CRTPA BOARD

MEETING OF MONDAY, MARCH 19, 2018 AT 1:30 PM

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

MISSION STATEMENT

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

FINAL AGENDA

1. **CALL TO ORDER AND ROLL CALL**

2. **AGENDA MODIFICATIONS**

3. **CONSENT AGENDA**

   A. Minutes of the February 20 Meeting

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

5. CRTPA ACTION

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

A. Fiscal Year (FY) 2020 – FY 2024 Transportation Alternatives (TA) Priority Project List

The FY 2020 – 2024 TA Priority Project List has been developed for board adoption.

B. FY 2020 – FY 2024 Transportation Regional Incentive Program (TRIP) Priority Project List

The FY 2020 – 2024 TRIP Priority Project List has been developed for board adoption.

C. Draft FY 2019 & FY 2020 Unified Planning Work Program (UPWP)

The Draft UPWP reflecting the CRTPA's transportation planning activities for the next two years has been developed for board review.

D. Wakulla Environmental Institute (WEI) Trail Feasibility Study

An update on the WEI project will be provided.

6. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

7. EXECUTIVE DIRECTOR'S REPORT

8. CRTPA INFORMATION

A. Correspondence
B. Future Meeting Dates
C. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

9. CRTPA CITIZEN COMMENT

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

10. ITEMS FROM CRTPA BOARD MEMBERS

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA, as appropriate.

March 19, 2018

AGENDA ITEM 1

CALL TO ORDER AND ROLL CALL

March 19, 2018

AGENDA ITEM 2

AGENDA MODIFICATIONS

March 19, 2018

AGENDA ITEM 3 A

MINUTES

TYPE OF ITEM: Consent

The minutes from the February 20, 2018 CRTPA meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the February 20, 2018 CRTPA meeting.

ATTACHMENT

Attachment 1: Minutes of the February 20, 2018 CRTPA meeting.

ATTACHMENT 1

CRTPA BOARD

MEETING OF TUESDAY, FEBRUARY 20, 2018 AT 1:30 PM

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

MEETING MINUTES

MEMBERS PRESENT
Commissioner Nick Maddox, Leon County, Chairman
Commissioner Kristin Dozier, Leon County
Commissioner John Daily, Leon County
Commissioner Anthony Viegbesie, Gadsden County
Commissioner Randy Merritt, Wakulla County
Commissioner Curtis Richardson, City of Tallahassee
Commissioner Nancy Miller, City of Tallahassee

Staff Present and Others: Thornton Williams, CRTPA Attorney; Greg Slay, CRTPA, Greg Burke, CRTPA; Lynn Barr, CRTPA; Jack Kostrzewa, CRTPA; Yulonda Mitchell, CRTPA; Suzanne Lex, FDOT; Donna Green, FDOT; Chris Reitow, Executive Director, ARPC; Ryan Wetherell, KHA & Associates.

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 1:31 PM by Chairman, Nick Maddox with a roll call of the board members.

2. AGENDA MODIFICATIONS

There were no agenda modifications.

3. CONSENT AGENDA

A. **Minutes of the January 16 Meeting**
B. **Final CRTPA Public Involvement Process Plan**
C. **CRTPA Safety Measures**
D. **Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)**

Board Action: Commissioner Dailey made a motion to accept the consent agenda as presented by staff. Commissioner Merritt seconded the motion and the motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

There were no consent items pulled for discussion.

5. ROLL CALL VOTE AGENDA ITEMS

A. FISCAL YEAR (FY) 2018 – FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

The CRTPA FY 2018 – FY 2022 TIP is proposed to be amended to reflect the following:

- CR 159 over Attapulgus Creek Bridge No. 500033 (Project #4286241): Add funding for the construction of a new bridge (Gadsden County)
- SR 61 (Crawfordville Rd (US 319) from Shelfer Rd to SR 61A Gaile Ave/Ridge Rd (Project #4395762): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County)
- SR 363 (Adams St) from Paul Russell Rd to FAMU Way (Project #4395782): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County)
- SR 371 (Lake Bradford Rd) from Levy Ave to Jackson Bluff Rd (Project #4395802): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County)

Mr. Burke provided an overview of the projects proposed for amendment

Board Action: Commissioner Merritt made a motion to approve the Fiscal Year (FY) 2018 – FY 2022 Transportation Improvement Program (TIP) Amendment. Commissioner Dailey seconded the motion, for discussion.

Commissioner Dozier discussed the coordination with Blueprint and inquired if those projects will overlap. Mr. Slay clarified that the South Adams Street project was funded by a source that is specifically for intersection pedestrian safety improvements. This project would need to move forward and will proceed separately from the Blueprint project. Commissioner Viegbesie inquired about the construction of the Attapulgus Creek Bridge and alternative routes while the bridge is being replaced. Ms. Lex noted the project would begin between July/August and will speak with the project manager for further details and provide such information to the board.

Board Action: A Roll call vote was taken and the motion was unanimously passed.

6. CRTPA ACTION

A. CRTPA Board Weighted Voting

At the January 16 CRTPA meeting, members discussed the weighted vote of the governing board and requested that the item be brought back to the Board for discussion.

Mr. Slay explained this initiative was a result of HB 575. He stated at this point, it appears the bill will not be moving forward, as it has not been heard within the Senate. Mr. Slay discussed the weighted voting and provided background information. The Board has previously discussed the desire to eliminate the weighted vote.

Board Action: Commissioner Dozier made a motion to approve the item as presented by staff, options 1 and 2. Commissioner Merritt seconded the motion and the motion was unanimously passed.

B. Midtown Area Transportation Plan

The Midtown Area Transportation Plan, providing a technical analysis of transportation options in the Midtown area of Tallahassee, has been developed for Board review.

Mr. Wetherell provided update on Phase I of the project including a discussion of the alternatives that were analyzed. He stated the goal was to obtain feedback on the alternatives. The project included the use of Bluetooth data to study the area and analyzed data that included times with and without student population and the legislature population during AM and PM peak patterns. Potential alternatives reviewed in Phase 1 included sidewalk gaps, round-a-bouts, one-ways and bi-directional roadways. The analysis identified nine potential alternatives that will next be presented to the public (Phase II) for feedback as well as through stakeholder outreach meetings. The meetings will include Midtown Merchants Neighborhoods and within the area.

Board Action: Commissioner Dailey noted the last three options can be eliminated, as the evaluation shows these options wouldn't really serve this area. He made a motion to move forward with the options 1-6 listed and eliminate the remaining options. Commissioner Maddox seconded the motion and the motion was unanimously passed.

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Suzanne Lex, Florida Department of Transportation, provided an update on the Attapulgus Highway resurfacing project. She stated the department would consider the request to advance the project in the upcoming development of the draft tentative work program, by evaluating if there are funds available at an earlier schedule with design and construction in 2020 and 2022, respectively. Ms. Lex noted that FDOT would work with CRTPA during the development of the draft tentative work program to bring the resurfacing issue forward again.

8. EXECUTIVE DIRECTOR'S REPORT

Greg Slay, Executive Director, provided an update on the Southwest Area Plan. He noted the plan is moving forward with the stakeholder meetings. He noted there have been discussion of adjusting the scope of the project to focus more on Orange Avenue and possibly North Lake Bradford Road as well.

9. CRTPA INFORMATION

A. Correspondence
B. Future Meeting Dates
C. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

10. CRTPA CITIZEN COMMENT

11. ITEMS FROM CRTPA BOARD MEMBERS

Meeting adjourned at 2:40pm.

Attested:

_____ **_____**
Yulonda Mitchell, Recording Secretary **Nick Maddox, Chair**

March 19, 2018

AGENDA ITEM 4

CONSENT ITEMS PULLED FOR DISCUSSION

March 19, 2018

AGENDA ITEM 5 A

CRTPA FISCAL YEAR 2020 – FY 2024 TRANSPORTATION ALTERNATIVES PRIORITY PROJECT LIST

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA Fiscal Year 2020 – FY 2024 CRTPA Transportation Alternatives (TA) Priority Project List (PPL), provided as *Attachment 1*.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended the CRTPA approve the TA Priority Project List at their March 6, 2018 meetings.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2020 – FY 2024 Transportation Alternatives Priority Project List.

BACKGROUND

The CRTPA Transportation Alternatives Program (TAP) was established in 2013 subsequent to the creation of the Transportation Alternatives Program associated with the July 6, 2012 signing of P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) by President Obama.

Transportation Alternatives are federally funded programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (which includes the CRTPA), the MPO agency must run the competitive grant process, necessitating the creation of the CRTPA TAP.

The CRTPA receives approximately $310,000 annually in TA funding explicitly dedicated to the CRTPA region. In addition, other TA funding is available for placement on TA projects within the CRTPA region. This funding, which is outside of the dedicated amount to the CRTPA, is placed on projects at the discretion of the Florida Department of Transportation.

Consistent with CRTPA Board direction, solicitation of new TA projects occurs biennially. As a result, the CRTPA solicited new applications this year (2018).

Guiding the 2018 CRTPA TAP is the CRTPA TAP Subcommittee. The subcommittee, comprised of 5 members from the CRTPA's Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), reviewed and recommended a ranking of the TA applications that were received by the CRTPA on February 22, 2018.

The Latest

The following five (5) CRTPA TAP applications were received on February 16 (TAP application due date):

- **Spring Creek Highway (CR 365)** (Shadeville Road to US 98) **OFF ROAD BIKE PATH** (4.065 miles)
  Funding Request: $1.48 million (Sponsor: Wakulla County)

- **Blountstown Street SIDEWALK** (US 90 to W. Tharpe Street) (.68 miles)
  Funding Request: $910,145 (Sponsor: City of Tallahassee)

- **Wakulla Arran Road SIDEWALK** (limits: Oak Street to Magnolia Ridge - .35 miles)
  Funding Request: $172,091 (Sponsor: Wakulla County)

- **Wakulla Arran Road SIDEWALK** (limits: US 319 to Cajer Posey - 1.88 miles)
  Funding Request: $491,666 (Sponsor: Wakulla County)

- **Trice Lane SIDEWALK** (limits: Shadeville Highway to Wakulla Arran Road - .91 miles)
  Funding Request: $306,965 (Sponsor: Wakulla County)

On February 22, 2018 the CRTPA TAP Subcommittee met to interview the TAP applicants and score the applications based upon adopted criteria. The following reflects the Draft CRTPA FY 2020 – FY 2024 Transportation Alternatives Priority Project List as a result of the CRTPA TAP Subcommittee rankings*:

Priority	Project	Limits	Funding Sought	Phases
1	**Blountstown Street Sidewalk Improvements** (Sponsor: City of Tallahassee)	US 90 to Tharpe Street (CR 158)	$910,149	Seeking Construction & CEI funding
2	**Spring Creek Hwy (CR 365) Paved Off Road Bike Path** (Sponsor: Wakulla County)	US 98 to Shadeville Rd (CR 61)	$1.4 million	Seeking Design, Construction & CEI funding

*Note: One of the requirements associated with the CRTPA TA Program is the inclusion of proof of right-of-way ownership from the submitting agency. As a result, applications for which right-of-way issues were identified were not placed on the draft priority project list.

