips are honored based upon the driver and vehicle availability.
- ***After Hour, Weekend, and Group Trips:*** After hour and weekend trips are provided as requested on a reservation basis. Group trips shall be considered as 10 or more persons going to the same destination.

WCT does not provide regular service on weekends or major holidays. The typical hours of operation are listed below.

Trip Purpose	Operation - Days of the Week	Operation – Time of Day
Senior Citizens – Meal Site	Monday – Friday	7:30 am – 4:30 pm
Tallahassee – Medical	Monday - Thursday	6:30 am – 12:00 pm
Local – Medical	Monday - Thursday	8:00 am – 11:30 pm
Local – Shopping	Wednesday and Thursday	12:30 pm – 2:00 pm
Developmental Services	Monday - Friday	7:00 am – 3:30 pm

Source: 2009 Regional Transit Study

While WCT already serves the community for regional trips, residents of Wakulla County expressed several needs in regards to local transit at *Regional Mobility Plan* public meetings held in the Spring and Fall of 2009. Their expressed concerns for transit are as follows:

- Add additional bus routes to attract ridership
- Look at all modal options and approaches (i.e., zip cars, express vans, commuter service, etc.).
- Implement transit services to places such as state office complex, university, and Tallahassee.
- Hubs for regional transit at nodes; need to include amenities such as bike lockers

In addition to the services described above, Commuter Services of North Florida provides commuter assistance to Wakulla County, as well as the other counties located within the CRTPA boundaries. Commuter Services of North Florida is funded by the FDOT District 3 office and is operated by the Marketing Institute housed in the FSU College of Business. The agency is tasked with working with employers and work commuters to identify and utilize commute options that include ridesharing (carpooling and vanpooling), public transit, bicycling, walking, and telework opportunities.

These services are intended to bridge mobility gaps whenever possible while targeting improvements in parking and traffic congestion as well as air quality improvements. In order to facilitate carpool and vanpool creation, free computerized ridematching services are provided. In addition to these services, individuals who participate in one of the commute options listed above at least 3 days per week qualify for a guaranteed ride home program. This free service provides transportation home if and when an emergency arises that might otherwise prevent employees from participating in their chosen commute option.
Carpool and vanpool matching services are currently available to all Wakulla County residents. Currently, 113 Crawfordville residents are subscribing to the ridematching database. Of these, 37 are reporting current participation in carpooling or vanpooling.

4.0 Bicycle and Pedestrian

According to the *Wakulla EAR*, there are not enough connected sidewalks or bicycle lanes due the existing rural and suburban development patterns predominant throughout the County. However, there is a desire for an improved network of countywide multiuse bicycle and pedestrian trails. The *EAR* also noted that the needs of bicyclists and pedestrians are not being met through the existing *Comprehensive Plan* policies or the *Land Development Codes*.

Residents of Wakulla County expressed a great need for improving bicycle and pedestrian facilities at *Regional Mobility Plan* public meetings in the Spring and Fall of 2009. In particular, it was expressed that there is a need for connecting residents from home to school using bicycle and pedestrian facilities. Citizens also expressed concern for the safety of bicyclists and pedestrians stating that there is a need for safer and more user-friendly design, specifically recommending that bike paths should be separated from traffic as a safety measure. In addition, residents suggested amenities such as bike racks, bike lockers, and park and ride lots, all which would encourage alternative modes of transportation, while making biking more convenient.

5.0 Evaluation of *Comprehensive Plan* Transportation Goals, Objectives, and Policies

The overall goal stated in the *Wakulla EAR* is to provide a safe, convenient and efficient motorized and non-motorized transportation system that should be available for all residents and visitors to the County. The following are related objectives and policies to the overall *Comprehensive Plan* goal with status updates, when available, describing the progress of the policy.

OBJECTIVE 1: Existing roadway deficiencies will be corrected and monitored through the existing development review process outlined in the Wakulla County Land Development Code to ensure that roadway capacities are available to concurrently handle the demand development generates.

Policy 1.1.
The County hereby adopts Level of Service Standards (LOS) as defined by the Florida Department of Transportation (FDOT) for those roadway facilities designated as roadways on the State Intrastate Highway System.

Policy 1.2.
The County hereby adopts peak hour directional LOS "E" standard for all County owned roads and for all State highways except those on the State Intrastate Highway System. Project traffic impact shall be considered significant when its traffic impact constitutes five percent (5%) or more of the peak hour directional LOS. *(status: adopted)*

Policy 1.3.
Beginning with the development of the first priority ranking for roads after the adoption of this plan, proposed roadway projects shall be evaluated and ranked in order of priority according to the following considerations: *(status: not achieved)*

(1) Whether the project is needed to protect public health and safety and preserve or to achieve full use of existing transportation facilities;
(2) Whether cost and daily usage studies indicate that paving and maintenance for a road or road segment is cost effective over a 20-year period compared to maintaining the road in an unpaved condition;
(3) Whether paving or widening a paved road would provide an alternate travel route which will provide a greater incentive for use or in-fill development in a designated urban service area;
(4) Whether the project represents a logical extension of facilities and services within a designated service area;
(5) Whether paving or widening an existing road is consistent with the County's concurrency management plan; and,
(6) Improvement of existing roads will receive a higher priority than the construction of new roads.

Policy 1.4.
The County shall seek grant funding to supplement existing sources of revenue for the purpose of improving local streets.

Policy 1.5.
The County shall establish a Transit/Transportation Demand Management (TDM) program by June 30, 2006. The proposed Transit/TDM program shall, at a minimum consider the following:

1. Parking management provisions, including parking areas and preferential parking for vanpooling purposes;

2. Mandatory display of transit and current ridesharing information in all public gathering areas, in employment centers, and in commercial areas;
3. Work hour adjustments such as: compressed work weeks; staggered work hours involving a shift in the work hours or employees; and flexible work hours involving individually determined work hours within guidelines established by the employer;
4. Facilitation of increase in non-automotive transit services and implementation of a shuttle service;
5. Establishment of a program to help coordinate ride sharing, transit information and use, flex time, telecommuting, and traffic condition reporting;
6. County promotion of the use of non-automotive transit service through fare discounts as applicable;
7. Required consideration of dedicated easements and improved pathways for use by bicyclists and pedestrians in all development plans in the Sustainable Community land use category; and
8. Identification of methods to implement the Transit/TDM program. The County shall submit a copy of the Transit/TDM program and each annual update to the CRPTA within 30 days of completion. *(status: as of the 2008 EAR, has not been implemented)*

Policy 1.6.
By January 1, 2006, the County shall complete a transportation analysis and scheduling of appropriate short-term and long-term transportation improvements that address identified deficiencies in the Wakulla County roadway network. No additional Future Land Use Map amendments shall be adopted within the Woodville Highway Corridor (SR 363) within Wakulla County until the analysis and scheduling is complete.

OBJECTIVE 4: Motorized vehicle, non-motorized vehicle and pedestrians will be regulated, and public transportation will be encouraged. *(Status: this objective has not been achieved. The LDCs have not been updated to establish off-street parking. While the objective calls for encouragement of public transportation, there are no policies that support this objective)*

Policy 4.1.
The County shall revise its land development codes to establish standards for off-street parking for new development on arterial and collector roads.

Policy 4.2.
Planned unit developments shall provide for bicycle and pedestrian traffic needs consistent with the recreation element of this plan.

Policy 4.3.
The County shall coordinate with the Department of Transportation to widen state roads for the accommodation of bicycle traffic needs.

Policy 4.4.
The County shall continue to seek grant funds to provide transportation to the disadvantaged.

OBJECTIVE 5: Traffic circulation planning will be coordinated with the future land uses shown on the Future Land Use Map Series of this plan, Florida Department of Transportation 5-Year Transportation Plan and plans of neighboring jurisdictions, as set forth in the following policies.

6.0 Detailed Analysis: US 319

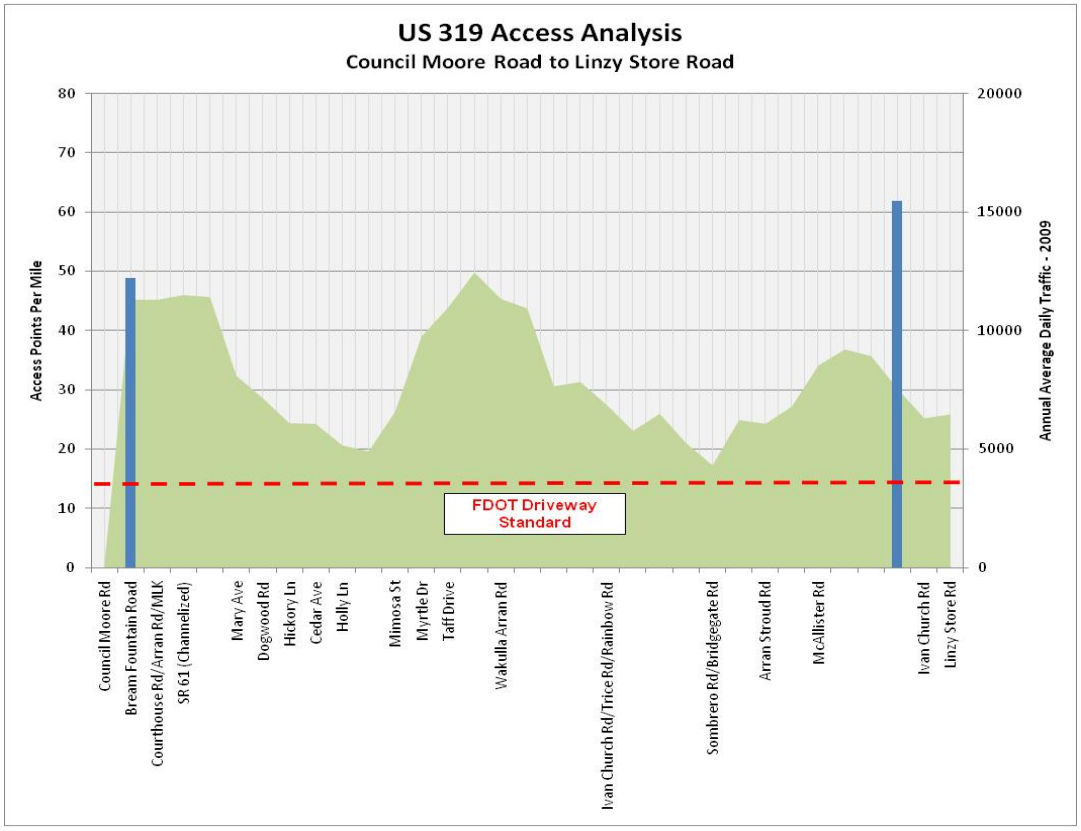
The section of US 319 from Linzy Mill Road near WalMart on the north and Council Moore Road on the south encompasses the business and commercial center of the Crawfordville area, as well as providing access to a number of residential areas and single family residences located along the roadway.

As seen in Figure 1, there are high volumes of traffic found within this 3.3 mile section. In addition to the relatively high traffic volumes, there are an extremely high number of access points into the businesses and residences located along the roadway. These access points, when combined with the traffic volumes, considerably increase the congestion within this section of US 319.

