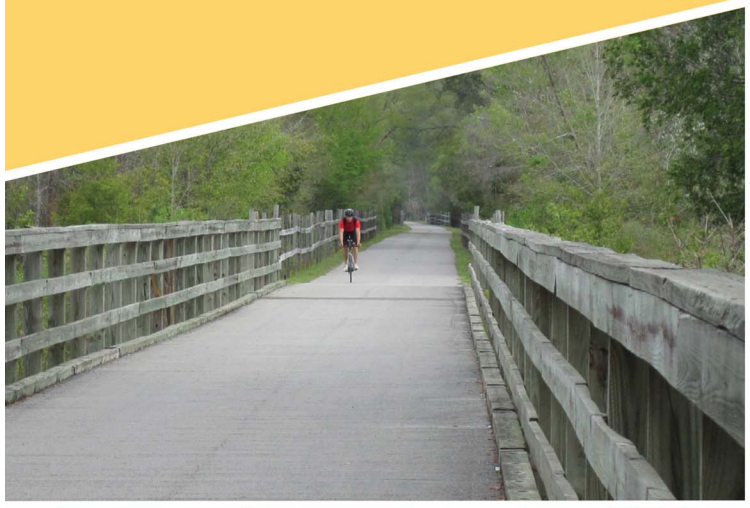
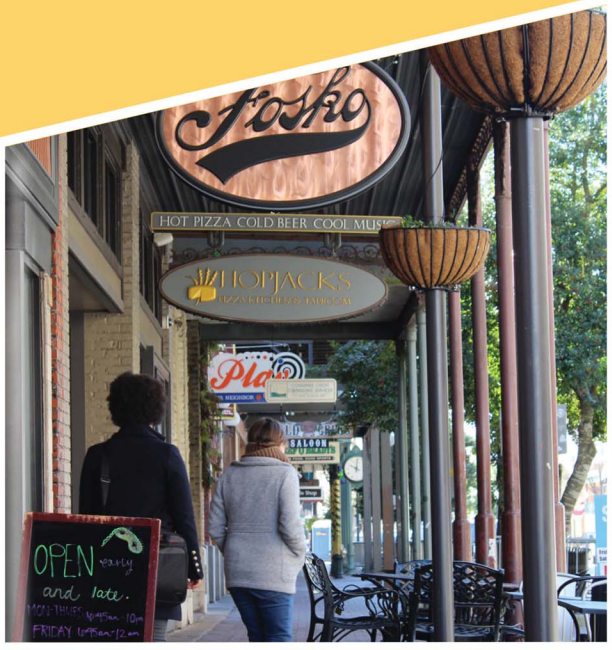
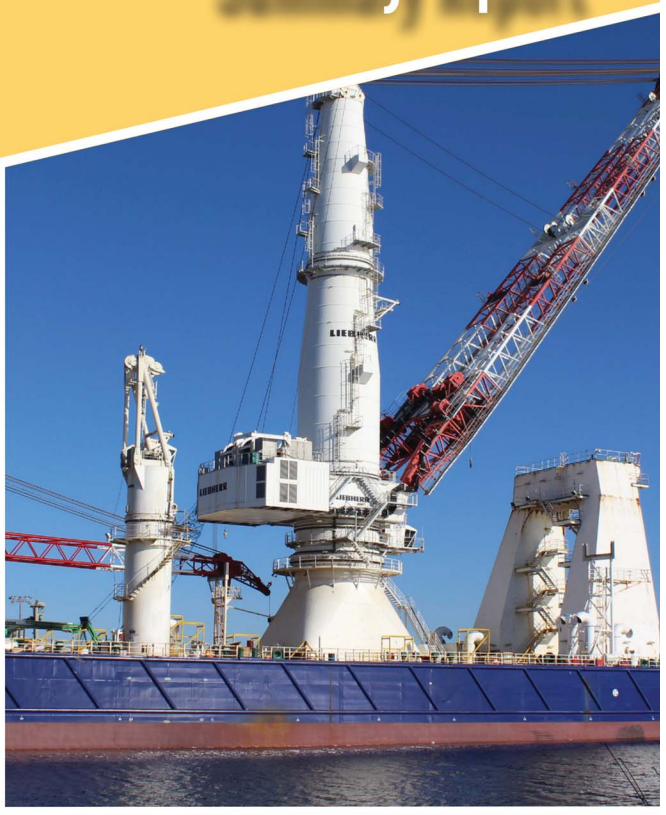
West Florida Regional Planning Council