Project Ranking Process

The applications on the above draft priority project list were ranked based upon the adopted CRTPA's TAP Evaluation Criteria (approved at the March 21, 2016 CRTPA meeting), as follows:

ADOPTED CRITERIA

	PROPOSED EVALUATION CRITERIA	MAXIMUM POINTS
1	**SAFETY** (Describe how the project will impove public safety for all transportation users)	20
2	**CONNECTIVITY** (Describe how the project facilitates or improves multimodal linkages)	20
3	**ACCESSIBILITY** (Describe how the project contributes to enhanced mobility options for transp. disadv.)	20
4	**PUBLIC BENEFIT** (Describe how the project improves the public travel experience and travel options)	20
5	**REGIONAL PLAN** (Describe how the project relates to the adopted plans of the region)	5
6	**PROJECT CONSTRUCTABILITY** (Is right-of-way required?)	5
7	**LEVERAGING OF FUNDS** (Is there a commitment of local funding?)	5
8	**COMMUNITY SUPPORT**	5
	Maximum Total Points	100

The CRTPA DRAFT FY 2020 – FY 2024 TA Priority Project List is the culmination of the following actions associated with the CRTPA 2018 TAP calendar:

- December 1, 2017 – Announcement of CRTPA TAP application solicitation
- December 19, 2017 (3 PM) – CRTPA TAP Informational Meeting (Location: Tallahassee City Hall, Tallahassee Room, 2nd Floor)
- February 16, 2018 – TAP applications DUE to CRTPA
- February 22, 2018 – TAP applicant interviews & recommended ranking by TA Subcommittee

PUBLIC INVOLVEMENT

A public meeting to present the DRAFT FY 2020 – FY 2024 TA Priority Project List (held in conjunction with DRAFT FY 2020 – FY 2024 Transportation Regional Incentives Program Priority Project List) was held on March 8 at Tallahassee City Hall.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2020 – FY 2024 TA PPL, the list will be provided to the FDOT for consideration in the development of the Draft FY 2020 – FY 2024 Annual State Work Program, scheduled to be presented to the CRTPA Board in the fall of 2018.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2020 – FY 2024 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA FY 2020 – FY 2024 Transportation Alternatives (TA) Priority Project List.
(Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: Draft FY 2020 - FY 2024 TA Priority Project List.
Attachment 2: CRTPA TA Project Map

ATTACHMENT 1

Capital Region Transportation Planning Agency

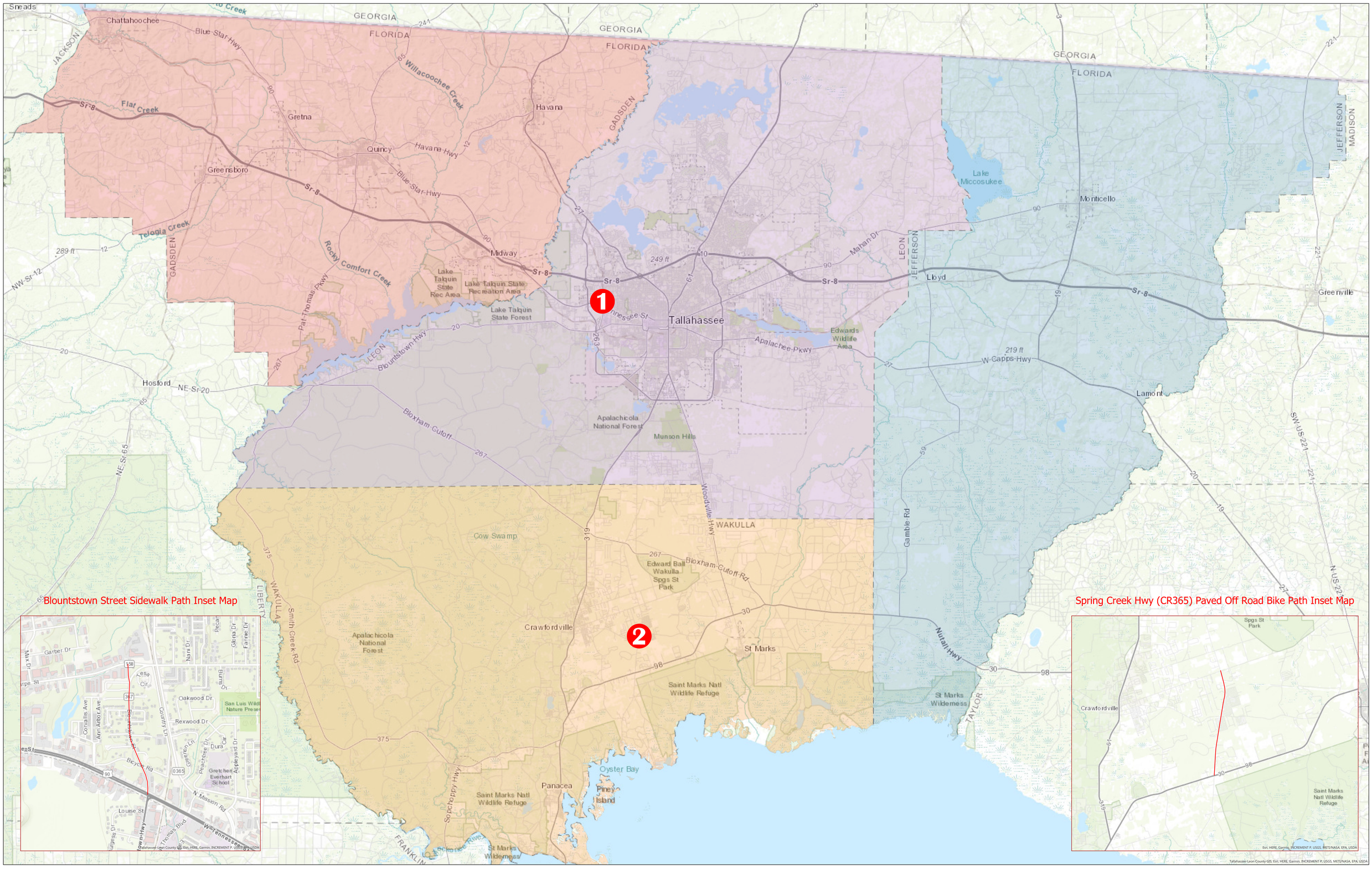
DRAFT Transportation Alternatives Priority Project List

Fiscal Year 2020 - Fiscal Year 2024

Priority	Project	Limits	Funding Sought	Phases
1	**Blountstown Street Sidewalk Improvements** (Sponsor: City of Tallahassee)	US 90 to Tharpe Street (CR 158)	$910,149	Seeking Construction & CEI funding
2	**Spring Creek Hwy (CR 365) Paved Off Road Bike Path** (Sponsor: Wakulla County)	US 98 to Shadeville Rd (CR 61)	$1.4 million	Seeking Design, Construction & CEI funding

ATTACHMENT 2

CRTPA Draft FY 2020 - FY 2024 Transportation Alternatives Priority Project List Map



Blountstown Street Sidewalk Path Inset Map

Spring Creek Hwy (CR365) Paved Off Road Bike Path Inset Map

N W E S

0 5 10 20 Miles

Scale 1:130,000

Project

1. Blountstown Street Sidewalk Improvements
2. Spring Creek Hwy (CR 365) Paved Off Road Bike Path

CRTPA - Counties Served

NAME

- GADSDEN
- JEFFERSON
- LEON
- WAKULLA

Created By: Jason Cox | GIS Specialist II
Contact: 850-606-5594

Date Saved 3/1/2018 8:11 AM

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March 19, 2018

AGENDA ITEM 5 B

FISCAL YEAR (FY) 2020 - FY 2024
TRANSPORTATION REGIONAL INCENTIVES PROGRAM (TRIP)
PRIORITY PROJECT LIST (PPL)

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2020 - FY 2024 Transportation Regional Incentive Program (TRIP) Priority Project List (PPL) provided as ***Attachment 1***.

RECOMMENDATIONS BY CRTPA COMMITTEES

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) recommended the CRTPA approve the TRIP Priority Project List at their March 6, 2018 meetings.

RECOMMENDED ACTION

Option 1: Adopt the FY 2020 - FY 2024 Transportation Regional Incentives Program (TRIP) Priority Project List.

HISTORY AND ANALYSIS

The CRTPA Transportation Regional Incentive Program PPL identifies projects eligible for receipt of TRIP funding. Pursuant to the FDOT:

> "The Transportation Regional Incentives Program (TRIP) was created in 2005 as part of major Growth Management legislation enacted during the Florida Legislative Session (SB 360). The program's purpose is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners.

> TRIP funds are to be used to match local or regional funds up to 50% of the total project costs for public transportation projects. In-kind matches such as right of way donations and private funds made available to the regional partners are also allowed. Federal funds attributable to urbanized areas over 200,000 in population may also be used for the local/regional match."

One of the requirements of TRIP funding eligibility is inclusion on the CRTPA's Regionally Significant Transportation Map. The CRTPA Regionally Significant Transportation Map was adopted at the September 19, 2016 CRTPA meeting and is included as ***Attachment 2***.

Draft FY 2020 – FY 2024 TRIP Priority Project List

The Draft FY 2020 – FY 2024 TRIP Priority Project List is comprised of one project which was previously included on the CRTPA's most recently adopted (FY 2019 – FY 2021) TRIP PPL. Specifically, the following project is included on the TRIP PPL:

- **Welaunee Boulevard Extension** (Fleischmann Rd to Centerville Road at Shamrock South): New 4 lane Road (seeking Project Development & Environment Study funding).

Changes from Last Year's TRIP PPL

In addition to inclusion of the above (Welaunee Boulevard Extension) project, last year's adopted FY 2019 – FY 2023 TA Priority Project List also included the following project:

- **Weems Road Extension** (Capital Circle, Northeast to US 90): New 2 lane road (seeking construction funding).

Subsequently, the Weems Road Extension project received $1 million in TRIP funding.

PUBLIC INPUT

A public meeting to present the DRAFT FY 2020 – FY 2024 TRIP Priority Project List (held in conjunction with DRAFT FY 2020 – FY 2024 Transportation Alternatives Program Priority Project List) was held on March 8 in Tallahassee City Hall.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2020 – FY 2024 TRIP PPL, the list will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2020 – FY 2024 State Work Program.

OPTIONS

Option 1: Adopt the FY 2020 - FY 2024 Transportation Regional Incentives Program (TRIP) Priority Project List.
(RECOMMENDED)

Option 2: Board Discretion.

ATTACHMENTS

Attachment 1: Draft FY 2020 - FY 2024 Transportation Regional Incentives Program (TRIP) Priority Project List.
Attachment 2: Adopted CRTPA Regionally Significant Roadways Map

ATTACHMENT 1

Capital Region Transportation Planning Agency

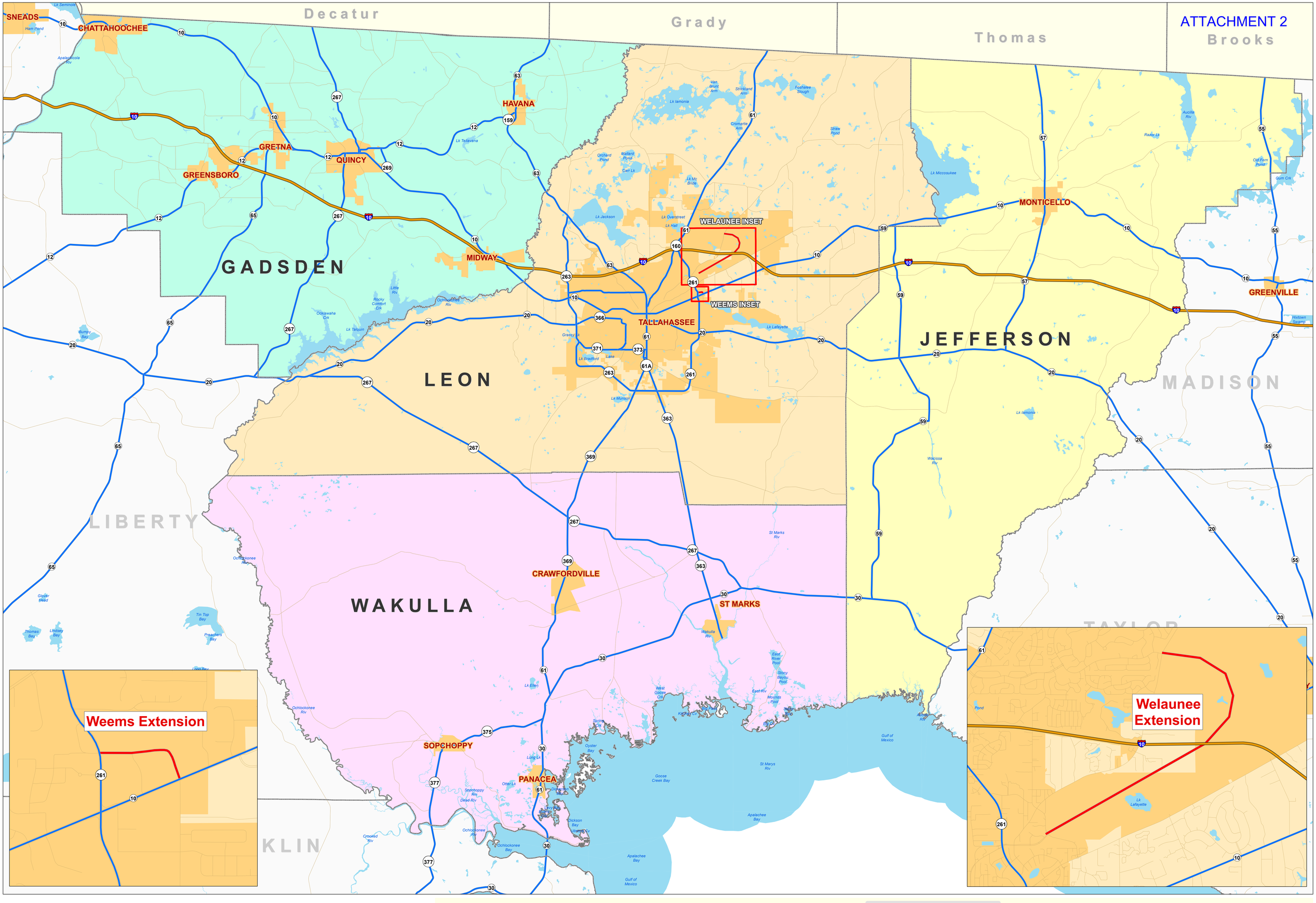
DRAFT Transportation Regional Incentives Program (TRIP) Priority Project List