In order to fully understand the impact of the access points along the roadway, a detailed assessment of each access point within the sector area segment was conducted. The results are shown in Figure 2, found on the following page.

The graph in Figure 2 displays the high number of access points contained within the study area, with the graph plotting out the access points per mile. The dashed red line is the FDOT standard for access points per mile. The blue bars depict the traffic counts discussed above and the names of the major intersections are shown across the bottom of the graph. When the high volumes of traffic are combined with the high number of access points, congestion, as well as unsafe conditions for drivers, typically is the result.

Figure 2. US 319 Access Points



The next step in the access analysis was to develop a "user-friendly" graph that depicted the same information but in a more graphical and understandable format. In addition to the more detailed information, the proposed recommendations for each section, based on the character of the surrounding area, is shown in the column on the right of the graph. This graphical and more detailed depiction of the analysis results are shown in Figure 3, found on the following page.

Crawfordville Road Access

Access to	Type of access	Miles	Type of access	Access to
		3.33	**Linzy Store Rd**	
Residential	Flush access	3.27		
		3.24	Driveway (Rt. In/Rt. Out)	WalMart
Residential	Driveway	3.19		
Residential	Driveway	3.13	Driveway	WalMart
Ivan Church Rd		3.11		
U Sell It	Driveway	3.07		
		3.06	Driveway (blocked off)	Vacant
Lindy's	Driveway	3.03		
Lindy's	Driveway	3.00		
		3.00	Driveway (blocked off)	Vacant
Doctors Office	Driveway	2.96		
		2.93	Driveway	Dentist
Wakulla Sod	Driveway	2.91		
Collision Center	Driveway	2.88		
		2.86	Driveway	Goodwill
Tire Master	Flush access	2.84		
Community Bank	Driveway	2.81		
		2.80	Driveway (Rt. Turn lane)	Burger King
		2.77	Driveway	BP
		2.75	Driveway	BP
Century Park	Driveway	2.73	**McAllister Rd**	
		2.68	Driveway	Auto/Tire Store
Century Park	Driveway	2.61	Driveway	Kawasaki
		2.55	**Aran Stroud Rd**	
Country Buffet	Driveway	2.53		
		2.52	Driveway	Auto Detailing
Country Buffet	Driveway	2.50		
Dry Cleaners	Driveway	2.49		
Mini-Storage	Driveway	2.47	Driveway	Super Lube
Mini-Storage	Driveway	2.45	Lane	Residential
Sombrero Rd		2.32	**Sombrero Rd**	
Office complex	Driveway	2.26		
		2.24	Driveway	Residential
Residential	Driveway	2.20		
		2.19	Driveway	Residential
Vacant Residential	Driveway	2.16		
		2.12	Driveway	Dog Grooming
		2.08	Driveway	Osceola Green (vacant)
Farm Bureau	Flush access	2.00		
Produce Stand	Flush access	1.96	**Rainbow Rd**	
		1.95	Driveway	Bay Springs
Ivan Church Rd		1.92	**Trice Rd**	
Custom Floors/Deli	Driveway	1.90		
Residential	Driveway	1.88		
		1.84	Driveway	Residential
Residential	Driveway	1.81	Driveway	Residential
		1.75	Driveway	Rose Alley Complex
Walgreens	Driveway	1.70		
		1.67	Driveway	Veterinarian
		1.66	Driveway	Liquor Store
		1.63	Driveway	Badcock
Capital City Bank/Walgreens	Driveway	1.62		
		1.61	Driveway	Super Lube
Wakulla Arran Rd		1.57	**Wakulla Arran Rd**	
		1.55	Driveway (Rt. In/Rt. Out)	Movie Gallery
Shell	Driveway	1.54		
Spa Shoppe/Shell	Driveway	1.52		
		1.51	Driveway	Winn Dixie Plaza
Ameritis Bank	Driveway	1.49		
Ameritis Bank	Driveway	1.48		
Shops	Driveway	1.47		
		1.46	Driveway (Rt. Turn lane)	Winn Dixie Plaza
CVS/shops	Driveway	1.42		
		1.41	Driveway	Myra Jeans
CVS	Driveway	1.39	Driveway	Myra Jeans
Vacant	Driveway	1.36	**Taff Drive**	
Vacant	Driveway	1.34		
		1.33	Driveway	Auto Shop
Office complex	Flush access	1.30		
Parking Area	Flush access	1.29		
		1.28	Driveway	Ace Hardware
Myrtle Dr		1.26		
		1.25	Driveway	Ace Hardware
		1.23	Driveway	Business
		1.18	Driveway	Business
		1.17	Driveway	Church
		1.14	**Mimosa St**	
		1.01	Driveway	Residential
		0.99	Driveway	Residential
		0.97	Driveway	Business
		0.94	**Holly Ln**	
		0.89	Driveway	Animal Hospital
Cedar Ave		0.87		
		0.86	Driveway	Animal Hospital
		0.84	Driveway	Sonic
		0.77	**Hickory Ln**	
		0.74	Driveway	Office Complex
		0.72	Driveway	Shopping Plaza
		0.70	Driveway	Food Mart
Dogwood Rd		0.68	**Dogwood Rd**	
Wakulla Bank	Driveway	0.63		
		0.62	Driveway	Residential
		0.59	Driveway	Residential
		0.57	Driveway	Child Care
Wakulla Bank	Driveway (Rt turn lane)	0.56	**Mary Ave**	
Wakulla Bank	Driveway	0.50		
Stop-n-Save/Hardees	Driveway	0.49		
Stop-n-Save/Hardees	Driveway	0.48		
		0.44	Driveway	Cemetery
Hardees	Driveway	0.43		
Century 21	Driveway	0.41		
		0.40		**SR 61 (Channelized)**
Century 21	Driveway	0.39		**SR 61 (Channelized)**
Business	Flush access	0.35		**SR 61 (Channelized)**
		0.34		**SR 61 (Channelized)**
		0.33	Flush Access	Vacant Business
Accounting Firm	Driveway	0.32		
Arran Rd/MLK		0.29	**Arran Rd/MLK**	
		0.28	Flush Access	Bond Agency
		0.27	Flush Access	Antiques
		0.26	Flush Access	Fashion shop
Courthouse Rd		0.24	Driveway	Subway
Florist	Flush access	0.23		
		0.22	Driveway	Subway
Business	Flush access	0.21	Driveway	Residential
		0.20	Flush Access	Small Engine Repair
First Baptist Church	Driveway	0.18	**Bream Fountain Road**	
Funeral Home	Driveway	0.17		
		0.14	Driveway	County Complex
		0.13	Driveway	County Complex
Funeral Home	Driveway	0.11	Driveway	Wakulla News
		0.10	Driveway	Hamaknockers
Shutter Store	Flush access	0.07		
		0.00	**Council Moore Rd**	

Center turn lane to landscaped median with shared use path / service road connections

Shared use path with service road connections

Center turn lane to landscaped median with shared use path / service road connections

Downtown Sidewalks with Pedestrian amenities and landscaping/ center turn lane to landscaped median

Downtown Sidewalks with Pedestrian amenities and landscaping

North

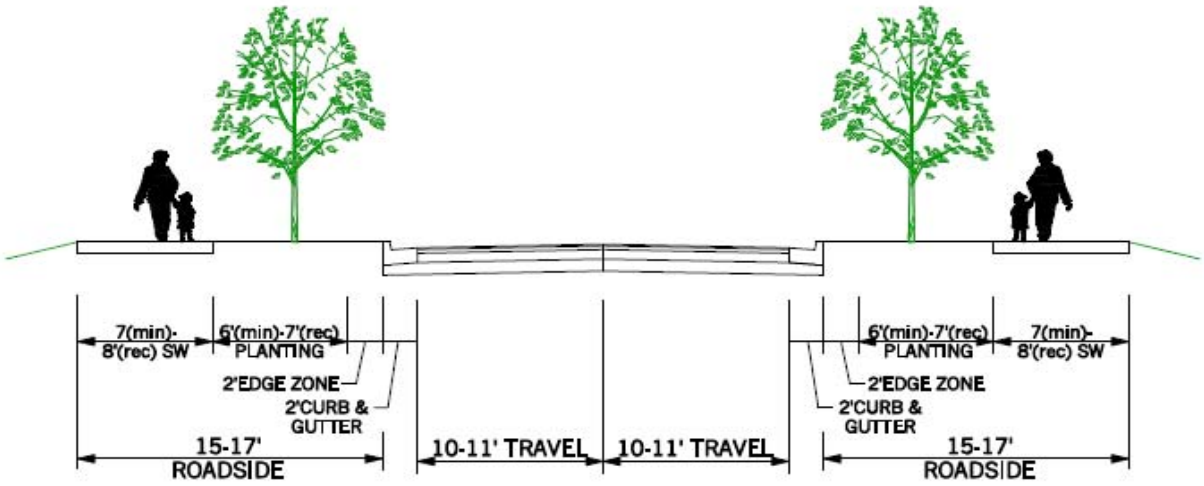
West Side of Crawfordville

East Side of Crawfordville

7.0 Recommendations

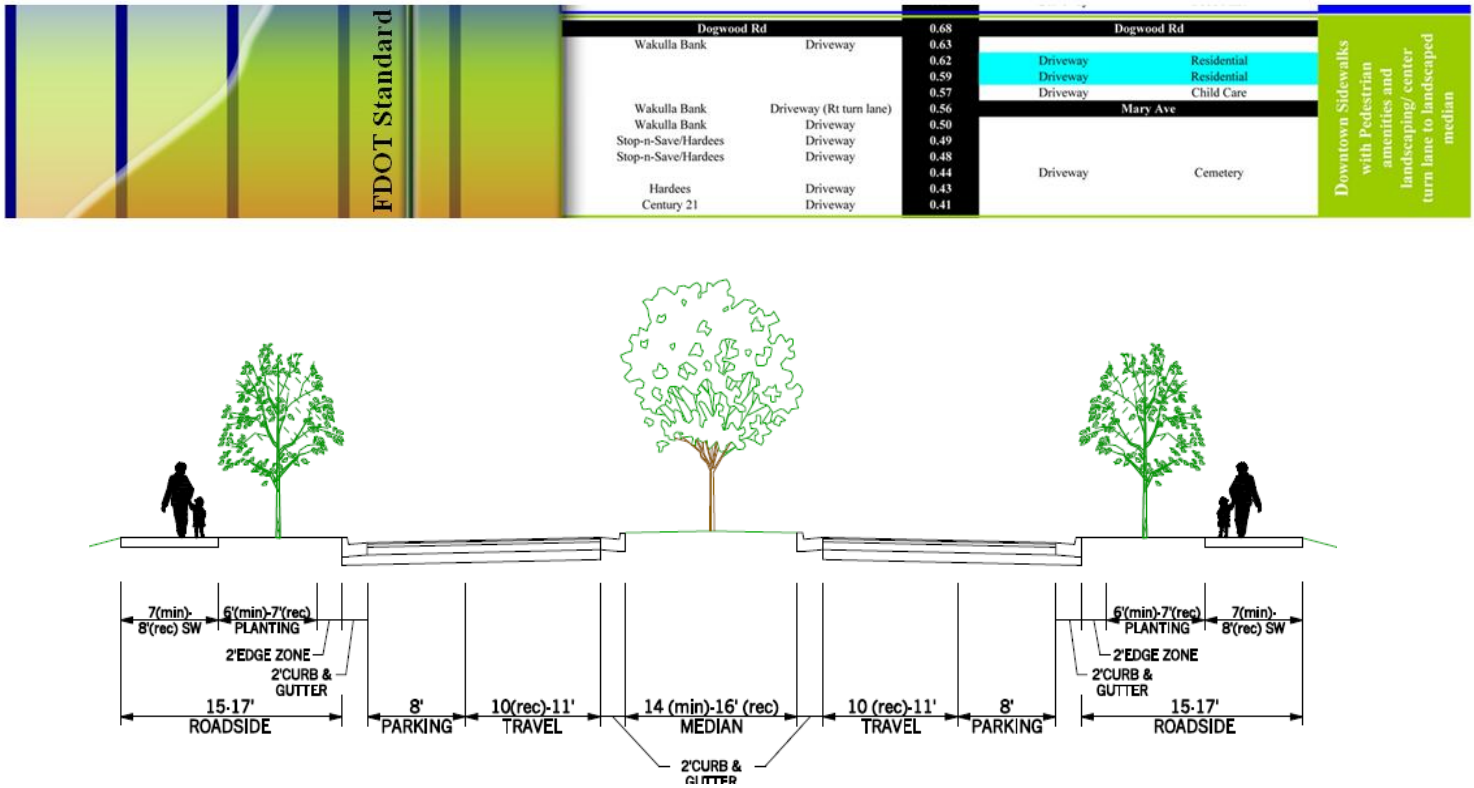
The recommendations begin on the southern end of the sector study area and are focused on the downtown core area of Crawfordville. This section runs from Council Moore Drive to the channelized intersection at SR 61. As the downtown core section, the recommendations include a more urban configuration with narrower lanes, sidewalks and pedestrian amenities, along with appropriate streetscaping to foster a more walkable environment for those accessing the offices, businesses and commercial establishments within the area. The recommendations and a potential cross-section are shown in Figure 4.