2040 Florida-Alabama Long Range Transportation Plan
Summary Report







Florida-Alabama TPO
Transportation Planning Organization

ATKINS

Florida-Alabama TPO
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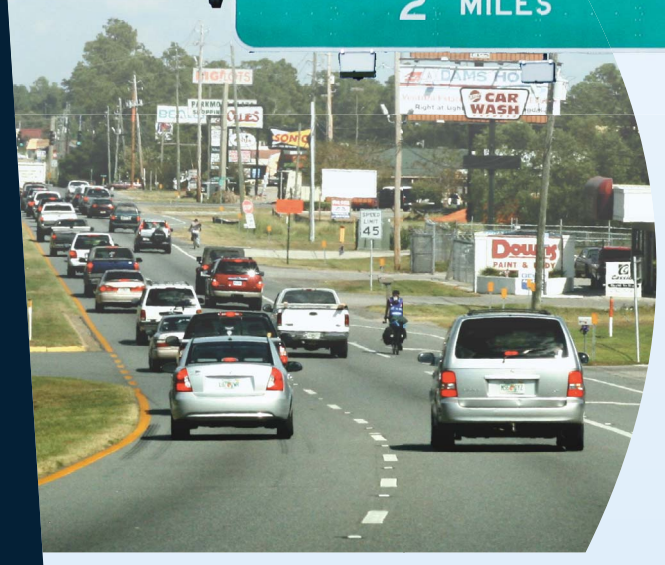
West Florida Regional Planning Council
4081 E. Olive Road - Suite A
Pensacola, FL 32514
Phone (850) 332-7976
Fax (850) 637-1923

www.wfrpc.org

The Florida-Alabama TPO

(Transportation Planning Organization) is an independent regional transportation planning agency for Escambia County, Santa Rosa County and a portion of Baldwin County, Alabama. The TPO covers an area of over 2,200 square miles and nearly 420,000 citizens. The 20-member TPO Board is made up of elected officials. Funding for the TPO comes from federal and state grants, member municipalities, and transportation agencies.





The TPO partners with agencies, governments and the public to identify and prioritize mobility needs, develop mobility plans and programs, seek and coordinate funding, and assemble resources through outreach and consensus building.

Long Range Transportation Plan (LRTP) Overview

Every five years, the TPO updates the region's LRTP to guide decision-making and investment in its mobility system. Transportation projects must be included in the LRTP to receive state and federal funding, and all projects in the LRTP must have projected cost and funding sources identified. The LRTP is required to have at least a 20-year time horizon and must address major roadway, transit, freight, bicycle and pedestrian, and intelligent transportation system (ITS) needs.

2040 Plan Update Process

- VISIONING
- GOALS & OBJECTIVES
- NEEDS PLAN
- FINANCIAL RESOURCES
- COST FEASIBLE PLAN
- PLAN ADOPTION

Since the 2035 update was completed in 2010, we've seen changes in our economy that affect how we live, travel, and pay for our transportation improvements. Our views on how we should plan for future growth continue to evolve. By 2040, our region is expected to grow by approximately 142,000 people, 81,000 households and 75,000 jobs over 2010 levels.

This update takes these changes into account. We have combined a rigorous technical analysis with a multi-faceted comprehensive public involvement process and demographic destiny considerations to provide mobility alternatives for Northwest Florida's future.