Fiscal Year 2020 - Fiscal Year 2024

Priority	Project	From	To	Funding Sought	Phase
1	**Welaunee Boulevard Extension** (Sponsor: Blueprint Intergovernmental Agency)	Fleischmann Rd	Centerville Rd at Shamrock South	$1 million	Project Development & Environment Study

ATTACHMENT 2

CRTPA REGIONALLY SIGNIFICANT ROADS MAP



0 3.75 7.5 15 Miles

Map Scale = 1:108,500

N W E S

CRTPA Region	
Interstate	County Name
Regionally Significant Roads	GADSDEN
Trip Eligible Projects	JEFFERSON
County Roads	LEON
Major Waterbodies	WAKULLA
Cities / Towns	
Florida Counties	
Georgia Counties	

NOTE: This product has been compiled from the most accurate source data from Leon County, the City of Tallahassee, and the Leon County Property Appraiser's Office. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County, the City of Tallahassee, and the Leon County Property Appraiser's Office assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

Created By: Jason Cox GIS Specialist I | Contact: 860-606-5594 | Date: 08/26/16

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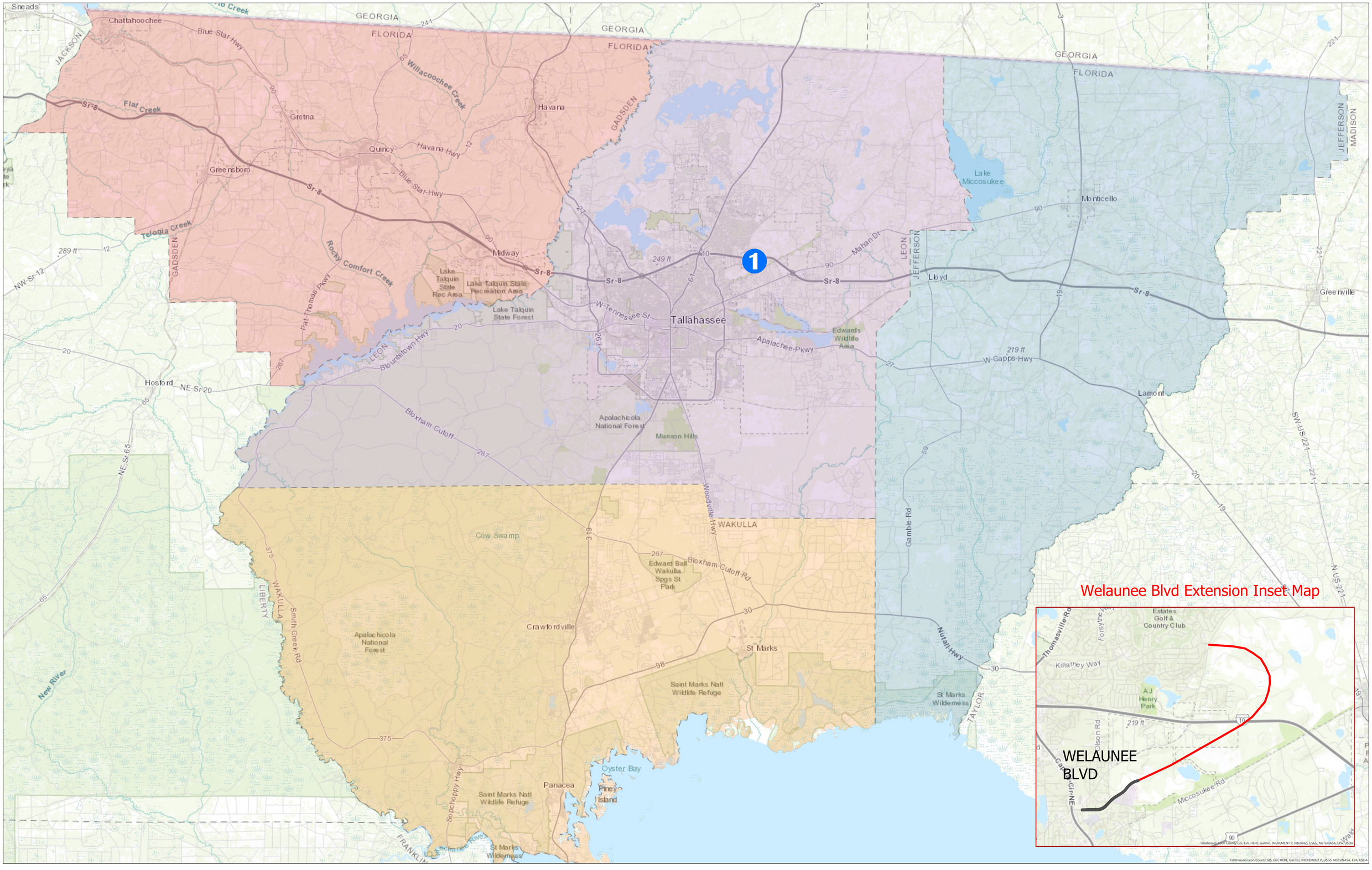
CRTPA Draft FY 2020 - FY 2024 Transportation Regional Incentives Program
Priority Project List Map

ATTACHMENT 3



N
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0 5 10 20 Miles

Scale 1:130,000

Project

1 **Welaunee Boulevard Extension**

CRTPA - Counties Served

NAME

- **GADSDEN**
- **JEFFERSON**
- **LEON**
- **WAKULLA**

Created By: Jason Cox | GIS Specialist II
Contact: 850-606-5594

Date Saved 3/1/2018 8:15 AM

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March 19, 2018

AGENDA ITEM 5 D

WAKULLA ENVIRONMENTAL INSTITUTE (WEI) TRAIL FEASIBILITY STUDY

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The Wakulla Environmental Institute (WEI) Trail is one of several trails (proposed) that will link to the Coastal Trail (US 98) in Wakulla County (currently under construction). Since August of 2018 Kimley-Horn and Associates (KHA), under the General Planning Consultant (GPC) contract, evaluated several options to link the Coastal Trail to the WEI. CRTPA staff is seeking acceptance of the options and the report that will be presented by KHA.

RECOMMENDED ACTION

Option 1: Accept the Wakulla Environmental Institute (WEI) Trail Feasibility Study

HISTORY AND ANALYSIS

As the Coastal Trail projects continue to move forward, CRTPA staff initiated some smaller efforts that will link facilities to the Capital City to the Sea/Coastal Trail.

Wakulla Environmental Institute (WEI) Trail (Crawfordville Road to Coastal Trail)
A portion (.75 miles) of this trail was constructed (US 319 – Crawfordville Road to the WEI) when the WEI was built. However, a connection to the Coastal Trail would further WEI efforts of environmental conservancy, sustainability, and education.

The Wakulla Environmental Institute (WEI) Trail Feasibility Report, shown as ***Attachment 1***, details the project activities, including the development of alternatives for Board consideration. However, for this trail project to move forward there are several steps needing to occur that are out of the purview of CRTPA staff and revolve around the development of an adjacent property.

When, and if, this property is developed obviously relies on the developer and Wakulla County. Therefore, any recommendation by CRTPA staff will be based upon the results of this effort.

NEXT STEPS

Waiting. CRTPA staff can provide better direction once the development process of the property adjacent to the WEI is completed. However, staff will continue to follow that effort to ensure that once a decision is made the item will be addressed.

OPTIONS

Option 1: Accept the Wakulla Environmental Institute (WEI) Trail Feasibility Study (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Wakulla Environmental Institute (WEI) Trail Feasibility Study

ATTACHMENT 1

WAKULLA ENVIRONMENTAL INSTITUTE (WEI) TRAIL FEASIBILITY STUDY

JANUARY 24, 2018

***Prepared** for:*

CRTPA
CAPITAL REGION
TRANSPORTATION PLANNING AGENCY

***Prepared** by*

Kimley»Horn

WAKULLA ENVIRONMENTAL INSTITUTE (WEI) TRAIL FEASIBILITY STUDY

Introduction

The Capital Region Transportation Planning Agency (CRTPA) is completing a trail feasibility study to connect the Wakulla Environmental Institute (WEI) to the Coastal Trail along U.S. 98 which is currently being constructed. The Coastal Trail is a shared-use path along U.S. 98 which will connect the existing Tallahassee-St. Marks Historic Railroad State Trail to the existing Ochlockonee Bay Trail in Panacea. This connection will create over 50 miles of shared-use paths between Leon County and Wakulla County.

The WEI is a branch of Tallahassee Community College (TCC) which focuses on environmental conservancy, sustainability, and education which is located in Wakulla County near U.S. 98. By developing a connection from the WEI to the Coastal Trail, opportunities for safe transportation to the institute in addition to recreational opportunities such as ecotourism, 5k, running events, and field trips will become a reality.

Photo 1: Coastal Trail Currently in Construction

This feasibility analysis is being conducted to identify the route that will be cost effective while maximizing the connection to educational services at the WEI from the Coastal Trail. The overall goal of this analysis will be to increase connections between the schools, neighborhoods, recreational areas, and the WEI with limited use of the roadways.

Photo 2: Wakulla Environmental Institute

The Importance the Regional Trail Network

The creation of this regional trail system presents the opportunity for significant economic and recreation benefits to both residents and visitors in the CRTPA Region. This regional trail network will draw visitors from around the country and even internationally to experience the natural and aesthetic beauty of the area. An increase in trail users will promote a positive economic impact to the area through increased visitation and tourism.

Tourism created by trails and other passive recreation resources (parks, conservation areas, etc.) will also draw visitors to nearby hotels and local businesses, while having little negative impact on the community. Typically, passive recreation tourists travel to experience the natural and aesthetic beauty of the trail systems and will likely strive to leave the local environment unimpacted. By connecting the WEI to this trail network, additional educational opportunities with the local schools and businesses will become a reality. **Figure 1** depicts the regional trail connectivity around the WEI.