Figure 4. Section 1 Recommendations



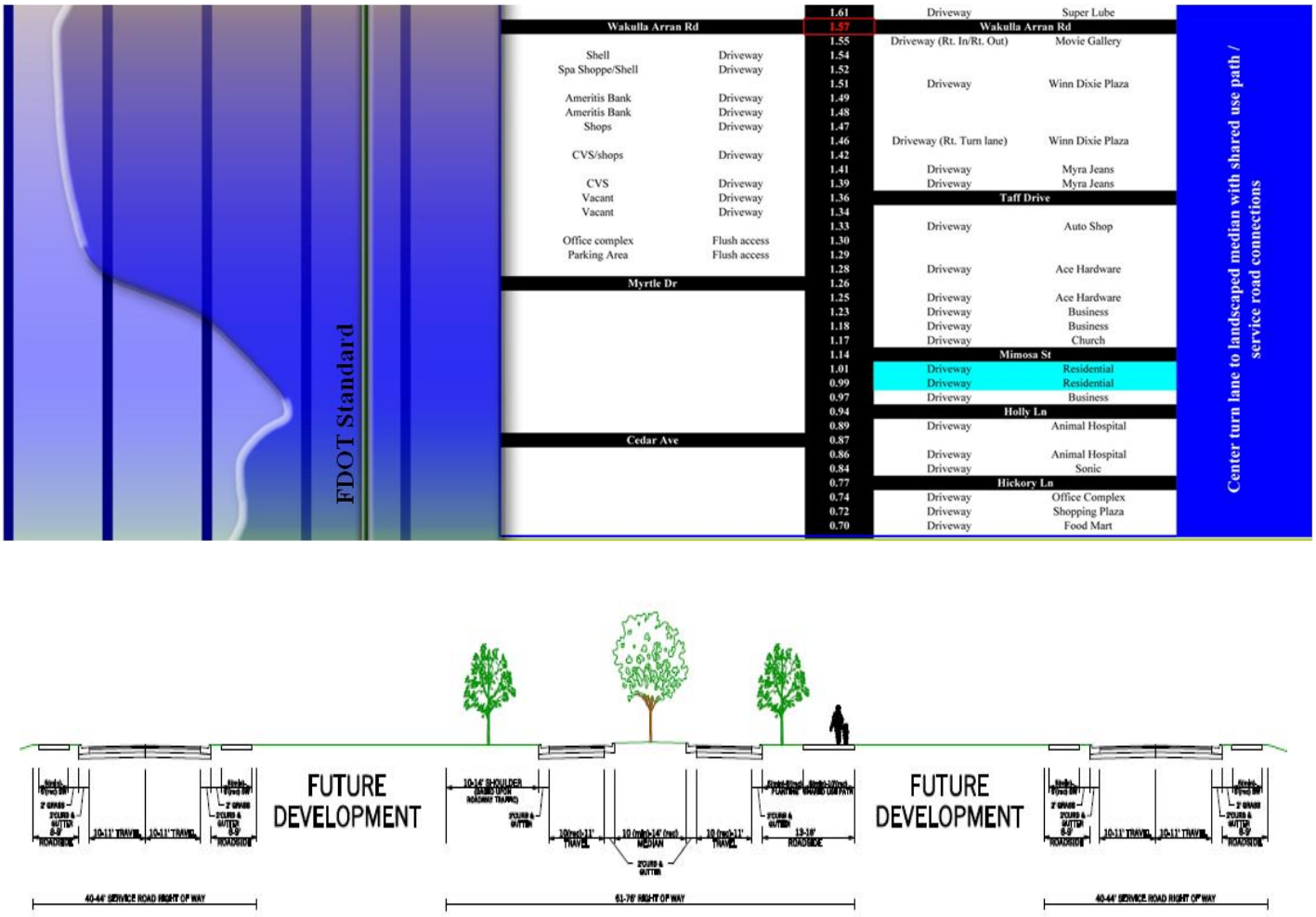
Moving north, the second section of the roadway runs from SR 61 to Dogwood Road. This section continues with the more downtown configuration of pedestrian amenities and appropriate streetscaping to help foster more pedestrian usage. In addition, the recommendations include the implementation of a planted median to replace the center turn lane or flush median. This recommendation will increase the safety for both drivers and pedestrians. The recommendations, including a potential typical section, are shown in Figure 5.

Figure 5. Section 2 Recommendations



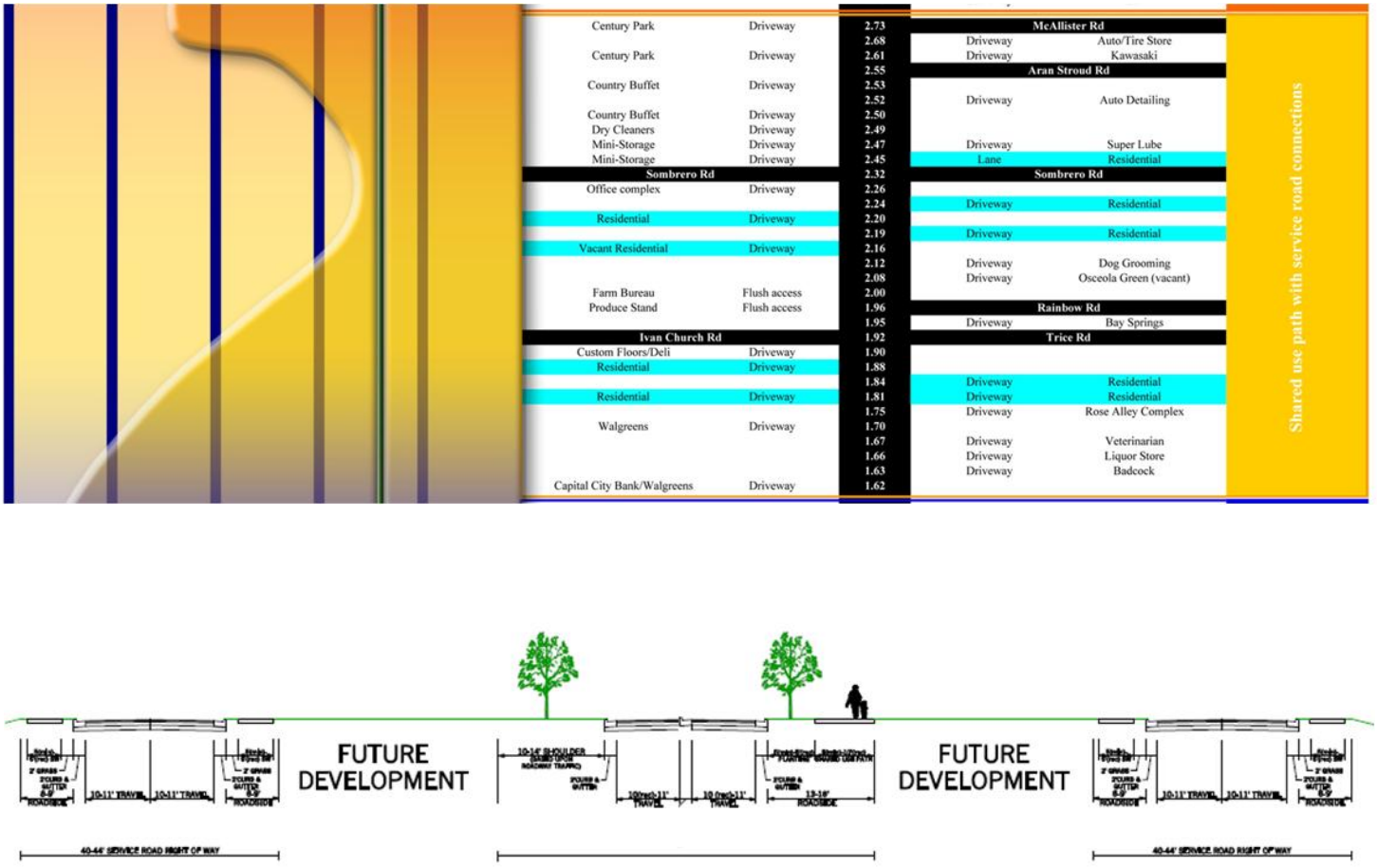
The third section of US 319 runs from Dogwood to Wakulla Arran Road. This section becomes more suburban in character and also includes a center turn lane or flush median. The recommendations include replacing the center turn lane with a landscaped median. In addition, service roads along the corridor will provide access to the businesses and offices within this section and will reduce the restrictions on traffic flow by turning vehicles. In several instances, the beginning of the service road configuration is already evident. In addition, it is recommended that these service roads be "backage roads", rather than frontage roads. In addition, a shared use path for both pedestrians and bicyclists is recommended. These recommendations are shown in Figure 6.