How will we travel to work, shopping, and recreational activities in 2040? What modes of transportation will take us there? How will the regional transportation system look in 2040?

The LRTP includes a Needs Plan and a Cost Feasible Plan. The 2040 Needs Plan is not constrained by project costs or available funding. It was supported by extensive public outreach and coordination with local and state government agencies.

Development of the 2040 Cost Feasible Plan required an evaluation of overall transportation systems needs within the context of available financial resources for mobility projects. In addition, this Plan is required to identify the year in which the expenditure of funds for each project is expected to occur.

The Cost Feasible Plan must consider the amount of funding available for mobility projects through the 2040 horizon year. Therefore, the Cost Feasible Plan typically matches the highest priority needs with anticipated future funds. Only those financial resources that can reasonably be expected to be available can be used to identify existing and forecasted revenues.



Goals and Objectives

Defining goals and objectives is an important step in the update of the LRTP. These goals and objectives are the policy statements of the Florida-Alabama TPO and serve as the guiding principles of the development of the plan update.

In addition, the Goals and Objectives served as the basis for the Project Evaluation Criteria. These criteria assisted the TPO in the selection and ranking of the Needs Plan projects. The evaluation criteria was considered in the development of the 2040 Cost Feasible Plan.

The LRTP Steering Committee, made up of TCC and CAC members, met to identify key features of the region. These features ranged from what makes the region special to what is needed to make the region grow and prosper over the next 20 years.

That input was used to draft the Goals and Objectives for the update. The Goals are the desired outcomes. The Objectives are specific, measurable, achievable mileposts used to quantify if the desirable outcomes are being achieved.

To guide the development of the transportation plan's goals and objectives, the Steering Committee developed the following vision and mission statements:



Vision Statement: The Florida-Alabama Transportation Planning Organization (TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

Mission Statement: The Florida-Alabama TPO 2040 Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Seven goals were developed in association with the overall mission. These goals were used to guide the development of the 2040 LRTP Update.

Goal A
A transportation system that is safe and secure.

Goal B
A transportation system that meets user needs.

Goal C
A transportation system that is maintained and operated efficiently.

Goal D
A transportation system that is multimodal, integrated and connected.

Goal E
A transportation system that supports economic vitality.

Goal F
A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.

Goal G
A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Public Involvement

We reached out to the public through regional and community meetings and online forums to identify our mobility needs for the future. The LRTP update was directed by a Steering Committee that met 15 times throughout the plan update to review the Goals & Objectives, the draft Needs Plan and the Cost Feasible Plan. A series of public workshops were held throughout the study area to solicit input from the general public on the development of both the Needs and Cost Feasible plans. All of this information was posted on the TPO's web site as well as on their Facebook page.