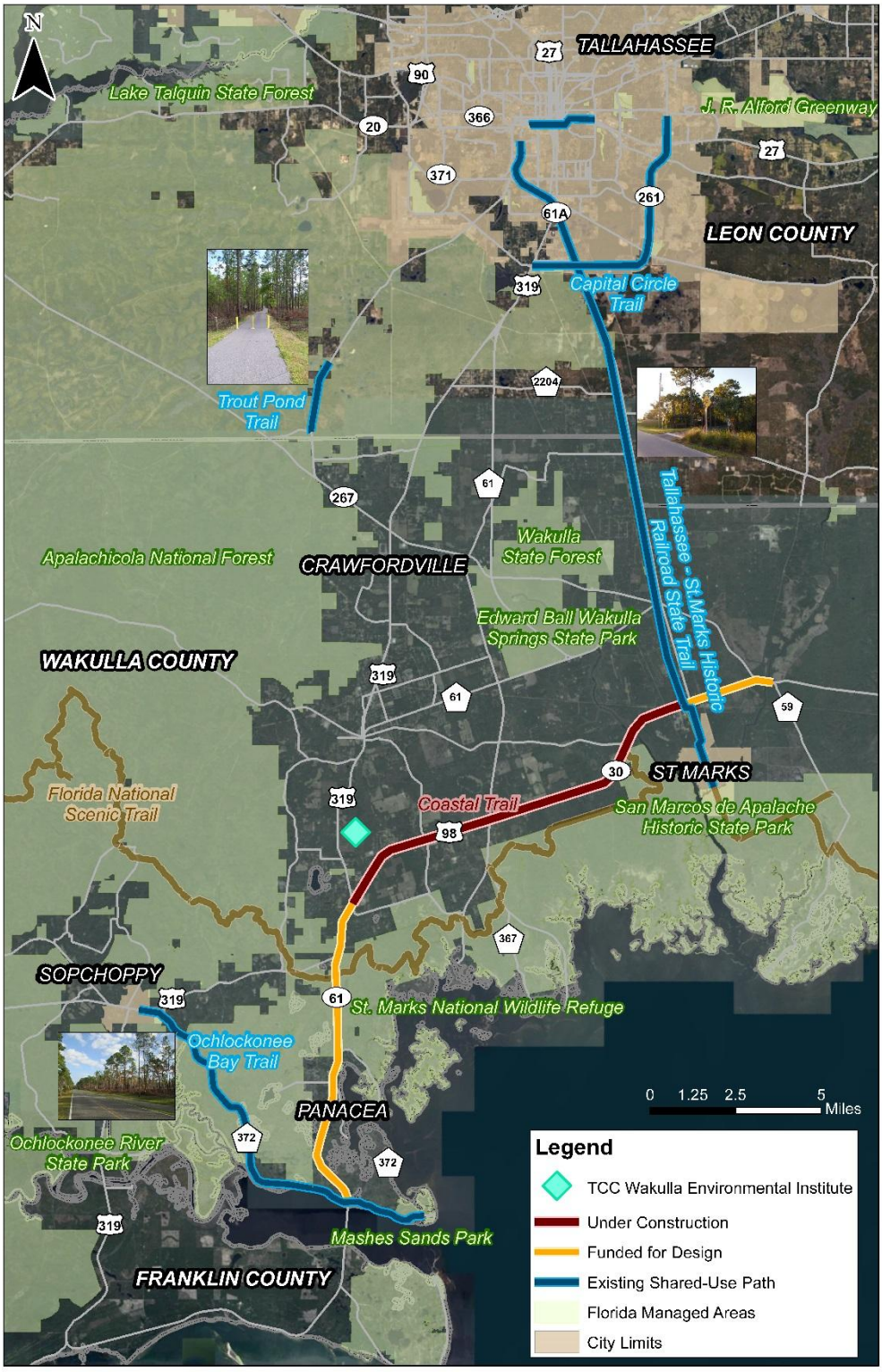

Figure 1: Regional Trail Network

Existing Conditions

Wakulla Environmental Institute

Representatives from WEI were a major stakeholder in the development of the Capital City to Sea Trail Master Plan (Adopted in 2013) and has continued to support the regional trail system. Prior to the completion of their first facility at WEI, they committed early in the planning stages to serve as a major trailhead to the growing trail network in Wakulla County. As construction on the WEI facility began in 2015, trail head amenities including bathrooms, a shared use path, water fountains, and bicycle parking were included. The main entrance road was even constructed with a shared use path that connects to U.S. 319

In addition to its current educational services, the WEI is planning the creation of a conference center with the intent of bringing visitors from around the world. Having a direct connection to the regional trail system will allow visitors to the WEI to explore the area and may generate new economic development in Wakulla County.

Photo 3: Shared use path along the WEI entrance road connects to U.S. 319

U.S. 319 Widening

U.S. 319 is currently under design for expansion to a 4-lane highway with 5-foot bike lanes/shoulders on both sides. With the planned expansion and bike facilities along U.S. 319, improved connectivity can be achieved between Crawfordville and WEI.

Trail Alternatives

Three trail alternatives (A, B, and C) have been identified as potential connections between the Wakulla Environmental Institute (WEI) and the U.S. 98 Coastal Trail. Each of the proposed alternatives will require the acquisition of right of way or easements to utilize small portions of public and private property. All three trail alternatives will begin at the trailhead facility on the eastern side of the WEI complex. The existing conditions and the three trail alternatives are described below and depicted within **Figures 1, 2, 3,** and **4**.

General Conditions and Considerations

Land Use

Each of the trail alternatives will traverse the following three land use types:

- Agriculture
- Public
- Rural 1

Neither of the three alternatives are anticipated to negatively affect the land uses or the character of the area. The trail alternatives will provide increased access between two major public land uses in the area (Recreation Park and Wakulla Middle School Medart). Increased access to education and recreation facilities may greatly improve the safety and cohesion of the neighborhoods in the area. **Figure 2** depicts the three alternatives and the surrounding land uses.

Environmental

Much of the area surrounding the WEI has remained natural with light residential development and two public areas nearby (Medart Recreation Park and the Wakulla Middle School). The natural features of this

area create favorable conditions for a trail with the potential for much of the trail to remain under tree canopy.

The alternatives are within the Red Cockaded Woodpecker Consultation Area, meaning extra precaution will be necessary to ensure this species is not negatively impacted once design and construction begins. To the extent feasible, impacts to mature pine forests, including longleaf pines and southern pines will be avoided to reduce the potential for negative impact to these species. Additional analysis will be necessary to identify the potential impact to additional species in the area based on the chosen alternative. **Figure 3** depicts the three alternatives and the known species locations and consultation areas.

Flood Zone and Wetlands

Each of the proposed alternatives is primarily located within Flood Zone X, indicating a moderate flood hazard area susceptible to a 500-year flood event. Alternatives A and B may reach Flood Zone A at the connection with the Coastal Trail on Wildwood drive. The shared lane use markings from alternatives A and B will remain on the existing roadway and are not anticipated to have any effect on the flood zone.

National Wetlands Inventory (NWI) data was used to identify known wetlands in the project area. There are very few wetlands present nearby to Alternatives A and B but Alternative C will likely bisect an identified wetland that surrounds Sonja Lynn St. In this location, the proposed trail will remain on the existing roadway as shared lane use markings, so impacts to wetlands are not anticipated. A wetland evaluation will be conducted during the environmental phase of design. **Figure 4** depicts the three routes, flood zones, and the locations of known wetlands in the area.