Figure 6. Section 3 Recommendations



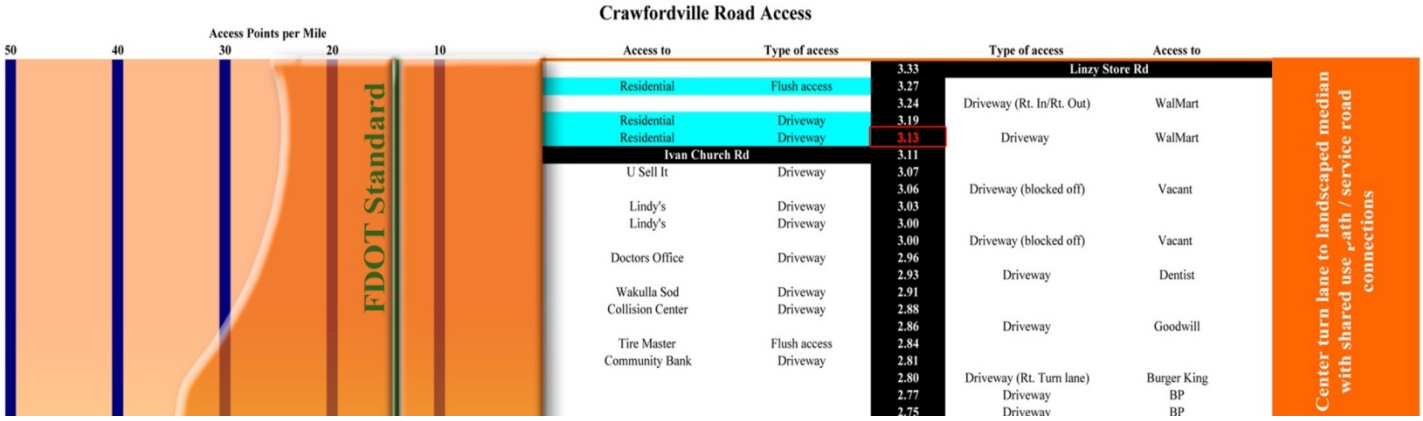
The next section of roadway runs from Wakulla Arran Road north to McAllister Road. The section continues with its more suburban character, although the center turn lane is not included in the existing cross section. The recommendations for this section are to continue with the service roads which will provide access to the buildings currently accessed directly from US 319, with these roads again being "backage" roads rather than frontage roads. As noted earlier, the beginnings of these service roads are evident, particularly in the newer developments which already have shared access points. The appropriate landscaping should continue, as well as the shared use path for pedestrians and bicyclists. The recommendations are depicted in Figure 7, found on the following page.

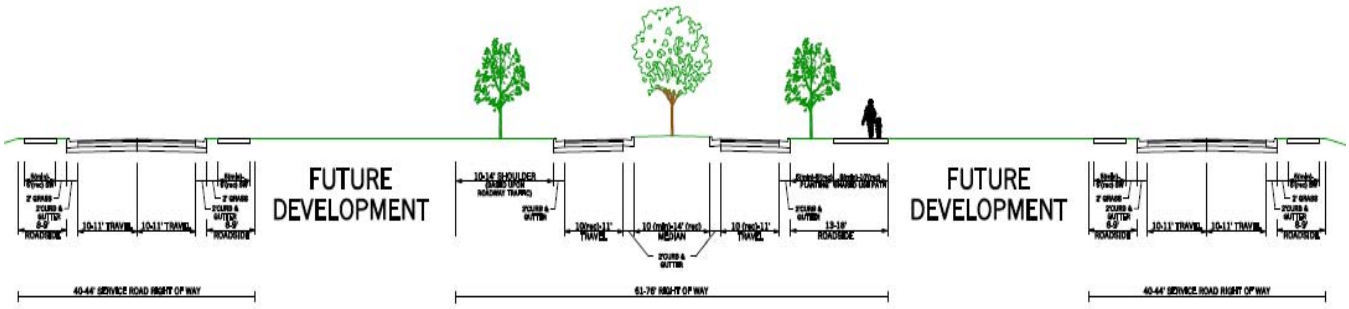
Figure 7. Section 4 Recommendations



Section 5, the northernmost section of the study area, runs from McAllister Road to Linzy Mill Road. This section continues the suburban character and feel and the center turn lane is resumed. The recommendations include the transition from the center turn lane to a planted, landscaped median with designated left turns. The service road configuration from the previous section continues to Ivan Church Road at the WalMart. In addition, the shared use path also continues in the section, providing a pleasant and safe facility for both pedestrians and bicyclists. The recommendations and typical section are shown in Figure 8, found on the following page.

Figure 8. Section 5 Recommendations





General Recommendations

In addition to the specific access management and multimodal recommendations along US 319, a general recommendation is for new residential areas to be connected to nearby commercial and retail establishments with shared use paths or sidewalks. These residential areas can be located close enough to these establishments, but may require a trip by car rather if no safe and viable option exists.

Tallahassee Multimodal Transportation District Sector Plan

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1.0 Introduction

The Tallahassee Multimodal Transportation District incorporates the downtown and mid-town areas of Tallahassee. In the designation process as a Multimodal transportation District (MMTD), a large amount of work was accomplished in identifying multimodal transportation needs and projects to address those needs. This Sector Plan was undertaken in an effort to fully coordinate these local multimodal transportation needs and proposed improvements with the Regional Mobility Plan.

2.0 Background: Multimodal Transportation Districts

The State of Florida, until the recent economic downtown, was consistently one of the fastest growing states in the country since the 1950s. The State, in the late 1980s, recognized that the rapid pace of growth and development was overwhelming the resources and capability of governments at all levels to manage the explosive growth.

In 1985, the State passed the first Growth Management Act, which included concurrency as a tool to manage growth. This approach was based on the premise that new development should pay for itself and that infrastructure needed to serve new developments should be in place before the development was completed.

Over the years, the growth management legislation has been continually tweaked in an effort to address some of the unintended consequences of concurrency, such as sprawl-type development patterns. These efforts included have included several approaches to concurrency exceptions, which include Transportation Concurrency Management Areas (TCMA). The TCMAs were intended:

"To promote infill development or redevelopment within selected portions of urban areas...that supports the provision of more efficient mobility alternatives, including public transit"

The TCMA tool was targeted for more compact geographic area where multiple, viable alternative travel paths or modes are available for common trips.

The next evolution of concurrency exception tool was the Transportation Concurrency Exception Areas (TCEA) which was intended to promote urban infill development and redevelopment and revitalization. The TCEA designation also included specific vacant land thresholds and density and intensity thresholds.

The third concurrency exception tool a Multimodal Transportation District (MMTD) designation. Florida statute **F.S. 163.3180 (15)(a)** allows the establishment of an MMTD under the local government comprehensive plans. The designated area assigns priority to the following:

- Safe comfortable and attractive pedestrian environment
- Convenient interconnection to transit
- Secondary priority to vehicle mobility

In addition, the designation requires that local governments use of professionally accepted techniques for measuring Level of Service for bicycles, pedestrians and transit to assess the overall mobility within the designated area.

In response to the legislative requirements, the Florida Department of Transportation developed a multimodal Level of Service methodology and prepared, in conjunction with the Florida Department of Community Affairs, the *Multimodal Transportation Districts and Areawide Quality of Service Handbook* which provides the detailed methodology and techniques for designation of a district.

The overall objective of an MMTD is to encourage and facilitate the use of alternative modes of transportation through the integration of transportation and land use. The major focus is on planning for and providing viable facilities bicycles, pedestrians, and transit with an interconnected and accessible network, rather than the typical primary auto-focused approach.

Tallahassee Multimodal Transportation District

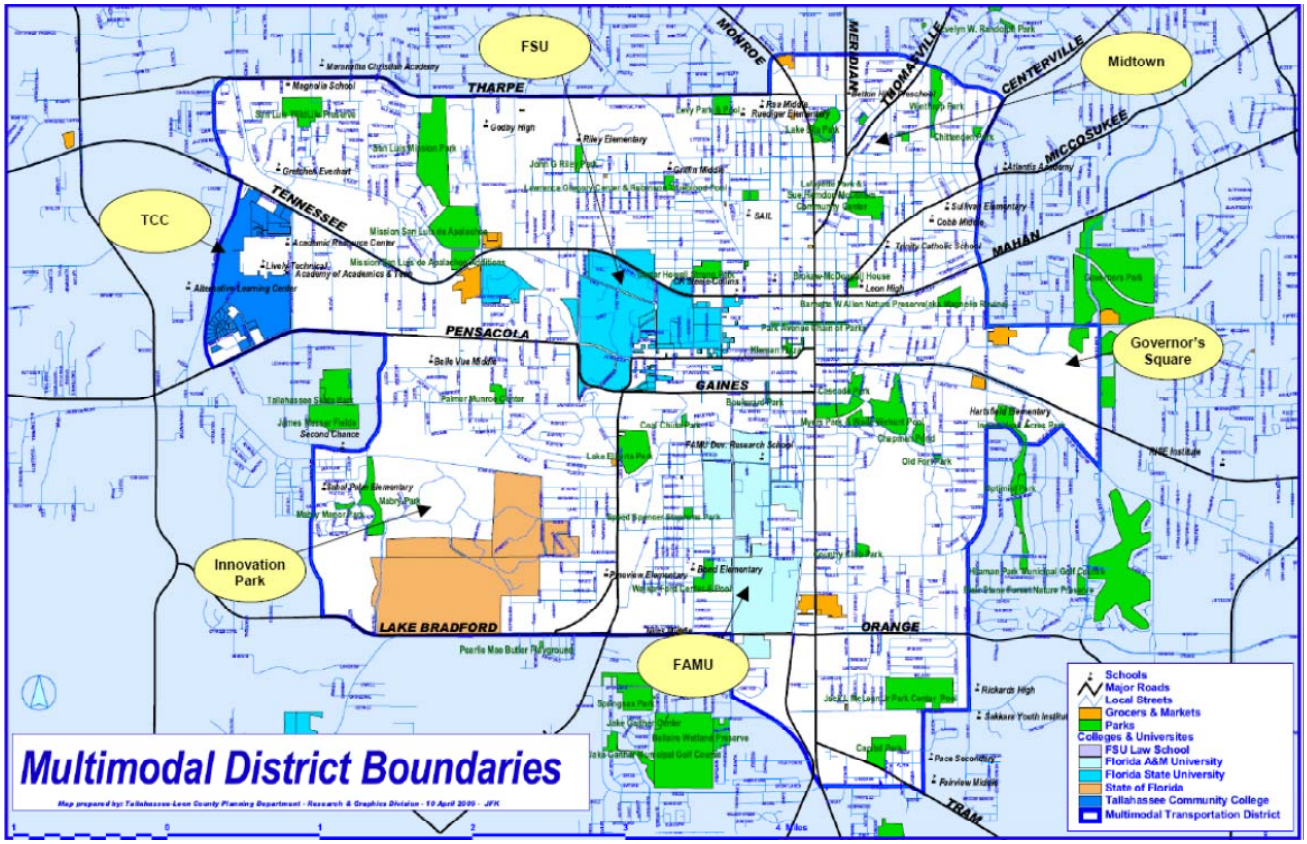
To create the MMTD in Tallahassee, both the city council and county commission adopted a comprehensive plan amendment establishing the MMTD and identifying how to achieve the necessary urban design and land use patterns needed to support multimodal usage; increase the densities needed for a successful transit system and an interconnected network of bicycle and pedestrian facilities. The adopted policies applicable to the MMTD and the Regional Mobility Plan are found in the "Transportation Goals, Objectives and Policies" section of the Comprehensive Plan and include:

- **Policy 1.6.11: [T]** *(Effective 3/14/07)*
  By December 1, 2010, the City and County shall coordinate and create a Multimodal Transportation District (pursuant to Subsection 163.3180(5), F.S.) which comprises Downtown, Midtown, Florida State University, Florida A & M University, including areas designated for University Transition.