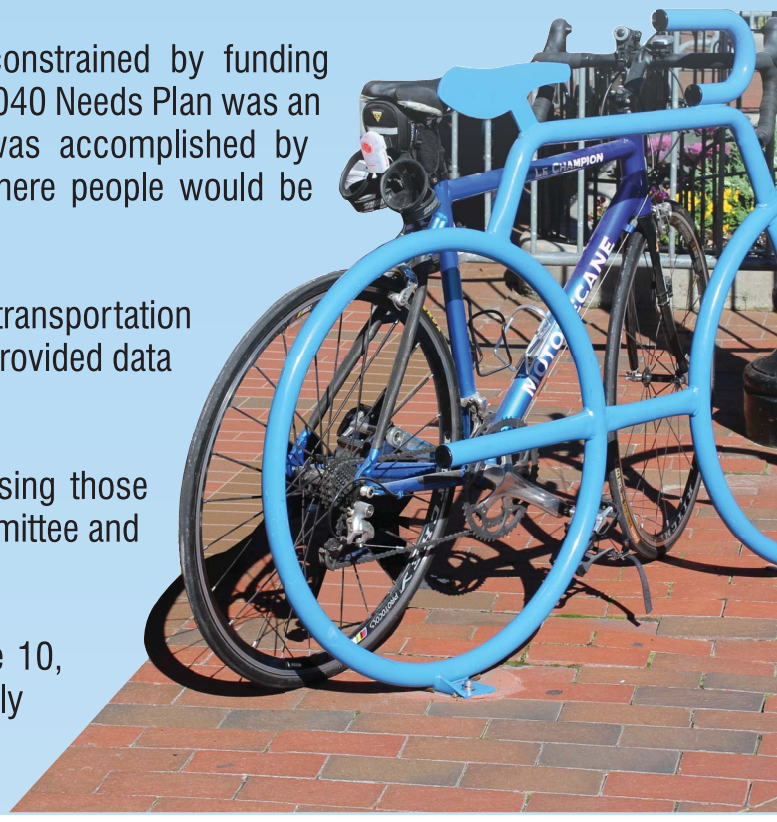
2040 Needs Plan

As previously discussed, the Needs Plan is not constrained by funding availability. The first step in the development of the 2040 Needs Plan was an analysis of anticipated mobility demand. This was accomplished by working with local governments in determining where people would be living and working in 2040.

The next step involved estimating the demand on the transportation network in 2040 using the travel demand model. This analysis provided data on which roadways would have demands beyond their capacity.

Using the information on the failing roadways, alternatives for addressing those deficiencies were developed and reviewed by the public, the Steering Committee and the TPO advisory committees.

The resulting 2040 multi-modal Needs Plan was adopted by the TPO on June 10, 2015. Over 75 roadway, ITS, transit projects, and mobility programs costing nearly $2.5 billion were identified for the Needs Plan.



Financial Resources

Estimates of federal and state funds available for transportation projects through the year 2040 were provided by the Florida and Alabama Departments of Transportation. These funds are derived from state and federal gas tax revenues and total approximately $219 million (2015 dollars). This includes over $124 million in Strategic Intermodal System (SIS) funds that may only be spent on that roadway system by Florida policy.

2040 Cost Feasible Plan

The development of the Cost Feasible Plan for the Florida-Alabama TPO required an evaluation of overall transportation system needs within the context of available funds for mobility projects. The 2040 Cost Feasible Plan must include revenue in five-year increments as well as project costs to reflect future year costs. Project costs are then budgeted against forecasted revenues for each period while matching the mobility demands of the periods. Therefore, the Cost Feasible Plan typically matches the highest priority needs with the anticipated revenue.

The 2040 Cost Feasible Plan establishes the priorities for needed mobility projects and underscores the value the community places on investments in various modes of travel. How an area chooses to spend its limited financial resources presents the clearest picture of its priorities for long-range mobility improvements.

The 2040 Cost Feasible Plan was adopted by the TPO on November 3, 2015. In addition to the roadway projects, the Cost Feasible Plan includes Corridor Management projects, ITS projects, high-capacity transit projects, and funding for projects identified in the Bicycle & Pedestrian Master Plan and the regional Freight Master Plan.



The 2040 Cost Feasible Plan has funding for 46 roadway, transit, bicycle and pedestrian projects, and 9 mobility programs, including a regional trails and safety education program, costing just over $752 million in Year of Expenditure dollars. Of those projects only 6 are located in Alabama. This is a reflection of the relatively small area of Alabama included in the TPO area and the correspondingly low revenue for projects.

Regional Intelligent Transportation System (ITS) Program

$1.45 million annually to implement ITS projects

Mobility Management Program

$150,000 annually to conduct mobility studies and plans throughout the region

Congestion Management Program

$1.5 million annually to implement projects identified in corridor studies and plans

Public Transportation Capital Program

$300,000 annually to purchase busses, shelters and other capital improvements

Bicycle and Pedestrian Program

$300,000 annually to implement projects from the Bicycle and Pedestrian Master Plan

Regional Trail Program

$250,000 annually to develop and implement a regional trail system/network

Safety Educational Campaign Program

$60,000 annually to develop public awareness/safety campaigns

Complete Street Program

$250,000 annually to develop and implement projects that incorporate context-appropriate roadway designs that accommodate all users

Compressed Natural Gas (CNG) Program

$60,000 annually to assist in the construction of CNG refueling stations in the region



More Information

The Florida-Alabama TPO welcomes your input, questions, and comments on the Long Range Transportation Plan (LRTP) and other planning activities of the TPO.