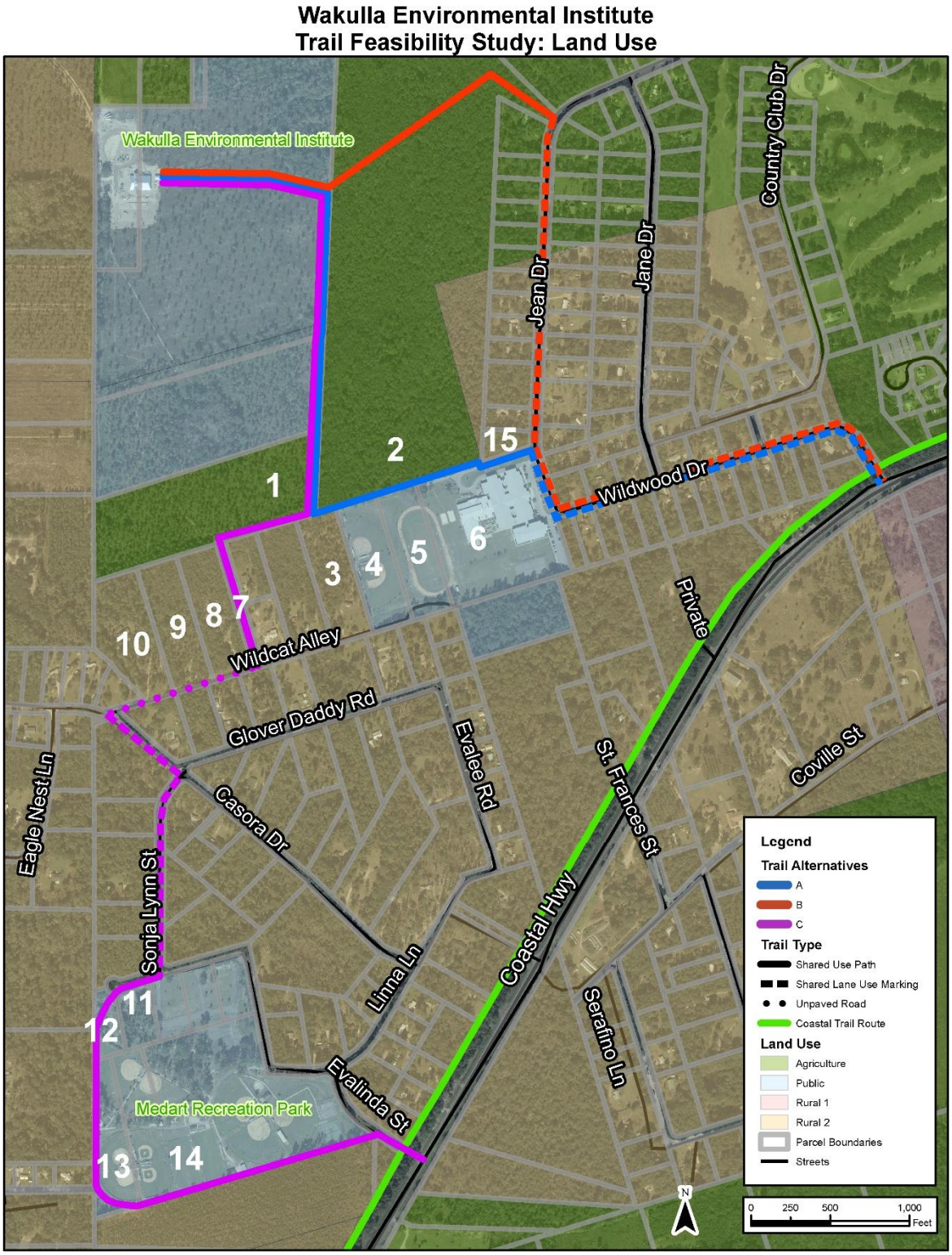

Figure 2: Land Use

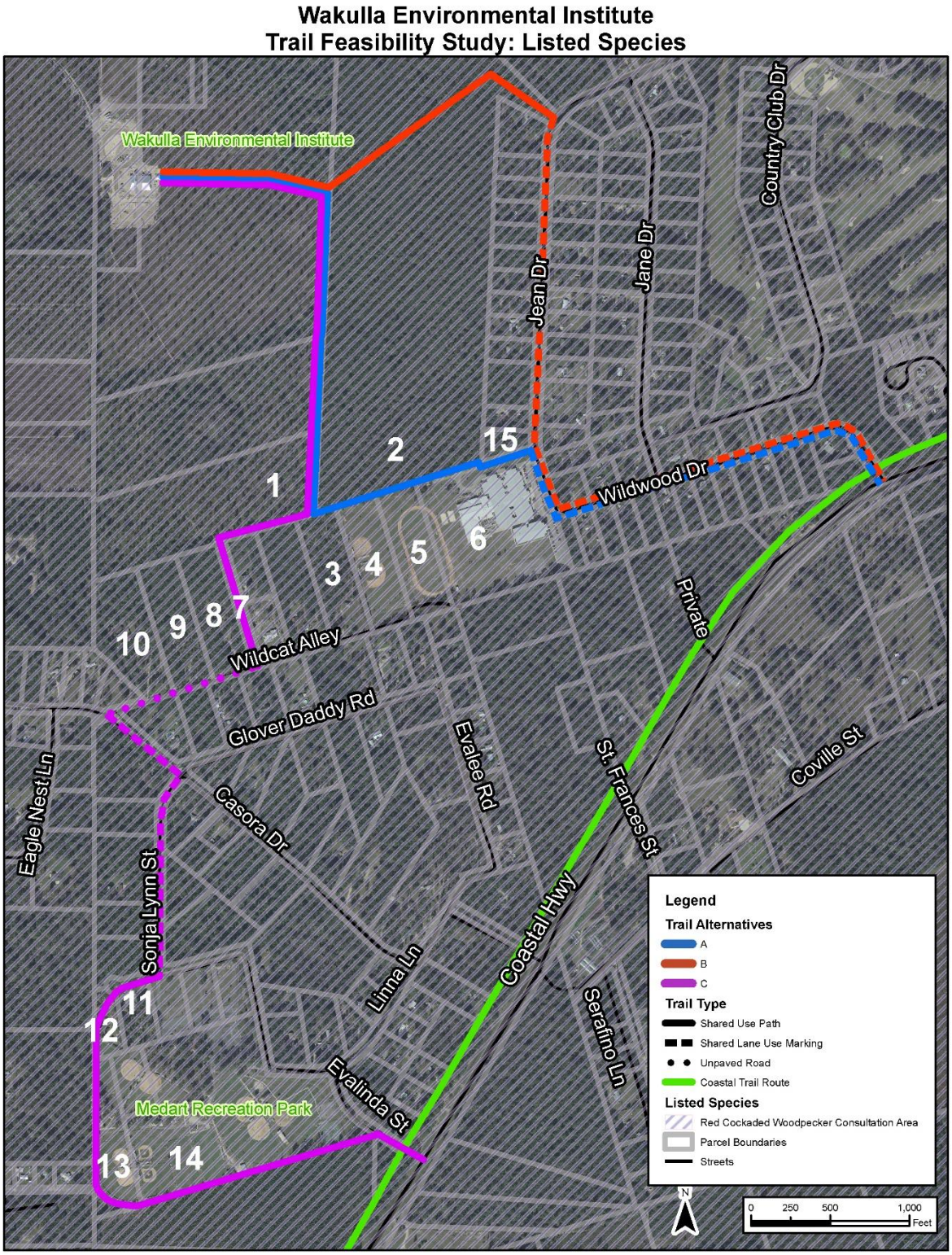

Figure 3: Listed Species

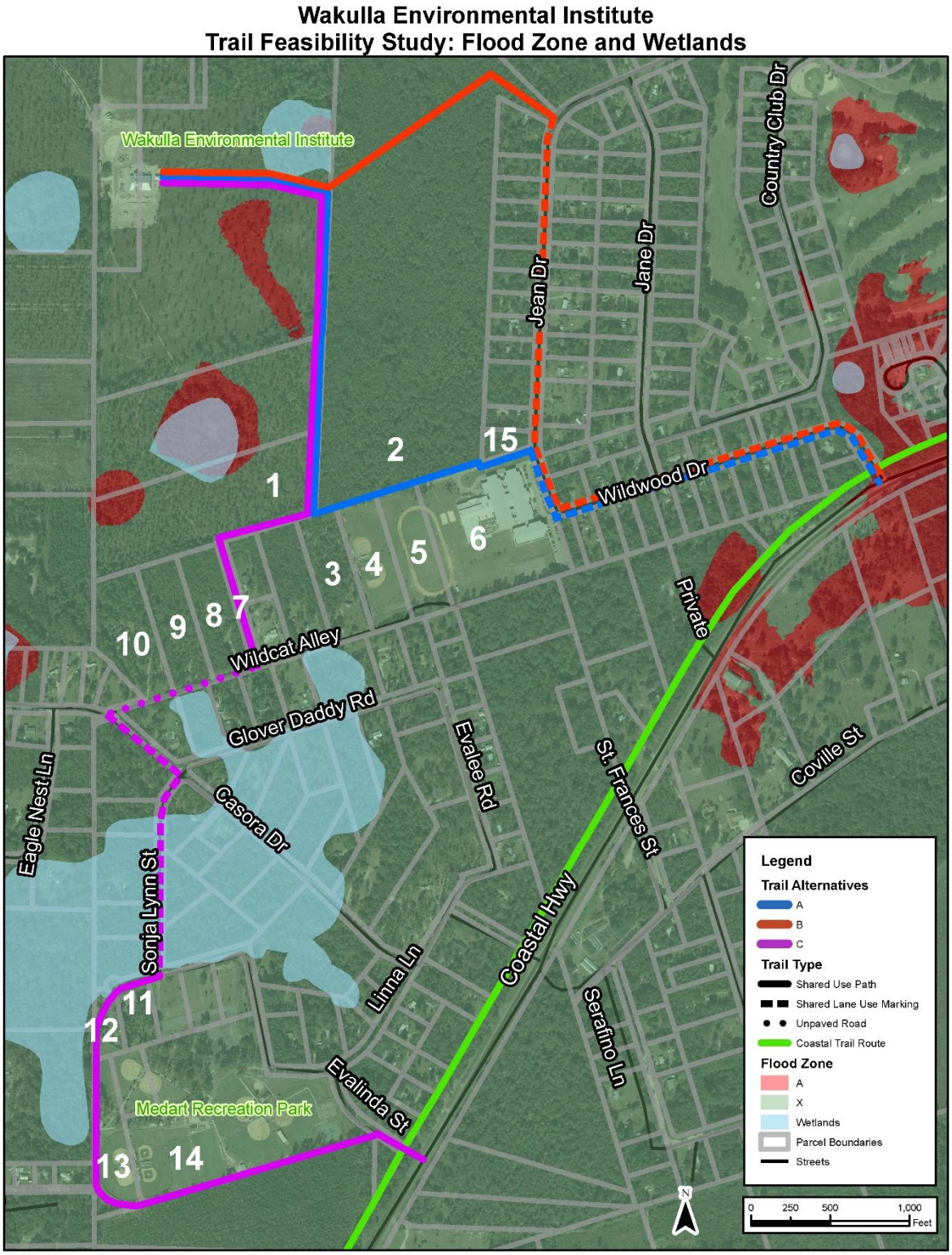

Figure 4: Flood Zone and Wetlands

Historic and Cultural

Available State Historic Preservation Office (SHPO) data was mapped to locate any known historic or culturally significant resources near the trail alternatives. The historic York Donaldson Cemetery is just south of the Wakulla Middle School, so the alternatives are not anticipated to negatively impact this resource. Several historic structures and an additional cemetery are located along Crawfordville Highway, but it is unlikely that the trail alternatives will impact these resources. A cultural resource assessment will be completed during the environmental phase of design to ensure no unknown resources will be impacted by the preferred trail alignment. **Figure 5** depicts the three alternative routes and the historic York Donaldson Cemetery.

Roadway Connections

Each of the trail alternatives proposes the use of roadways to minimize the purchase of, or impacts to private properties. By using the existing road network, the need for parcel acquisition or access easements will be greatly reduced, thereby decreasing the potential cost. Several connections are planned as transition points from shared use paths into shared lane markings on the existing residential roadways. Each of the paved roadways have a posted speed limit of 25 MPH, which allows for the safe implementation of shared lane markings. Because of the low speeds and low traffic volumes on these roadways, shared lane markings can be used to provide a safe and cost feasible option for the trail alternatives.

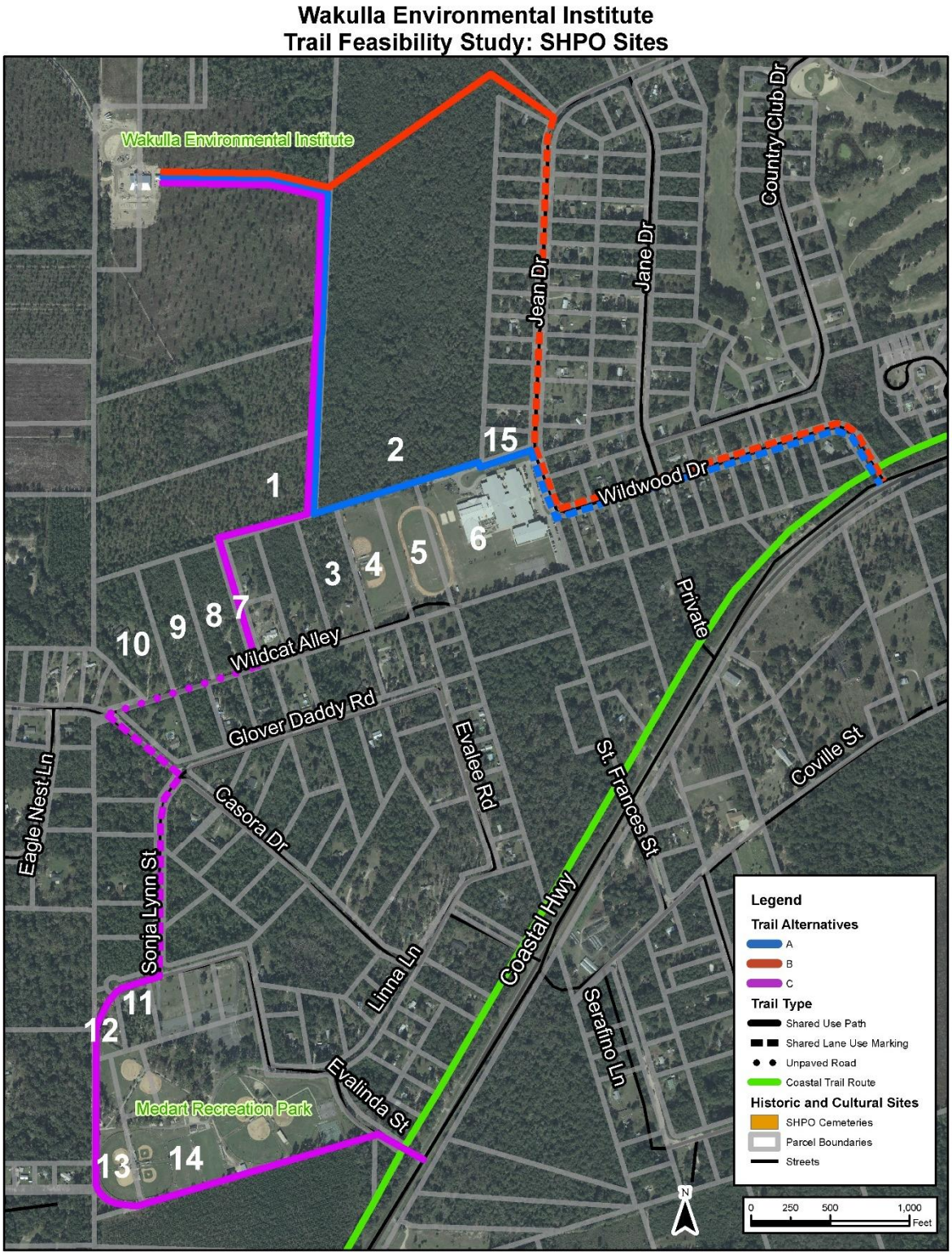

Figure 5: Historic and Cultural Features

Trail Alternative Descriptions

Trail Alternative A

Alternative A makes use of the existing WEI property, beginning at the eastern trailhead facility and heading south through the WEI owned property and continuing either through the adjacent private property south of the WEI or east of WEI. The property owner to the south, (1) has expressed a willingness to allow construction of the trail along the eastern border of their parcel. From this point, Alternative A may cross south into another owner's (2) property to make the connection with the northwestern corner of the Wakulla Middle School property (4-6). The Alternative will run east along the northern border of the school property until it reaches Jean Dr. At this location, the trail will transition from a shared-use path to shared lane markings running south along Jean Dr. onto Wildwood Dr. The alternative will follow Wildwood Dr. until it makes the connection with U.S. 98 and the Coastal Trail. **Figure 6** depicts Alternative A's route to the Coastal Trail. Additionally, this alternative also has the option to be placed within the property (2) east of the WEI property.

Photo 4: Northern Boundary of Wakulla Middle School

This alternative will allow for effective travel between the neighborhoods and nearby Wakulla Middle School while also increasing access to the WEI. The increased access to the middle school may promote the development of shared learning experiences and/or field trip opportunities being developed at the WEI. By connecting the Coastal Trail to the WEI, the alternative will help create a safe and effective east/west trail that provides an additional connection between Crawfordville Highway and U.S. 98. This route will provide additional transportation options to students located along Crawfordville Highway, who might not have a safe pedestrian route to school. **Table 1** identifies known benefits and challenges with this route.