- **Policy 1.6.12: [T]** *(Effective 3/14/07)(Rev. Effective 4/10/09)*
  By December 1, 2010, the City and County shall develop a coordinated transportation/land use vision based on a regional concept. Due to the growth of Tallahassee as a regional center, closer coordination with surrounding jurisdictions shall be incorporated into the transportation and land development process. New goals, policies, objectives, and land development regulations shall be developed as a result of this vision, and shall consider more sustainable practices such as denser development along the arterials and collectors, with concentrations around major
  intersections where transit facilities can be located, greater interconnectivity between centers of activity, and implementation of the Bicycle and Pedestrian Master Plan, Greenways Master Plan, and Transit Development Plan priorities. Also, conceptual guidelines shall be provided for how these concepts can be incorporated into future Urban Service Area expansions.

The MMTD area incorporates the downtown and mid-town areas and encompasses approximately 18 square miles. While the MMTD is unusually large in area, it size does enable the inclusion of several important and large scale activity centers which are critical to the success of the MMTD. These centers include Florida State University; Florida A&M University; Tallahassee Community College, Governor's Square Mall, and Innovation Park. The MMTD area is shown in the **Figure 1**.

Figure 1. Tallahassee Multimodal Transportation District



Source: Tallahassee – Leon County Planning Department

MMTD Projects

The Tallahassee-Leon County Planning Department completed the required analysis focusing on connectivity and on the multimodal level of service for the MMTD area. This analysis also identified existing deficiencies and, building on work already accomplished, such as the Bicycle and Pedestrian Plan, developed a project list, along with cost estimates for the MMTD area. This list is a 20-year list of projects focusing on improvements to the bicycle and pedestrian network. In addition to the bicycle and pedestrian network, a list of transit improvements within the district was also included.

The following table includes the projects identified to improve bicycle and pedestrian options, through sidewalk and bike lane improvements, trails and greenways, and operational improvements designed to enhance multimodal safety. These projects were included as part of the Regional Mobility Needs Plan through the general "call for projects". As part of the Needs Plan development process, the project list was reviewed and updated based on project status, project duplications, and refined termini. All of the projects identified within the MMTD planning process are shown in the table below.

Project	From	To	Improvement
Joe Louis Street	Indiana Street	Preston Street	Sidewalks
Ingleside Avenue	Martin Street	Terrace Street	Sidewalks
Dale Street	Ridgeway Street	McElroy Street	Sidewalks
Mabry Street	RR Tracks	Roberts Avenue	Sidewalks
Bradford Road	North Monroe Street	Rhodes Way	Reconstruction/Sidewalks
St. Marks Trail Ext.	Connect FSU, FAMU and TCC		Shared Use Path
MLK Blvd	North Monroe Street	FAMU Way	Bicycle Route/Pedestrian Improvements
Apalachee Parkway	Magnolia Drive	Blair Stone Road	Sidewalks/Bike Improvements
Tennessee Street	Ocala Road	Magnolia Drive	Study for potential lane reduction
Duval/Bronough & Calhoun/Gadsden One Way Pairs	Feasibility Study for most desirable cross section		Increase pedestrian and bicycle safety
Tennessee Street	Dewey Street	Franklin Boulevard	Bicycle/Pedestrian Improvements
Orange Avenue	Lake Bradford Road	South Monroe Street	Bicycle/Pedestrian Improvements
Park Avenue	Copeland Street	Blair Stone Road	Bicycle Route
Betton Road	Rhodes Way	Centerville Road	Bicycle Route
Lake Bradford Road	Orange Avenue	Springhill Road	Bicycle Lanes
Magnolia Drive	South Monroe Street	Apalachee Parkway	Pedestrian Improvements
Brevard/Wilson Street	Tennessee Street	Miccosukee Road	Bicycle Lanes
Magnolia Drive	7th Avenue	Apalachee Pkwy	Bicycle Lanes
Tharpe Street	Ocala Road	North Monroe Street	Medians/Pedestrian Improvements
Paul Russell Road	South Adams Street	South Monroe Street	Sidewalks/Bicycle Lanes
MLK Blvd.	FAMU Way	Palmetto Street	Sidewalks/Bicycle Lanes
Pensacola Street	Appleyard Drive	Stadium Drive	Bicycle Lanes
Glenview Drive	North Monroe Street	Thomasville Road	Bicycle/Pedestrian Improvements
6th Avenue	Old Bainbridge Road	Centerville Road	Bicycle/Pedestrian Improvements

7th Avenue	Old Bainbridge Road	Centerville Road	Bicycle/Pedestrian Improvements
Thomasville Road	Betton Road	7th Avenue	Bicycle/Pedestrian Improvements
Tennessee Street	Appleyard Drive	Ocala Road	Bicycle Lanes
Tennessee Street	Ocala Road	Dewey Street	Bicycle/Pedestrian Improvements
FAMU Way/Oakland Ave			Sidewalks
Coleman Street	Walcott Street	Lake Bradford Road	Sidewalks
Walcott Street	Coleman Street	Lake Bradford Road	Sidewalks
Jackson Bluff Road	Appleyard Drive	Lake Bradford Road	Sidewalks
North Monroe Street	Virginia Street	Apalachee Parkway	Bicycle Lanes
Pensacola Street	Stadium Drive	MLK Jr. Blvd.	Bicycle Lanes
St. Augustine Street	Stadium Drive	Meridian Street	Bicycle Lanes
Innovation Park Trail	Along Roberts Road, Iamonia Street, Stuckey Avenue and Gamble Street		Shared Use Path
Call Street	Copeland Street	Satsuma Street	Bicycle/Pedestrian Improvements
Bloxham Street	Railroad	Myers Park	Bicycle/Pedestrian Improvements
Pensacola Street	MLK Jr Boulevard	South Monroe Street	Bicycle/Pedestrian Improvements
Old St. Augustine Road	Indian Head Drive	Capital Circle, SE	Sidewalks
South Belle Vue Way	Mabry Street	Hayden Road	Pedestrian Improvements
Palmetto Street	MLK Jr. Boulevard	South Monroe Street	Pedestrian Improvements
Monroe Street	Apalachee Parkway	Magnolia Drive	Bicycle Lanes
Miccosukee Road	Meridian Street	Magnolia Drive	Bicycle/Pedestrian Improvements
Wahnish Way	FAMU Way	Osceola Avenue	Bicycle Lanes
Adams Street	North 1st Street	Pensacola Street	Bicycle Lanes
Blair Stone Road	Governors Square Boulevard	Old St. Augustine Road	Bicycle/Pedestrian Improvements
Apalachee Parkway	Monroe Street	Frontage Roads	Sidewalks
Tennessee Street	Franklin Boulevard	Magnolia Drive	Bicycle/Pedestrian Improvements
Apalachee Parkway	At Marriott Drive	Seminole Drive	Shared Use Path
Ocala Road	End of Ocala Trail	Tennessee Street	Sidewalks
Central 10th Avenue	Duval Street	North Monroe Street	Shared Use Path
Zillah Street	Paul Russell Road	Tram Road	Sidewalks
Gaines Street/Myers Park/Circle Drive	Meridian Street	Magnolia Drive	Bicycle Route
Colonial Drive	Thomasville Road	6th Avenue	Sidewalks
Lucy Street	Hillcrest Drive	Magnolia Drive	Sidewalks

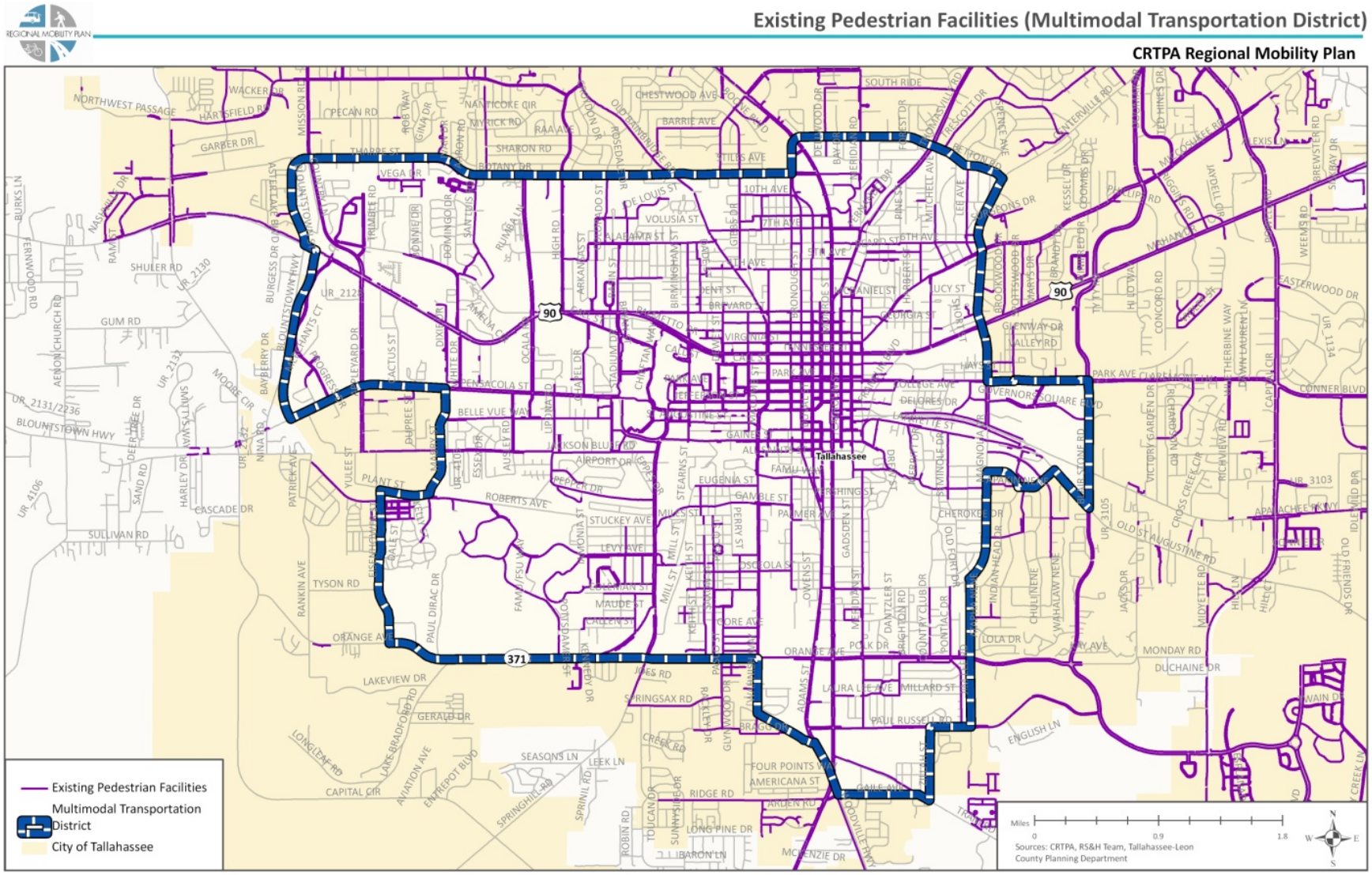
Campbell Connector Trail			Multiuse Trail
FAMU Way Extension			Multiuse Trail
Four Points Bikeway Trailhead			Trailhead along St. Marks Trail
Lipona Street			Bicycle/Pedestrian Improvements
Tallahassee Junction Bikeway Trailhead			Trailhead at St. Marks Trail and GF&A Trail
Blair Stone Road	@ Old St. Augustine Road		Intersection Improvements/Pedestrian Safety
Magnolia Drive	@ Lafayette Street		Intersection Improvements/Pedestrian Safety
Providence Neighborhood Renaissance	McCaskill Avenue (Iamonia to Lake Bradford) Stuckey Street (Iamonia to Lake Bradford) Highland Street (Levy to Stuckey) Holmes Street (Levy to Stuckey)		Sidewalks
Lipona Extension			Shared Use Path
Richmond Street	Preston Street	Alabama Street	Sidewalks
Gaines Street	South Monroe Street	Lake Bradford Road	Gaines Street Visualization Plan
Lafayette Streetscape			Sidewalks and Streetscape
Cascades Park Trail			Shared Use Path
San Luis Greenway			Shared Use Path
FAMU Pedestrian Trail			Shared Use Path
FAMU/St. Marks Connector			Shared Use Path
Mabry Greenway			Shared Use Path
TCC/FSU/FAMU Connector			Shared Use Path
Lake Bradford Enhancement			Bicycle/Pedestrian/Transit Improvements