The TPO's website contains information related to the Plan Update as well as other TPO documents including the various Master Plans referenced here.

For more information visit www.wfrpc.org or www.facebook.com/wfrpc, or contact:

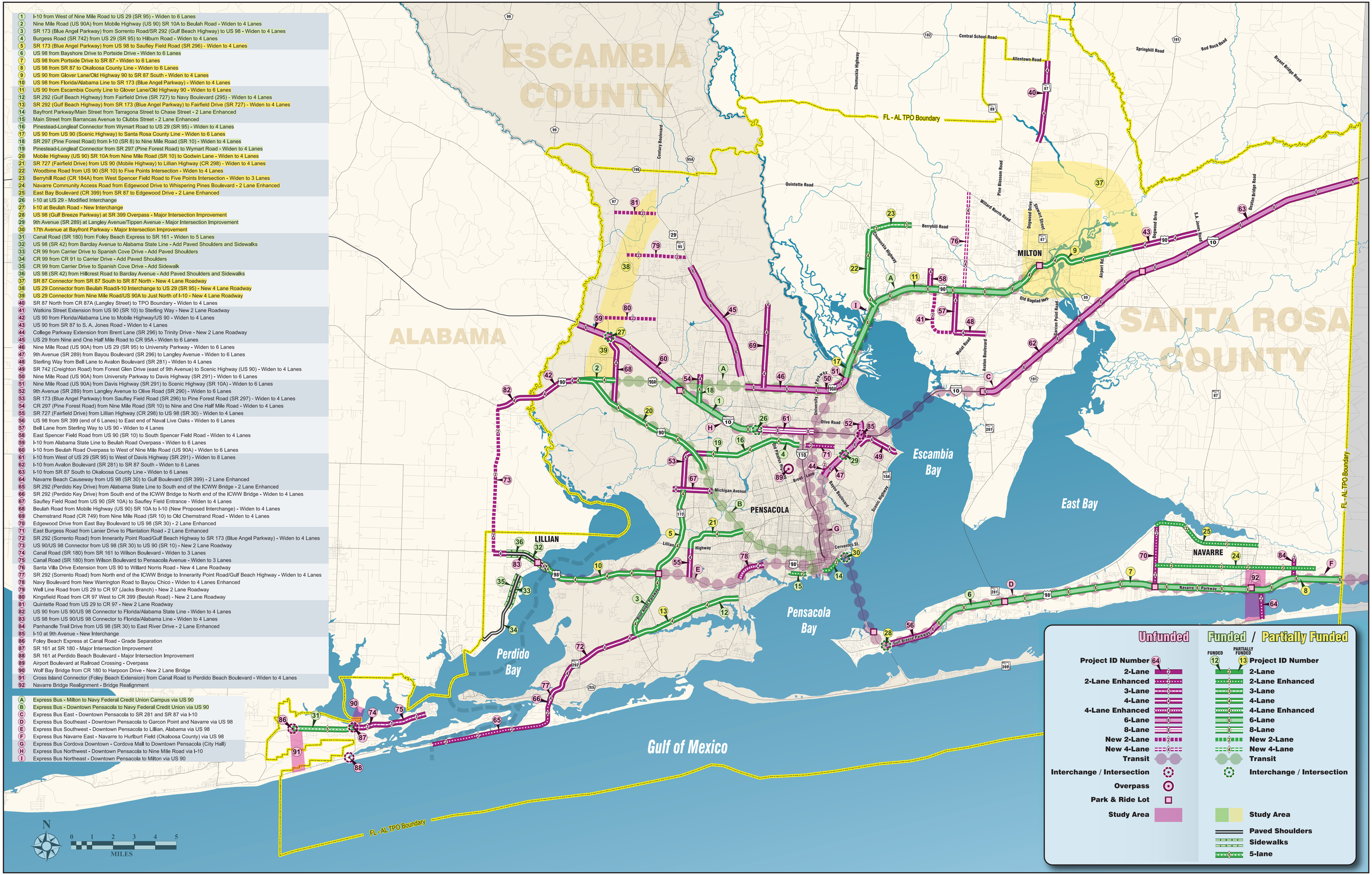
Mr. Gary Kramer, LRTP Manager at (850) 332-7976 x219.