Table 1: Alternative A – Benefits and Challenges

Alternative A	
Benefits	**Challenges**
Primarily within existing road ROW/public property	Limited space on middle school property may require additional properties to be impacted
A private owner has expressed interest in an access easement or limited acquisition	Security fencing will be required to separate the trail from Wakulla Middle School
Increased connectivity between the middle school and WEI	Trail may impact 5 parcels

Wakulla Environmental Institute
Trail Feasibility Study: Alternative A

Figure 6: Alternative A Route

Trail Alternative B:

Alternative B begins at the trailhead location on the eastern edge of the WEI complex and continues east through the property directly adjacent which is privately owned (2). Bisecting the private property through an easement, the alternative gains direct access to Jean Dr. Once on Jean Dr., the alternative will head south onto Wildwood Dr. to make the connection with U.S. 98 and the Coastal Trail. **Figure 7** depicts Alternative B's route to the Coastal Trail.

Alternative B will be shared use path from the WEI to Jean Dr., where it will transition to a shared lane markings until its connection with U.S. 98. This trail alternative will increase access between the WEI, the neighborhood, and Wakulla Middle School. Like Alternative A, the increased access to the WEI may improve the education opportunities with the middle school while also increasing the ability of the students to travel safely through the area and between the neighborhoods. This alternative will have the most significant benefit to the homes along Jean Dr. by providing access to the northern area of the existing neighborhood and becoming a potential amenity for nearby undeveloped parcels. A list of known benefits and challenges can be seen in **Table 2**.

Table 2: Alternative B Benefits and Challenges

Alternative B	
Benefits	**Challenges**
Impacts one private parcel	Bisects privately owned parcel and may impact the parcel owner's access to Jean Dr.
Increases access to the middle school without directly impacting its property	ROW/easement purchase will likely be necessary

Figure 7: Alternative B

Trail Alternative C

Alternative C begins by following Alternative A's route through the WEI and private parcels (1) to the south. Once at the southern boundary of the private parcel (1), the trail will continue west until it reaches an unpaved private road under the same ownership (7). This private road will be followed until the trail reaches Wildcat Alley, another unpaved private road with several owners (8-10). The proposed trail will continue until it reaches Casora Dr., where it will turn south onto Sonja Lynn St. The trail will then travel into the Medart Recreation Park property (11-14). Alternative C plans to travel along the perimeter of the recreation park heading toward Evalinda St. At Evalinda St. the trail will make the connection to U.S. 98 and the Coastal Trail. **Figure 8** depicts Alternative C's route to the Coastal Trail.

This trail alternative will provide increased access to the areas south of the WEI and provide an improved connection with the Medart Recreation Park. Sections of the alternative will run through private and unpaved roads which may require the installation of wayfinding signs or even paving the roadways to improve trail conditions. In lieu of wayfinding signs, Wakulla County and CRTPA may consider negotiating with the property owners to pave the private roads, which could allow for the use of shared lane markings. In addition to the challenges created by the unpaved roads, Sonja Lynn St. is surrounded by wetlands which could pose concerns for flooding.

To increase the impact of Alternative C, a small trail spur may be considered near Property 15 to provide a connection to Wakulla Middle School. This trail spur could greatly improve the use of the trail as it would connect the WEI, Wakulla Middle School, Medart Recreation Park, and the Coastal Trail. Though Alternative C is the longest of the proposed routes, the potential to connect these features represents a significant benefit to the community. Known benefits and challenges of the alternative being depicted can been seen in **Table3.**

Table 3: Alternative C Benefits and Challenges

Alternative C	
Benefits	**Challenges**
Connects the Medart Recreation Park with the WEI	Sonja Lynn Street is surrounded by a wetland
Connection to the middle school may be a possibility (via trail spur)	Wild Cat Alley is an unpaved private roadway
Provides connections to the neighborhoods south of the WEI	Longest alternative
	May impact 9 parcels

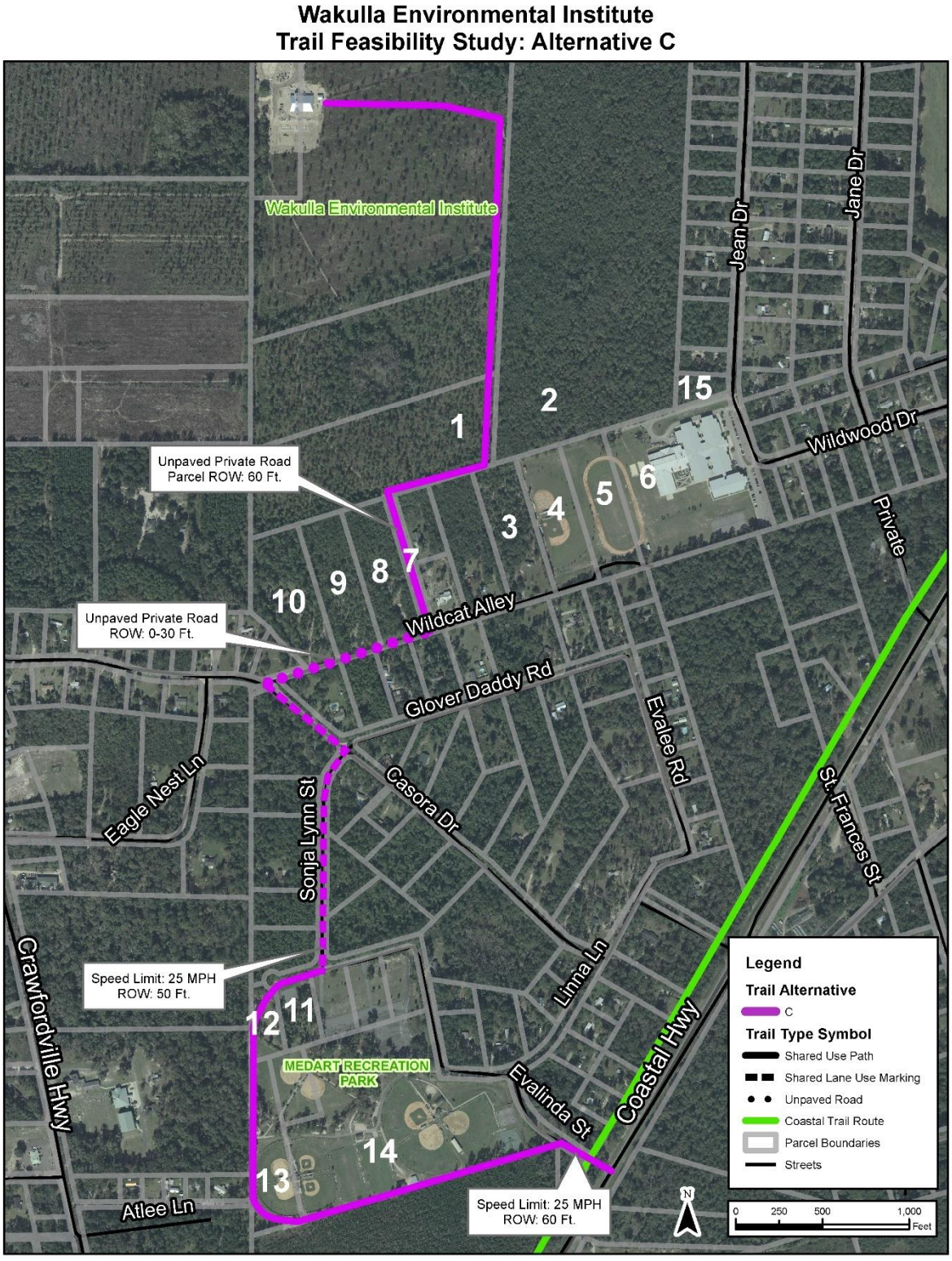

Figure 8: Alternative C Route

Future Residential Development

During this feasibility study, the parcel directly east of the WEI property was purchased by a local developer with the intentions of constructing a single family residential development. The project team met with the developer to discuss general coordination with the proposed trail. The developer stated that a road that connects this residential development over to U.S. 319 is desirable. The possible road route would be along the property boundary of this residential development, through the south perimeter of the Gaby property, then along the existing, unpaved road easement owned by Gaby to Wildcat Alley to Casora Drive and out to U.S. 319 (**Figure 9**). If this route was ever constructed, a shared use path (or shared lane marking) could be placed adjacent to the roadway for access to the WEI as well as the residential development. This opportunity may be furthered considered as comprehensive plan changes for this parcel occur and construction of the road is further evaluated.

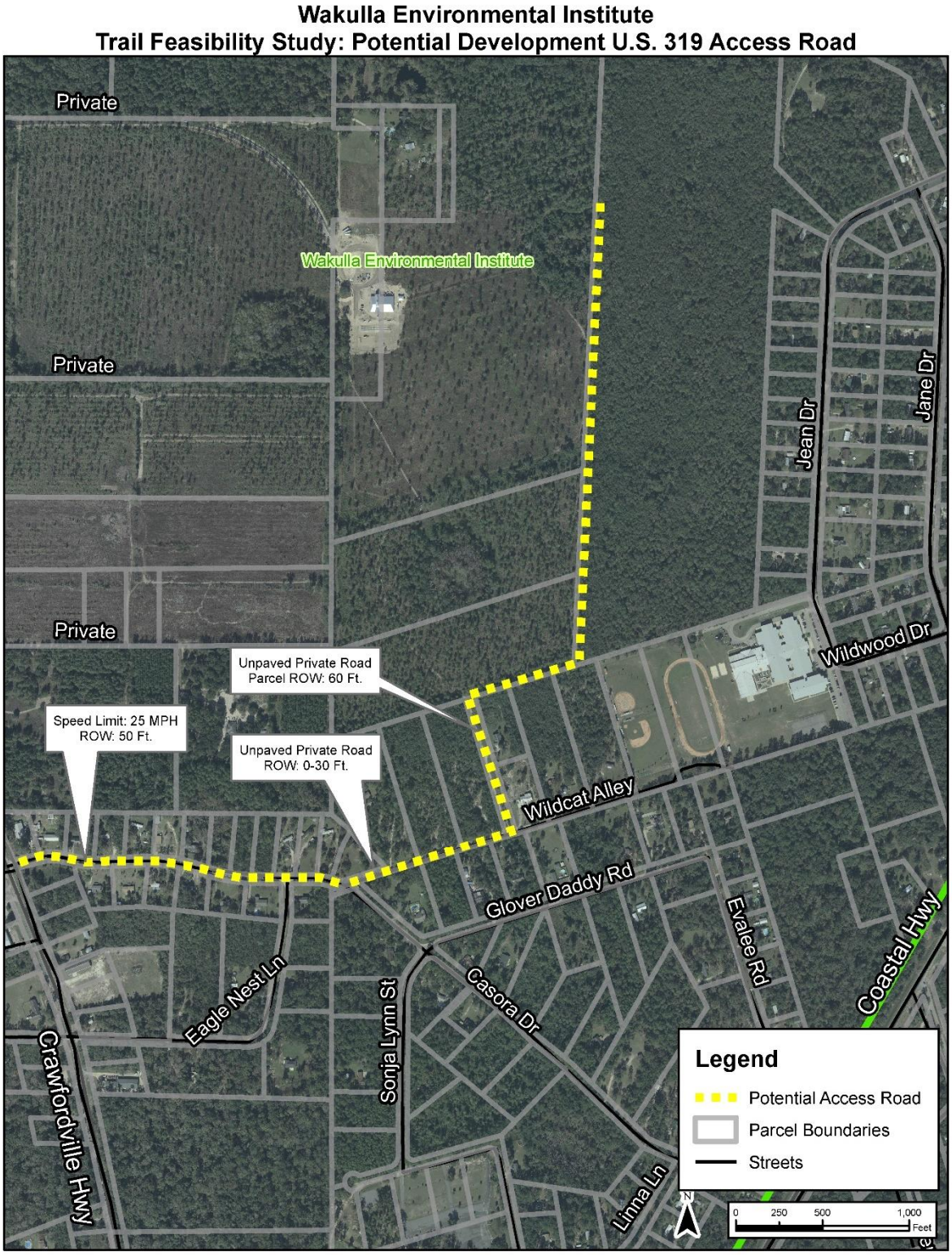

Figure 9: Potential Development U.S. 319 Access Road

Potential Costs

Using the proposed routes above, approximate costs have been developed detailing the trail distances and types. For these alternatives, three trail cost types have been considered. These types have been outlined in **Table 4**.