4.0 Gap Analysis and System Connectivity

As can be seen in **Figure 2**, found on the following page, the downtown, central core area within the MMTD has a strong grid street pattern and a highly connected, existing pedestrian network, which is shown in purple. This connectivity also extends to the bicycle network, with bicyclists having the capability of riding on-street as well as along parallel routes if desired. Moving outward from the central core area, the roadway network becomes more dispersed with a less dense grid pattern and the pedestrian network becomes even less connected. As the roadway

network becomes less of a grid pattern, the opportunities for bicyclists also diminish and facilities become more congested and potentially uncomfortable for bicyclists with increased traffic due to fewer travel options.

Figure 2. Existing Pedestrian Facilities within the MMTD



The Regional Mobility Plan and the MMTD

The goal of a Multimodal Transportation District, as stated in the Handbook published by the Florida Department of Transportation, is:

"The goal of a multimodal transportation district is to facilitate the use of multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled. The designation of such districts recognizes the inherent, integral relationship between transportation, land use and urban design and the degree that these elements affect the other."

The MMTD goals of multimodal access and connectivity and the integration of transportation and land use are also basic elements of the Regional Mobility Plan. The goals of the Regional Mobility Plan include:

- **Access**
  Provide residents and visitors with access to a multi-modal transportation system and to goods and services throughout the region.
- **Connectivity**
  Enhance local and regional connectivity to effectively and safely move people and goods using multiple modes of transportation.
- **Land Use**
  Coordinate transportation and land use systems to foster vibrant communities with compact urban forms throughout the region.
- **Multimodalism**
  There are many forms of transportation in the region, some untapped and to be utilized in the future. The Regional Mobility Plan must create and maintain opportunities to facilitate the movement of and connections among people, jobs, goods and services.
- **Safety & Public Health**
  Improve public health by increasing choice, safety, and access of transportation facilities for all segments of the population.
- **Natural Resource Protection/Conservation**
  A transportation system that provides access and mobility, supports compact growth, and protects the region's natural environment.
- **Security**
  Promote and implement transportation system improvements for all modes maximizing security of the transportation system.
- **Public Participation**
  The Regional Mobility Plan must have a strong Public Involvement Plan to ensure that all citizens of the regional have the opportunity to provide input in the transportation planning process.
- **Coordination**
  To promote efficient and thorough implementation of the regional mobility plan by ensuring broad buy-in and stakeholder support for the regional mobility planning process, the plan itself, and its constituent projects.

- **Economic Development**
  Create and maintain a transportation infrastructure that provides energy- and time-efficient intermodal movement of goods, services, and labor to and within urban areas in the region.
- **Financial Feasibility**
  To ensure that the funding for desired regional mobility projects is met and that necessary revenues are made available timely for the successful implementation of priority projects that promote sustainability, more efficient use of resources, and regional connectivity.

In addition to the consistency of the goals of the MMTD and the Regional Mobility Plan, there is also a correlation between the MMTD assessment process and the project assessment criteria used in the development of the Cost Feasible Plan for the Regional Mobility Plan. The MMTD assessment focuses on the following areas:

Land Use

- Jobs to Population ratio
- Inclusion of complementary land uses which promote alternative mode usage, including medium to high density residential
- Appropriate densities and intensities of development to support transit
- Appropriate organization of land uses, focusing on central core and multimodal supportive development along major corridors

Interconnected Street System

- Adequate levels of service for all modes
- Appropriate numbers of connections within the street network
- Connected pedestrian and bicycle network
- Convenient modal connections
- Convenient connections to regional transportation

Design

- Adequate access for pedestrians and cyclists to transit
- Transit oriented development within the area
- Shorter block length providing easier access and better quality pedestrian environment

Additional Considerations

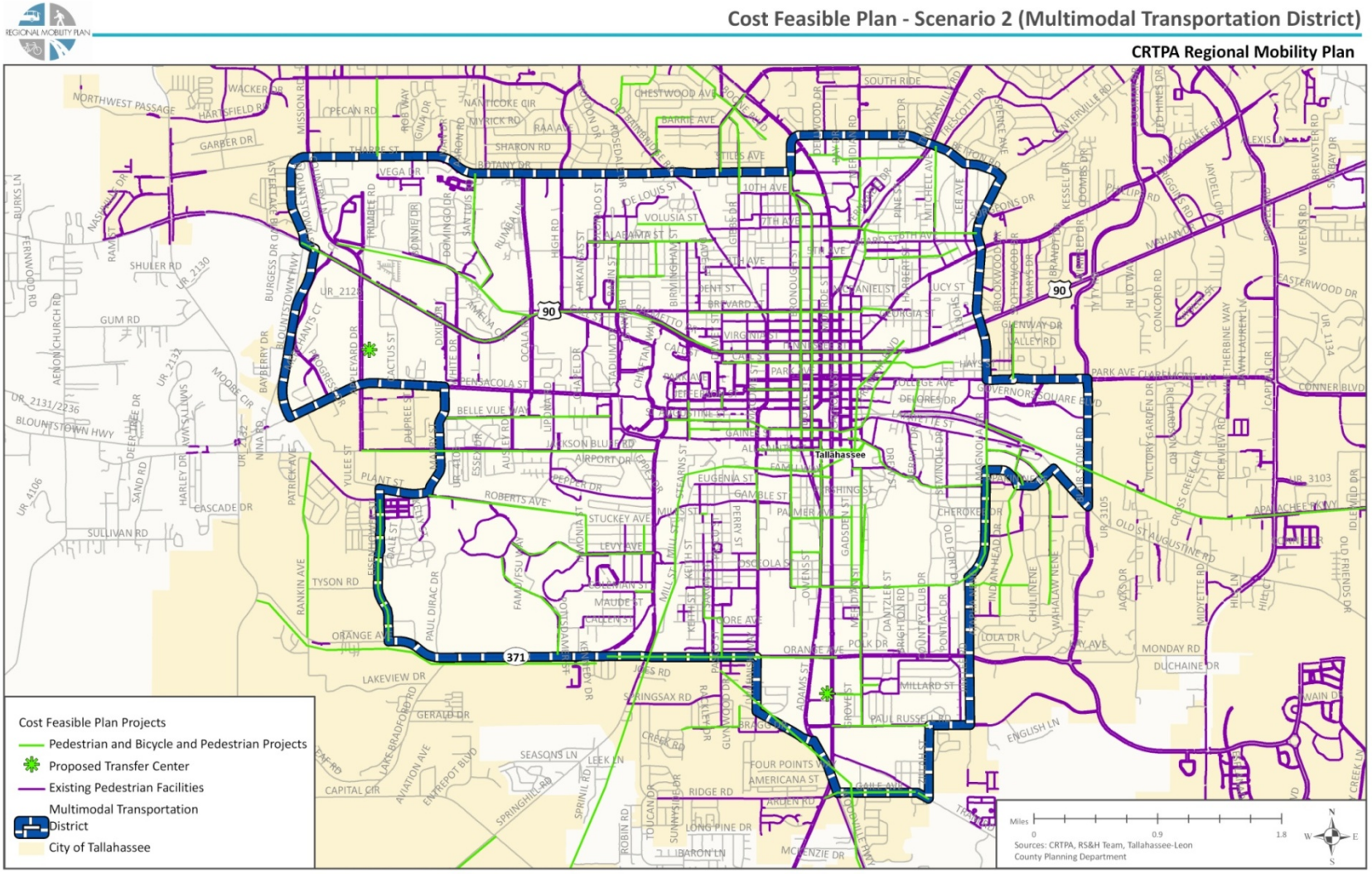
- Special considerations given to schools and their multimodal needs to provide a safe, accessible environment for students
- Reduction in vehicle mile of travel within the district

The project assessment criteria for projects located in urban areas for the Regional Mobility Plan are coordinated and consistent with the criteria noted for the MMTD above. These project assessment criteria utilized in the development of the Regional Mobility Plan included:

- **Multimodal access, transit, bicycle and pedestrian, is provided to and between activity centers**
  Does the project connect/serve activity centers and connect residential areas to activity centers?
- **Connectivity between transit, pedestrian and bicycle networks**
  Does the project improve inter-network connectivity?
- **Increase modal share for transit, bicycles and pedestrians**
  Does the project serve population and employment centers?
  Does the project improve bike/pedestrian LOS?
- **Modal network gaps are eliminated**
  Does the project incorporate facilities for commuting opportunities and improved LOS?
  Does the project increase the connectivity index?
- **Safe bicycle and pedestrian connections to schools**
  Does the project connect to schools?
- **Mobility options are provided for all populations**
  Does the project increase mobility options for all citizens?
- **Design elements maximize efficiency for freight movement on designated freight routes**
  Does the project improve freight movement?
- **Design elements do not impact efficiency on designated evacuation routes**
  Does the project improve evacuation?
- **Growth center**
  Is the project located in an identified growth center?

Each of the projects included in the Needs Plan was assessed based on these project criteria. The projects shown in **Figure 3**, seen on the following page, are those that were included in the cost feasible project list of the Regional Mobility Plan. The projects shown below expand the connectivity and the accessibility for bicyclists, pedestrians and transit users within the MMTD area. The projects included in the Regional Mobility Plan are shown in green with the existing pedestrian network in the MMTD shown in purple.