The 2040 Cost Feasible Plan contains roadway projects, general funding allocations for Corridor Management Studies, transit, ITS, and projects from the bicycle/pedestrian and regional freight master plans.

A project list and map of the 2040 Cost Feasible Plan may be found on the reverse side.

1. I-10 from West of Nine Mile Road to US 29 (SR 95) - Widen to 6 Lanes
2. Nine Mile Road (US 90A) from Mobile Highway (US 90) SR 10A to Beulah Road - Widen to 4 Lanes
3. SR 173 (Blue Angel Parkway) from Sorrento Road/SR 292 (Gulf Beach Highway) to US 98 - Widen to 4 Lanes
4. Burgess Road (SR 742) from US 29 (SR 95) to Hilburn Road - Widen to 4 Lanes
5. SR 173 (Blue Angel Parkway) from US 98 to Saufley Field Road (SR 296) - Widen to 4 Lanes
6. US 98 from Bayshore Drive to Portside Drive - Widen to 6 Lanes
7. US 98 from Portside Drive to SR 87 - Widen to 6 Lanes
8. US 98 from SR 87 to Okaloosa County Line - Widen to 6 Lanes
9. US 90 from Glover Lane/Old Highway 90 to SR 87 South - Widen to 4 Lanes
10. US 98 from Florida/Alabama Line to SR 173 (Blue Angel Parkway) - Widen to 4 Lanes
11. US 90 from Escambia County Line to Glover Lane/Old Highway 90 - Widen to 6 Lanes
12. SR 292 (Gulf Beach Highway) from Fairfield Drive (SR 727) to Navy Boulevard (295) - Widen to 4 Lanes
13. SR 292 (Gulf Beach Highway) from SR 173 (Blue Angel Parkway) to Fairfield Drive (SR 727) - Widen to 4 Lanes
14. Bayfront Parkway/Main Street from Tarragona Street to Chase Street - 2 Lane Enhanced
15. Main Street from Barrancas Avenue to Clubbs Street - 2 Lane Enhanced
16. Pinestead-Longleaf Connector from Wymart Road to US 29 (SR 95) - Widen to 4 Lanes
17. US 90 from US 90 (Scenic Highway) to Santa Rosa County Line - Widen to 6 Lanes
18. SR 297 (Pine Forest Road) from I-10 (SR 8) to Nine Mile Road (SR 10) - Widen to 4 Lanes
19. Pinestead-Longleaf Connector from SR 297 (Pine Forest Road) to Wymart Road - Widen to 4 Lanes
20. Mobile Highway (US 90) SR 10A from Nine Mile Road (SR 10) to Godwin Lane - Widen to 4 Lanes
21. SR 727 (Fairfield Drive) from US 90 (Mobile Highway) to Lillian Highway (CR 298) - Widen to 4 Lanes
22. Woodbine Road from US 90 (SR 10) to Five Points Intersection - Widen to 4 Lanes
23. Berryhill Road (CR 184A) from West Spencer Field Road to Five Points Intersection - Widen to 3 Lanes
24. Navarre Community Access Road from Edgewood Drive to Whispering Pines Boulevard - 2 Lane Enhanced
25. East Bay Boulevard (CR 399) from SR 87 to Edgewood Drive - 2 Lane Enhanced
26. I-10 at US 29 - Modified Interchange
27. I-10 at Beulah Road - New Interchange
28. US 98 (Gulf Breeze Parkway) at SR 399 Overpass - Major Intersection Improvement
29. 9th Avenue (SR 289) at Langley Avenue/Tippen Avenue - Major Intersection Improvement
30. 17th Avenue at Bayfront Parkway - Major Intersection Improvement