Table 4: Trail Type Costs Per Mile

Trail Type	Approximate Cost (Per Mile)
Road Paving*	$ 2,200,000.00
Shared Lane Markings	$ 30,000.00
Shared Use Path**	$ 570,000.00

**FDOT LRE (2 lane 5 ft. shoulder)*

*** FDOT Actual Adjusted ($450,000 + PE: $60,000 + CEI: $60,000)*

The distances that the proposed alignments will vary between shared use paths and shared lane markings in each of the alternatives have been outlined in **Table 5**.

Table 5: Trail Type Distances

Alternative	Trail Type	Approximate Distance (feet)	Approximate Cost	Approximate Total Cost
Trail Alternative A	Shared Use Path	4,550	$ 491,193.18	$ 506,875.00
	Shared Lane Marking	2,760	$ 15,681.82	
Trail Alternative B	Shared Use Path	2,790	$ 301,193,.18	$ 328,693.18
	Shared Lane Marking	4,840	$ 27,500.00	
Trail Alternative C	Shared Use Path	8,220	$ 887,386.36	$ 1,314,905.30
	Shared Lane Marking	1,910	$ 10,852.27	
	Road Paving	1,000	$ 416,666.67	

Based on the costs in **Table 5**, Alternative B will be the least expensive, while Alternative C represents the most expensive of the proposed routes. However, it should be noted that a part of Alternative C includes a road paving project that may be completed using funds outside of the anticipated trail funding. For example, Small County Outreach Program funding may be used. In addition, the local neighborhood would significantly benefit from this type of project, so for these reasons a portion of these costs will not be considered in the alternatives comparison.

Typical Sections

Typical section renderings have been created to depict the potential arrangement of the proposed alternatives in the area. These typical sections show how the shared-use paths and shared lane markings may be implemented through the different alternatives.

Figures 10 and 11 depict the how the implementation of shared lane markings could be implemented on the roadways. Shared lane markings represent the least amount of impact to the existing road network with relatively low cost. Shared lane markings should only be implemented on low volume roadways with speeds at or below 35 mph.

Figures 12 to **14** depict how a paved trail could be implemented through the wooded areas, Wakulla Middle School, and the Medart Recreation Park near the WEI. Where feasible, 10-12 ft. paved trails should be implemented to accommodate larger user volumes and types.

Figure 15 depicts the ideal development of the trail alongside the roadway. When feasible, the creation of a shared use path alongside the road should be implemented in order to provide a safer and more enjoyable trail system. In areas with low speeds and limited right of way, the trail can be placed directly alongside the travel lanes with a vertical delineator or similar buffer to clearly designate the separation of uses.