Figure 3. Cost Feasible Plan Projects Within the Multimodal Transportation District



The MMTD project list in the table below shows the status of those projects in the Regional Mobility Plan. In addition, other projects that were included in the Regional Mobility Plan that are within the MMTD are also shown in the second table. The Regional Mobility Plan also includes a specific Trails and Greenways effort that will assess the trails and greenways needs identified within the MMTD from a comprehensive, systemwide approach.

MMTD Projects	From	To	Regional Mobility Plan Status
Joe Louis Street	Indiana Street	Preston Street	Existing/Underway/Completed
Ingleside Avenue	Gadsden Street	Marion Avenue	Cost Feasible Plan – adjusted termini
Dale Street	Ridgeway Street	McElroy Street	Existing/Underway/Completed
Mabry Street	RR Tracks	Roberts Avenue	Existing/Underway/Completed
Bradford Road	North Monroe Street	Rhodes Way	Needs Plan
St. Marks Trail Ext.	Connect FSU, FAMU and TCC		Trails and Greenways Plan
MLK Blvd	4th Street	Brevard Street	Needs Plan – adjusted termini
Apalachee Parkway	Magnolia Drive	Connor Boulevard	Cost Feasible Plan – adjusted termini
Tennessee Street	Franklin Boulevard	Magnolia Drive	Cost Feasible Plan – adjusted termini
Duval/Bronough & Calhoun/Gadsden One Way Pairs	Feasibility Study		Cost Feasible Plan
Tennessee Street	Ocala Road	Franklin Boulevard	Cost Feasible Plan – adjusted termini
Orange Avenue	Lake Bradford Road	South Monroe Street	Cost Feasible Plan
Park Avenue	Magnolia Drive	Blair Stone Road	Needs Plan – adjusted termini
Betton Road	Rhodes Way	Centerville Road	Existing/Underway/Completed
Lake Bradford Road	Stadium Drive	Orange Avenue	Cost Feasible Plan – adjusted termini
Magnolia Drive	Lafayette Street	Adams Street	Cost Feasible Plan – adjusted termini
Brevard Street	Tennessee Street	Miccosukee Road/Wilson Avenue	Cost Feasible Plan
Magnolia Drive	7th Avenue	Apalachee Pkwy	Existing/Underway/Completed
Tharpe Street	Ocala Road	North Monroe Street	Cost Feasible Plan
Paul Russell Road	South Monroe Street	Jim Lee Road	Cost Feasible Plan – adjusted termini
MLK Jr. Boulevard.	St. Francis Street	Palmetto	Cost Feasible Plan – adjusted termini
Pensacola Street	Stadium Drive	Monroe Street	Cost Feasible Plan – adjusted termini
Glenview Drive	North Monroe Street	Thomasville Road	Cost Feasible Plan
6th Avenue	Monroe Street	Thomasville Road	Committed
7th Avenue	Bronough Street	Centerville Road	Cost Feasible Plan – adjusted termini

Thomasville Road	Waverly Road	7th Avenue	Needs Plan – adjusted termini
Tennessee Street	Blountstown Road	Ocala Road	Needs Plan – adjusted termini
Tennessee Street	Ocala Road	Franklin Boulevard	Cost Feasible Plan – adjusted termini
Oakland Ave	Monroe Street /Adams Street	Meridian Street	Cost Feasible Plan – adjusted termini
Coleman Street	Walcott Street	Lake Bradford Road	Cost Feasible Plan
Walcott Street	Coleman Street	Lake Bradford Road	Needs Plan
Jackson Bluff Road	Appleyard Drive	Lake Bradford Road	Cost Feasible Plan
North Monroe Street	Virginia Street	Apalachee Pkwy	Cost Feasible Plan
Pensacola Street	Stadium Drive	Monroe Street	Cost Feasible Plan – adjusted termini
St. Augustine Street	Stadium Drive	Meridian Street	Cost Feasible Plan
Innovation Park Trail	Along Roberts Road, Iamonia Street, Stuckey Avenue and Gamble Street		Cost Feasible Plan
Call Street	Copeland Street	Satsuma Street	Cost Feasible Plan
Bloxham Street	Railroad	Myers Park	Cost Feasible Plan
Pensacola Street	Appleyard Drive	Capital Circle, SW	Needs Plan – adjusted termini
Old St. Augustine Road	Indian Head Drive	Capital Circle, SE	Needs Plan
South Belle Vue Way	Mabry Street	Hayden Road	Cost Feasible Plan
Palmetto Street	MLK Jr. Boulevard	South Monroe Street	Cost Feasible Plan
Monroe Street	Apalachee Parkway	Magnolia Drive	Incorporated in another project
Miccosukee Road	Meridian Street	Magnolia Drive	Existing/Underway/Completed
Wahnish Way	FAMU Way	Osceola Avenue	Cost Feasible Plan
Adams Street	North 1st Street	Pensacola Street	Needs Plan
Blair Stone Road	Governors Square Boulevard	Old St. Augustine Road	Needs Plan
Apalachee Parkway	Monroe Street	Frontage Roads	Needs Plan
Tennessee Street	Franklin Boulevard	Magnolia Drive	Cost Feasible Plan
Apalachee Parkway	At Marriott Drive	Seminole Drive	Needs Plan
Ocala Road	End of Ocala Trail	Tennessee Street	Needs Plan
Central 10th Avenue	Duval Street	North Monroe Street	Committed
Zillah Street	Paul Russell Road	Tram Road	Needs Plan
Gaines Street/Myers Park/Circle Drive	Meridian Street	Magnolia Drive	Cost Feasible Plan
Colonial Drive	Thomasville Road	6th Avenue	Committed
Lucy Street	Hillcrest Drive	Magnolia Drive	Existing/Underway/Completed
Campbell Connector			Trails and Greenways Plan
FAMU Way Extension			Trails and Greenways Plan
Four Points Bikeway Trailhead			Trails and Greenways Plan
Lipona Street	Pensacola Street	Lake Bradford Drive	Cost Feasible Plan – adjusted termini
Tallahassee Junction Bikeway Trailhead			Trails and Greenways Plan

Blair Stone Road	@ Old St. Augustine Road		Needs Plan
Magnolia Drive	@ Lafayette Street		Incorporated in another project
Providence Neighborhood Renaissance	McCaskill Avenue (Iamonia to Lake Bradford) Stuckey Street (Iamonia to Lake Bradford) Highland Street (Levy to Stuckey) Holmes Street (Levy to Stuckey)		Existing/Underway/Completed
Lipona Extension			Trails and Greenways Plan
Richmond Street	Preston Street	Alabama Street	Sidewalks
Gaines Street	South Monroe Street	Lake Bradford Road	Existing/Underway/Completed
Lafayette Streetscape			Existing/Underway/Completed
Cascades Park Trail			Existing/Underway/Completed
San Luis Greenway			Trails and Greenways Plan
FAMU Pedestrian Trail			Trails and Greenways Plan
FAMU/St. Marks Connector			Trails and Greenways Plan
Mabry Greenway			Trails and Greenways Plan
TCC/FSU/FAMU Connector			Trails and Greenways Plan
Lake Bradford Enhancement			Trails and Greenways Plan

As noted above, the following table depicts projects found in the cost feasible project list of the Regional Mobility Plan that are located within the MMTD, but were not identified in the MMTD project list.

Cost Feasible Plan Projects	From	To	Improvement
Meridian Street	Van Buren Street	Paul Russell Road	Bicycle Route
Bronough Street	10th Avenue	Gaines Street	Bike Lanes
Duval Street	Gaines Street	Tharpe Street	Bike Lanes
Gaile Avenue	Crawfordville Road	Tram Road	Bike Lanes
Tram Road	Gaile Avenue	Zilah Street	Bike Lanes
Franklin Boulevard	Cascade Park	Tennessee Street	Bike Lanes/Sidewalks
Mission Road	White Drive	Mission Road	Bike Lanes/Sidewalks
Palmetto Street	MLK Jr Boulevard	South Adams Street	Bike Lanes/Sidewalks
College Avenue	Copeland Street	Bronough Street	Bike/Ped Improvements
Gray Street	West Jefferson Street	University Way	Bike/Ped Improvements
Levy Street	Alumni Village	Lake Bradford Road	Bike/Ped Improvements
Madison Street	Woodward Street	Macomb Street	Bike/Ped Improvements
South Woodward Ave.	Jefferson Street	Gaines Street	Bike/Ped Improvements
West Call Street	Copeland Street	Dewey Street	Bike/Ped Improvements
5th Avenue	Thomasville Road	Monroe Street	Sidewalks
Alabama Street	Arkansas Street	Old Bainbridge Road	Sidewalks

Barbourville Drive	Adams Street	MLK Jr. Boulevard	Sidewalks
Basin Street	Tennessee Street	Alabama Street	Sidewalks
Broward Street	Apalachee Parkway	Park Avenue	Sidewalks
Castlewood Drive	Meridian Street	Tartary Drive	Sidewalks
Clay Street	Alabama Street	Preston Street	Sidewalks
Eisenhower Road	McElroy Road	Orange Avenue	Sidewalks
Eisenhower Road	McElroy Road	Roberts Avenue	Sidewalks
Floral Street	Disston Street	Russell Street	Sidewalks
Gadsden Street	Palmer Street	Magnolia Drive	Sidewalks
Gaines Street	Meridian Street	Bloxham Street	Sidewalks
Greenwood Drive	Glenview Drive	Bradford Road	Sidewalks
Holton Street	Campbell Street	Wies Street	Sidewalks
Iamonia Street	Levy Avenue	Roberts Avenue	Sidewalks
Indian River Street	Levy Avenue	Stuckey Avenue	Sidewalks
Indianhead Drive East*	Lafayette Street	Apakin Nene	Sidewalks
Indianhead Drive West*	Apakin Nene	Mountbatten Road	Sidewalks
Laura Lee Avenue	Monroe Street	Meridian Street	Sidewalks
Meridian Road	7th Avenue	Tharpe Street	Sidewalks
Meridian Street	Perkins Street	Magnolia Drive	Sidewalks
Mitchell Avenue	7th Avenue	Betton Road	Sidewalks
Orange Avenue*	Capital Circle SE	Lake Bradford Road	Sidewalks
Palmer Avenue	MLK Jr. Boulevard	Gadsden Street	Sidewalks
Perkins Street	Gadsden Street	Meridian Street	Sidewalks
Pottsdamer Street	Orange Avenue	Paul Dirac Road	Sidewalks
Preston Street	Clay Lane	Basin Street	Sidewalks
San Luis Road	Mission Road	Tharpe Street	Sidewalks
Volusia Street	Old Bainbridge Road	Joe Louis Street	Sidewalks
Wies Street	Holton Street	Pasco Street	Sidewalks

**Partially within MMTD*

5.0 Public Input

The development of the Regional Mobility Plan incorporated an intensive public and stakeholder involvement effort. There were numerous opportunities for input from the public and the development of the goals and objectives, the project assessment criteria and the Needs Plan incorporated extensive hours of work on the part of citizen committees.

In the development of the Needs Plan, a general "call for projects" was issued to all of the planning partners and involved agencies throughout the region. This project input was incorporated along with projects from existing studies and programs, such as the MMTD. In addition to the project identification from the partners, stakeholders and other agencies, the public also had the opportunity to identify transportation improvements. The major venue for obtaining this input was the third round of four public meetings held as part of the Regional Mobility Plan.