31. Canal Road (SR 180) from Foley Beach Express to SR 161 - Widen to 5 Lanes
32. US 98 (SR 42) from Barclay Avenue to Alabama State Line - Add Paved Shoulders and Sidewalks
33. CR 99 from Carrier Drive to Spanish Cove Drive - Add Paved Shoulders
34. CR 99 from CR 91 to Carrier Drive - Add Paved Shoulders
35. CR 99 from Carrier Drive to Spanish Cove Drive - Add Sidewalk
36. US 98 (SR 42) from Hillcrest Road to Barclay Avenue - Add Paved Shoulders and Sidewalks
37. SR 87 Connector from SR 87 South to SR 87 North - New 4 Lane Roadway
38. US 29 Connector from Beulah Road/I-10 Interchange to US 29 (SR 95) - New 4 Lane Roadway
39. US 29 Connector from Nine Mile Road/US 90A to Just North of I-10 - New 4 Lane Roadway
40. SR 87 North from CR 87A (Langley Street) to TPO Boundary - Widen to 4 Lanes
41. Watkins Street Extension from US 90 (SR 10) to Sterling Way - New 2 Lane Roadway
42. US 90 from Florida/Alabama Line to Mobile Highway/US 90 - Widen to 4 Lanes
43. US 90 from SR 87 to S. A. Jones Road - Widen to 4 Lanes
44. College Parkway Extension from Brent Lane (SR 296) to Trinity Drive - New 2 Lane Roadway
45. US 29 from Nine and One Half Mile Road to CR 95A - Widen to 6 Lanes
46. Nine Mile Road (US 90A) from US 29 (SR 95) to University Parkway - Widen to 6 Lanes
47. 9th Avenue (SR 289) from Bayou Boulevard (SR 296) to Langley Avenue - Widen to 6 Lanes
48. Sterling Way from Bell Lane to Avalon Boulevard (SR 281) - Widen to 4 Lanes
49. SR 742 (Creighton Road) from Forest Glen Drive (east of 9th Avenue) to Scenic Highway (US 90) - Widen to 4 Lanes
50. Nine Mile Road (US 90A) from University Parkway to Davis Highway (SR 291) - Widen to 6 Lanes
51. Nine Mile Road (US 90A) from Davis Highway (SR 291) to Scenic Highway (SR 10A) - Widen to 6 Lanes
52. 9th Avenue (SR 289) from Langley Avenue to Olive Road (SR 290) - Widen to 6 Lanes
53. SR 173 (Blue Angel Parkway) from Saufley Field Road (SR 296) to Pine Forest Road (SR 297) - Widen to 4 Lanes
54. CR 297 (Pine Forest Road) from Nine Mile Road (SR 10) to Nine and One Half Mile Road - Widen to 4 Lanes
55. SR 727 (Fairfield Drive) from Lillian Highway (CR 298) to US 98 (SR 30) - Widen to 4 Lanes
56. US 98 from SR 399 (end of 6 Lanes) to East end of Naval Live Oaks - Widen to 6 Lanes
57. Bell Lane from Sterling Way to US 90 - Widen to 4 Lanes
58. East Spencer Field Road from US 90 (SR 10) to South Spencer Field Road - Widen to 4 Lanes
59. I-10 from Alabama State Line to Beulah Road Overpass - Widen to 6 Lanes
60. I-10 from Beulah Road Overpass to West of Nine Mile Road (US 90A) - Widen to 6 Lanes
61. I-10 from West of US 29 (SR 95) to West of Davis Highway (SR 291) - Widen to 8 Lanes
62. I-10 from Avalon Boulevard (SR 281) to SR 87 South - Widen to 6 Lanes
63. I-10 from SR 87 South to Okaloosa County Line - Widen to 6 Lanes