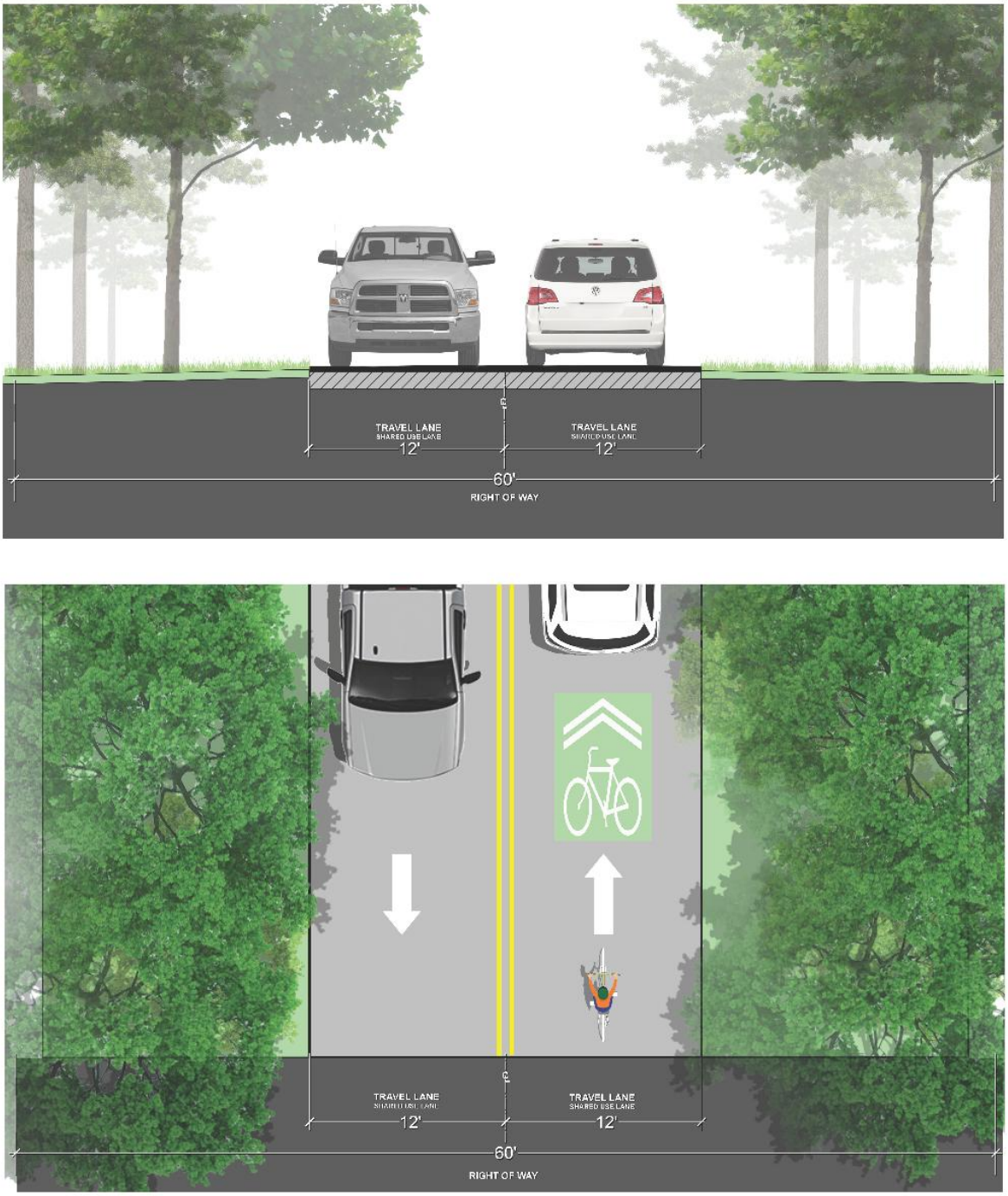

Figure 10: Shared-Lane Marking Typical Section

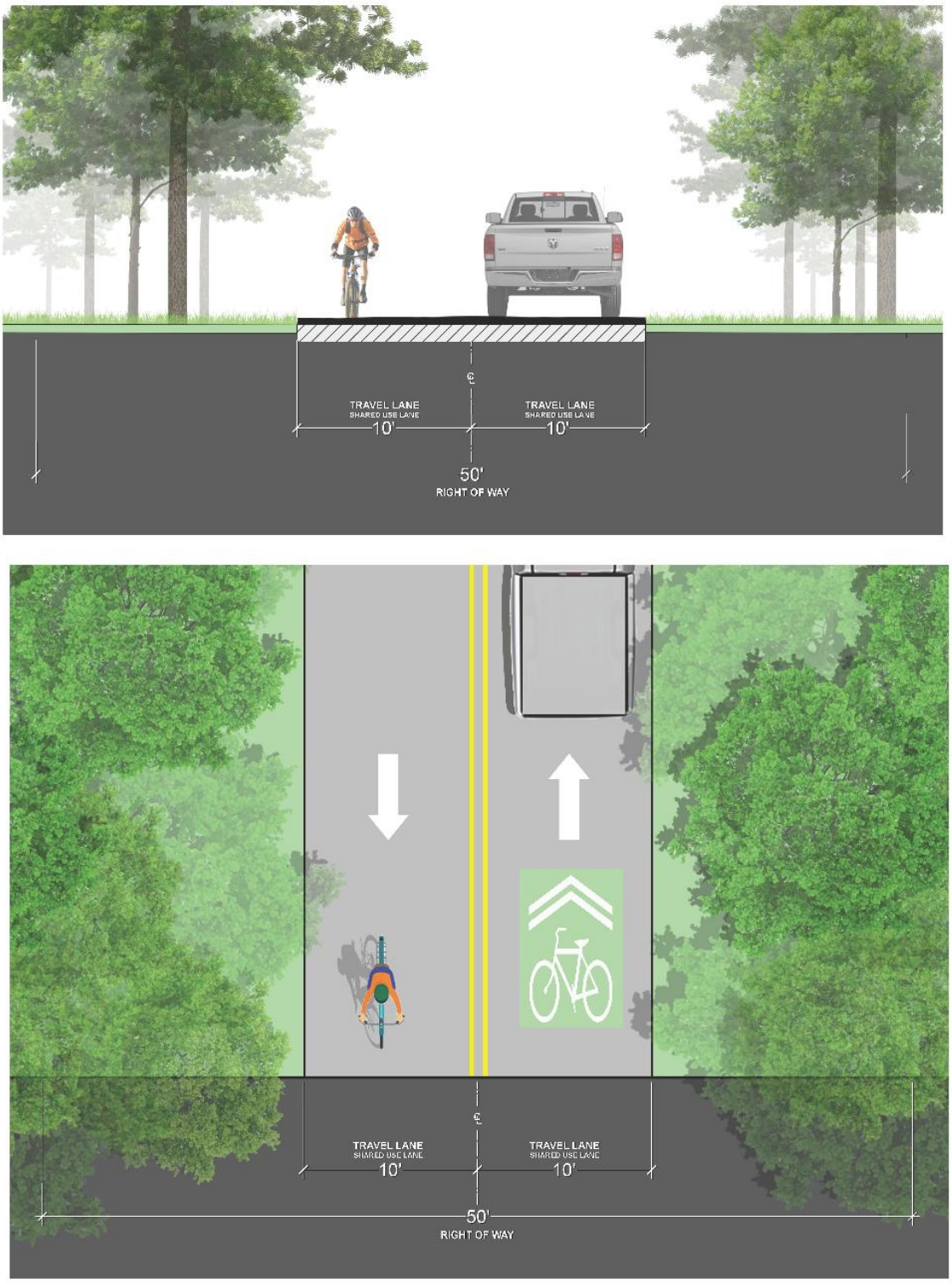

Figure 11: Shared-Lane Marking Typical Section

Figure 12: Shared-Use Path Typical Section

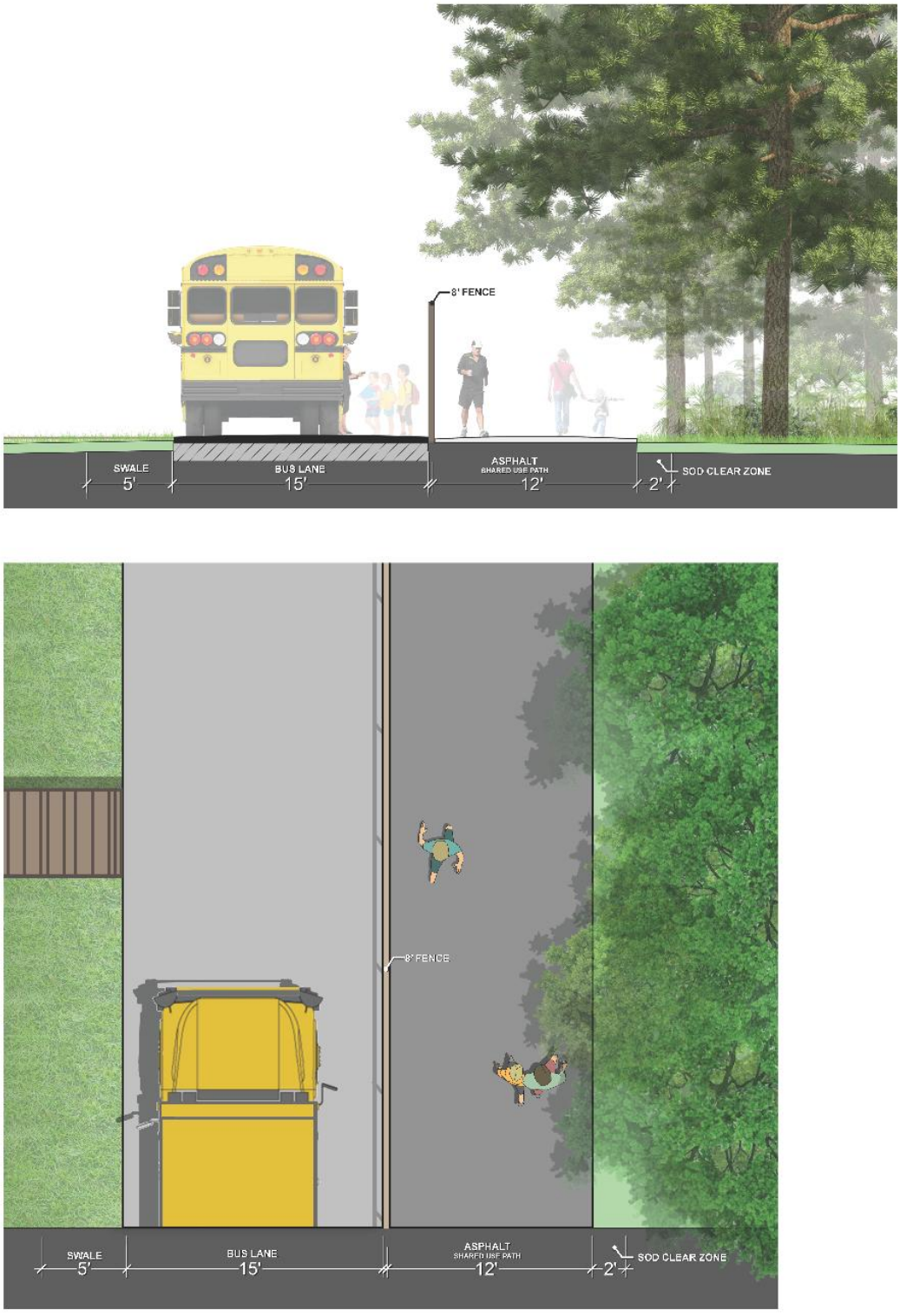

Figure 13: Shared-Use Path Typical Section

Figure 14: Shared-Use Path Typical Section

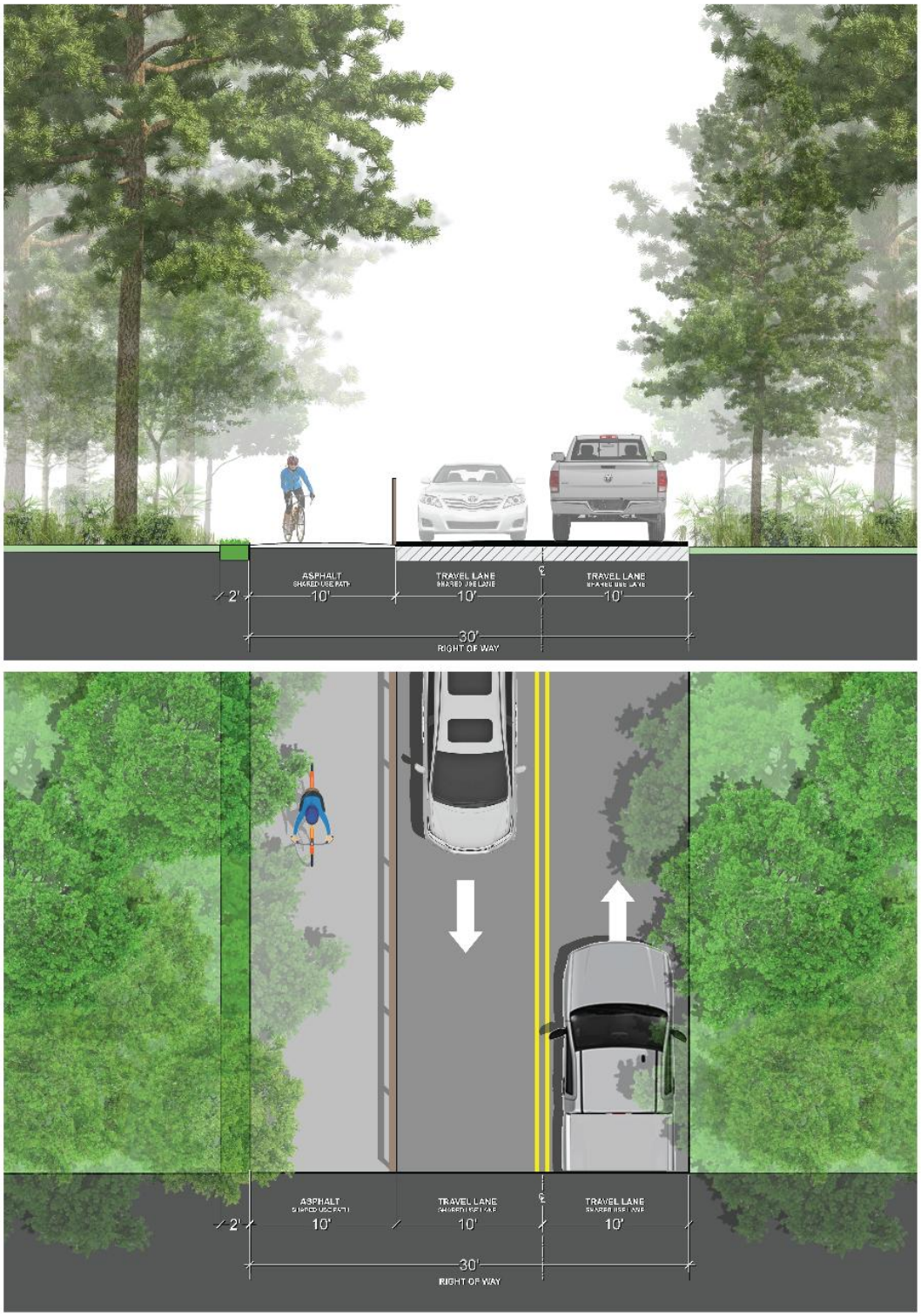

Figure 15: Shared-Use Path Adjacent to Roadway

Wayfinding and Signage

To help orient people better to this WEI trail connection, a unique symbol of a turkey may be used for the shared lane markings and wayfinding signage. This is a symbol used by the WEI and one that can easily recognizable so visitors to the area know what part of the regional trail system they are on. **Figure 16** and **Figure 17** show examples of potential shared lane markings and trail signage.

Figure 16: Wayfinding Options

Figure 17: Wayfinding Options

Preferred Alternative

Based on meetings with stakeholders, desktop review of existing conditions, and new development plans on adjacent properties, there are two viable options for this trail connection. Alternative C is viable through the potential road construction from the property east of the WEI. With the possible construction of a road through that property which is planned to be developed, then going through property 1 and property 7, the WEI trail would have an opportunity to be designed and constructed during that road construction. From that location, the trail would transition into shared lane markings along the neighborhood roads until reaching the Coastal Trail by way of Sonja Lynn St. This alternative would also give direct trail access to the new residential development in property 2. If it is determined that this property is not developable or that the new road is not feasible, placing the trail along the edge of this property, through the property owned by the Wakulla County School Board, Alternative A, would be another viable option. This alternative will require the construction of a security fence and ongoing coordination with the Wakulla County School Board on their lease of the property north of the middle school. Both preferred alignments would need easements on private land but property would not need to be purchased. Possible acquisition of property is also a possibility for these alternatives. With the possibility of the road design, construction, and paving being completed for the residential development, the estimated cost to implement the trail may be minimized. **Table 6** below summarizes the two viable options.

Table 6: Trail Type Distances

Viable Option	Approximate Total Cost	Modified Approximate Total Cost*	Property Acquisition	Number of Easements
Trail Alternative A	$ 506,875.00	$ 506,875.00	No	1 plus private road easement
Trail Alternative C	$ 1,314,905.30	$898,238.63	No	2

***Based on removing the cost of road pavement if already completed for the development of the new road connecting to Parcel 2.**

Next Steps

The National Environmental Policy Act requires that all transportation projects complete an environmental assessment to determine the most appropriate alternative and environmental effects. Environmental refers to the natural environment, physical environment, and human environment. The type of environmental assessment is based on who is preparing the document, funding for the project, and preliminary analysis. Based on initial desktop analysis, it is anticipated that a minor environmental document will be required for this trail project, but that is dependent on whether or not it will be constructed along with the possible new road corridor. Coordination with appropriate agencies will need to take place during this stage of the project. The environmental assessment will look at the preferred alignment and make appropriate modifications to that alignment to reduce environmental impacts. Once the environmental document is approved, the project will move into design and construction.

Conclusion

The cost estimates found in this feasibility report are based on planning level cost estimates including costs for CEI and construction. The range of total costs for the viable alternatives found in this study are between $500,000 and $900,000 approximately. As stated above, if development occurs and the trail can be designed and constructed along with other projects, the cost to implement may be reduced as seen in the table above. The final trail alignment will be determined through near term coordination with private property owners, Wakulla County, and the Wakulla County School Board.

March 19, 2018

AGENDA ITEM 6

FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

TYPE OF ITEM: Information

A status report on the activities of the Florida Department of Transportation will be discussed.

March 19, 2018

AGENDA ITEM 7

EXECUTIVE DIRECTOR'S REPORT

TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) will be discussed.

March 19, 2018

AGENDA ITEM 8 A

CORRESPONDENCE

TYPE OF ITEM: Information

Subsequent to the last CRTPA meeting, no correspondence has been received.

March 19, 2018

AGENDA ITEM 8 B

FUTURE MEETINGS

TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency will meet on the following remaining dates, times and locations in 2018:

Meeting Date	Meeting Type	Location
April 17	~~Retreat/Workshop~~ Board Meeting	~~*TBA 9:00 AM-11:00 AM*~~ City of Tallahassee, City Hall, Commission Chambers, 2nd Floor, ***1:30*** pm
May 15	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2nd Floor, ***1:30*** pm
June 18*****	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2nd Floor, ***1:30*** pm
September 18	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2nd Floor, ***1:30*** pm
October 16	Retreat/Workshop	*TBA 9:00 AM-11:00 AM*
November 26*****	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2nd Floor, ***1:30*** pm
December 18	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2nd Floor, ***1:30*** pm

**** Indicates Monday Meeting***

March 19, 2018

AGENDA ITEM 8 C

COMMITTEE ACTIONS
(CITIZEN'S MULTIMODAL ADVISORY COMMITTEE & TECHNICAL ADVISORY COMMITTEE)

TYPE OF ITEM: Information

STATEMENT OF ISSUE

This item provides information to the Capital Region Transportation Planning Agency (CRTPA) on the activities of the Citizens Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC).

TAC and CMAC: The CMAC and TAC each met on Tuesday, March 6, 2018, and heard an update on the Wakulla Environmental Institute Trail Feasibility Study, and took action on the following items:

- ***Commmittee Meeting Minutes***
  - ***TAC Action:*** Recommended approval unanimously of the February 6, 2018 TAC Meeting Minutes with a quorum present.
  - ***CMAC Action:*** A quorum was not present, so the February 6, 2018 CMAC Minutes were tabled until the April Meeting.

- ***Fiscal Year (FY) 2020 -FY 2024 Transportation Alternatives (TA) Priority Project List***
  - ***TAC Action:*** Recommended approval unanimously with a quorum present.
  - ***CMAC Action:*** Recommendation of approval without a quorum present.

- ***Fiscal Year (FY) 2020 -FY 2024 Transportation Regional Incentive Program (TRIP) Priority Project List***
  - ***TAC Action:*** Recommended approval unanimously with a quorum present.
  - ***CMAC Action:*** Recommendation of approval without a quorum present.

- ***Draft Fiscal Year (FY) 2019 & FY 2020 Unified Planning Work Program (UPWP)***
  - ***TAC Action:*** Recommended approval unanimously with a quorum present.
  - ***CMAC Action:*** Recommendation of approval without a quorum present.

March 19, 2018

AGENDA ITEM 9

CITIZEN COMMENT

March 19, 2018

AGENDA ITEM 11

ITEMS FROM MEMBERS