This third meeting, held in June, 2010, was structured to obtain input from citizens regarding transportation improvements and needs. Participants had the opportunity to mark maps and/or add projects to a list for inclusion in the assessment process. All projects that were submitted were included in the Needs Plan. These projects were closely reviewed to ensure no duplications, that termini connected the modal systems, and project status; upon completion of the review, the project list was refined to reflect the resulting projects.

The 35 – 40 participants at the Leon County meeting reviewed the projects already identified and were provided with the opportunity to suggest revisions to those proposed projects or additional improvements. These participants provided a range of projects that included operational improvements, bicycle and pedestrian projects, transit projects, roadway improvements, and planning studies. Many of the projects identified were located in the MMTD and all of those projects submitted through the public participation process were incorporated into the Needs Plan list and are reflected in the tables shown above.

6.0 Recommendations

The recommendations developed for this sector planning effort are focused on both the policy/coordination and implementation levels. The policy recommendations fall within the framework of the MMTD and are structured to enhance and promote bicycle, pedestrian and transit usage within the district and will be accomplished through continued and close coordination with other planning and implementation agencies.

Coordination
As can be seen from the Regional Mobility Plan projects, there is a heavy emphasis on providing for bicycles and pedestrians, with accessibility and connectivity to the transit system. The continued coordination with the CRTPA will be critical in the implementation of projects contained within the Regional Mobility Plan and will also be important in closing the remaining system gaps. This close and continued coordination will also help maximize the dollars through potential cooperative efforts, appropriate project scheduling and implementation.

Coordination with StarMetro will also be crucial in identifying those additional projects that best serve the needs of the transit user and provide full connectivity to activity centers and destinations. This connectivity is one of the most important elements in promoting transit usage and as the transit system is modified or enhanced, this coordination will ensure these connections and accessibility to new or modified transit facilities are included.

Coordination with the other agencies responsible for development approval and implementation is also a critical element. Building on the newly created Community Code for the MMTD, development requirements for modal network connectivity are important to ensure continued access for bicyclists and pedestrians. In addition, the facility design requirements that ensure the modal facilities enhance and promote usage are also an important element. These components apply to both new developments within the district as well as retrofitting or replacing existing facilities.

Implementation

The primary focus of any planning effort should ultimately be on implementation. This focus is evident in the approval of the MMTD and the adoption of the Regional Mobility Plan and should be a continued priority. **Figures 1** and **2**, shown above, depict the existing network along with the proposed projects found within the Regional Mobility Plan. Although the MMTD area has many projects identified, there are still numerous gaps within the pedestrian system throughout the area, primarily in those sections outside of the central core.

Closing these network gaps coordinated with the transit service is should be the primary implementation goal. **Figure 4**, shown below, depicts those facilities within the MMTD that do not have existing sidewalks and were not identified for a project within the Regional Mobility Plan Cost Feasible Plan. Many of these facilities are interior neighborhood streets and the recommended approach is to focus on those primary facilities providing the most direct access to the transit service. The Nova2010 route structure is shown in **Figure 5**.

Figure 4. Facilities without Existing Sidewalks or Cost Feasible Plan Projects

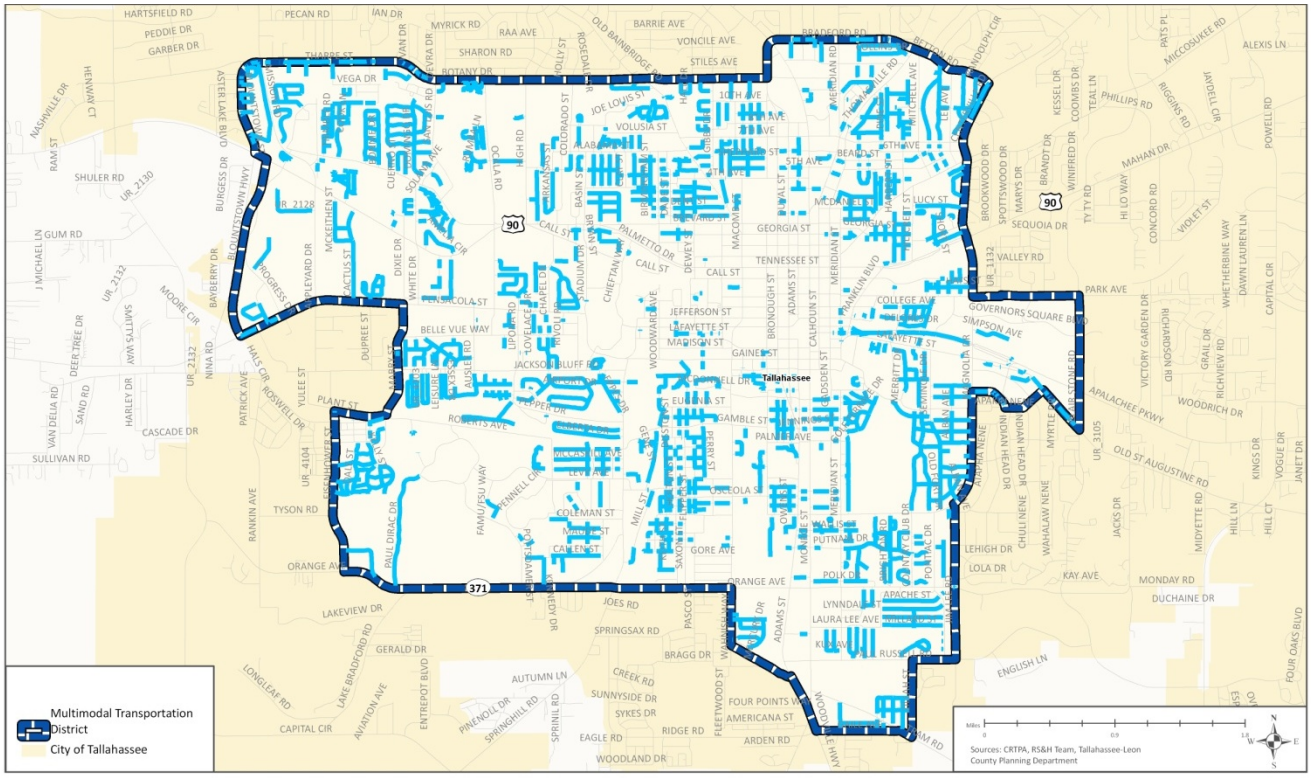
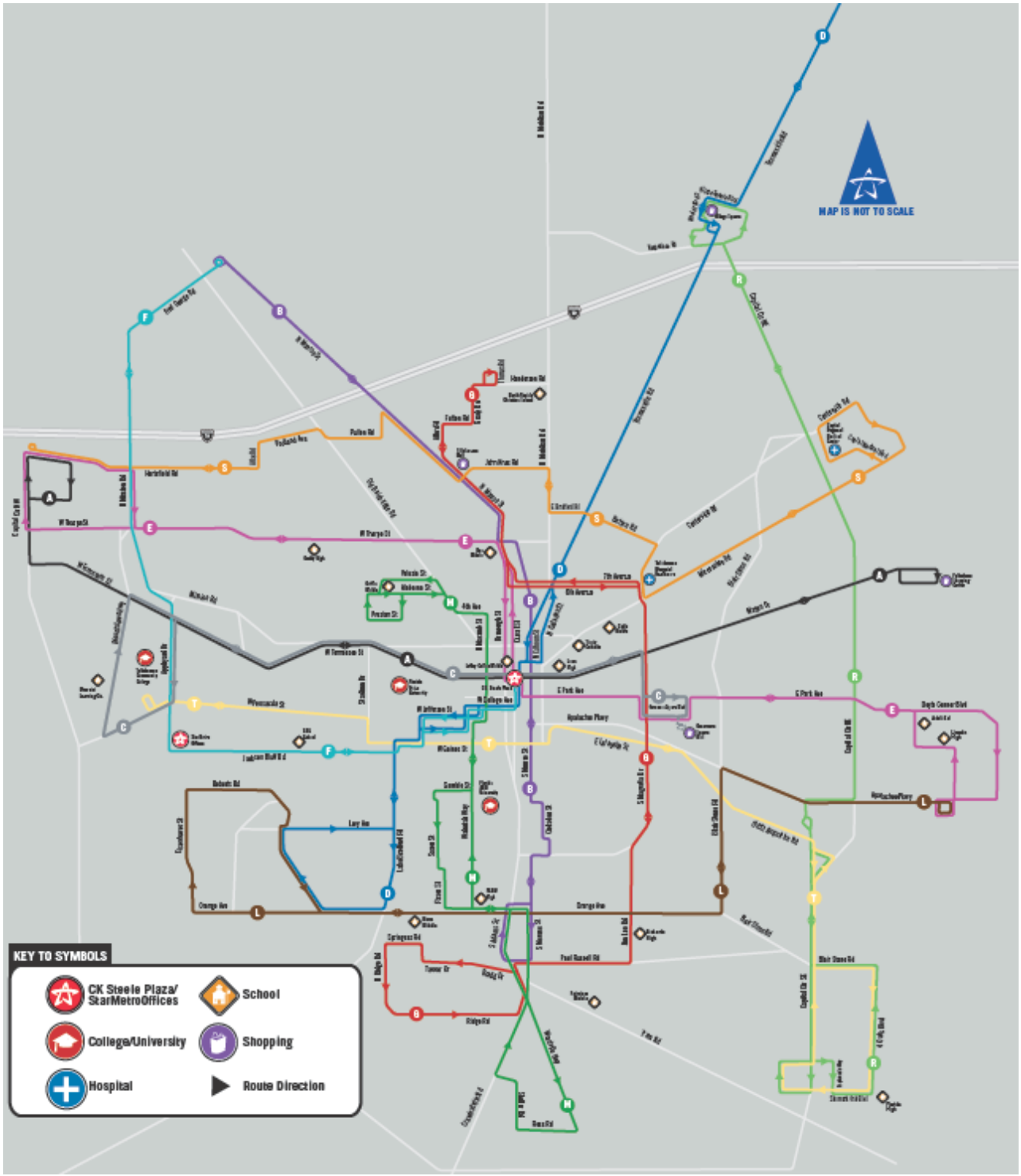


Figure 5. Nova2010 Weekday Routes



The following table depicts those transit routes that serve the facilities without sidewalks or Cost Feasible Plan projects. The routes are listed in priority order based on the number of network gaps in conjunction with the transit route.

Transit Route	Description
Route F	North and South of Jackson Bluff Road
Route M	Southern portion along Wahnish Way
Route L	Western portion along Eisenhower Road
Route L	Eastern section of Orange Avenue
Route M	Northern portion along Macomb, Volusia, and Preston Streets
Route E	Eastern portion of Park Avenue
Route D	Section of Thomasville Road, Gadsden and Calhoun Streets
Route A	Along western portion of Tennessee Street and eastern most section

The focus on providing access and closing the network gaps on the facilities directly impacted by these transit routes meet both the goals of connectivity and accessibility for the MMTD as well as for the Regional Mobility Plan. In addition to closing the network gaps, options of retrofitting the existing network with enhanced facilities or increased connectivity should also be explored.