64. Navarre Beach Causeway from US 98 (SR 30) to Gulf Boulevard (SR 399) - 2 Lane Enhanced
65. SR 292 (Perdido Key Drive) from Alabama State Line to South end of the ICWW Bridge - 2 Lane Enhanced
66. SR 292 (Perdido Key Drive) from South end of the ICWW Bridge to North end of the ICWW Bridge - Widen to 4 Lanes
67. Saufley Field Road from US 90 (SR 10A) to Saufley Field Entrance - Widen to 4 Lanes
68. Beulah Road from Mobile Highway (US 90) SR 10A to I-10 (New Proposed Interchange) - Widen to 4 Lanes
69. Chemstrand Road (CR 749) from Nine Mile Road (SR 10) to Old Chemstrand Road - Widen to 4 Lanes
70. Edgewood Drive from East Bay Boulevard to US 98 (SR 30) - 2 Lane Enhanced
71. East Burgess Road from Lanier Drive to Plantation Road - 2 Lane Enhanced
72. SR 292 (Sorrento Road) from Innerarity Point Road/Gulf Beach Highway to SR 173 (Blue Angel Parkway) - Widen to 4 Lanes
73. US 90/US 98 Connector from US 98 (SR 30) to US 90 (SR 10) - New 2 Lane Roadway
74. Canal Road (SR 180) from SR 161 to Wilson Boulevard - Widen to 3 Lanes
75. Canal Road (SR 180) from Wilson Boulevard to Pensacola Avenue - Widen to 3 Lanes
76. Santa Villa Drive Extension from US 90 to Willard Norris Road - New 4 Lane Roadway
77. SR 292 (Sorrento Road) from North end of the ICWW Bridge to Innerarity Point Road/Gulf Beach Highway - Widen to 4 Lanes
78. Navy Boulevard from New Warrington Road to Bayou Chico - Widen to 4 Lanes Enhanced
79. Well Line Road from US 29 to CR 97 (Jacks Branch) - New 2 Lane Roadway
80. Kingsfield Road from CR 97 West to CR 399 (Beulah Road) - New 2 Lane Roadway
81. Quintette Road from US 29 to CR 97 - New 2 Lane Roadway
82. US 90 from US 90/US 98 Connector to Florida/Alabama State Line - Widen to 4 Lanes
83. US 98 from US 90/US 98 Connector to Florida/Alabama Line - Widen to 4 Lanes
84. Panhandle Trail Drive from US 98 (SR 30) to East River Drive - 2 Lane Enhanced
85. I-10 at 9th Avenue - New Interchange
86. Foley Beach Express at Canal Road - Grade Separation
87. SR 161 at SR 180 - Major Intersection Improvement
88. SR 161 at Perdido Beach Boulevard - Major Intersection Improvement
89. Airport Boulevard at Railroad Crossing - Overpass
90. Wolf Bay Bridge from CR 180 to Harpoon Drive - New 2 Lane Bridge
91. Cross Island Connector (Foley Beach Extension) from Canal Road to Perdido Beach Boulevard - Widen to 4 Lanes
92. Navarre Bridge Realignment - Bridge Realignment

- A. Express Bus - Milton to Navy Federal Credit Union Campus via US 90
- B. Express Bus - Downtown Pensacola to Navy Federal Credit Union via US 90
- C. Express Bus East - Downtown Pensacola to SR 281 and SR 87 via I-10
- D. Express Bus Southeast - Downtown Pensacola to Garcon Point and Navarre via US 98
- E. Express Bus Southwest - Downtown Pensacola to Lillian, Alabama via US 98
- F. Express Bus Navarre East - Navarre to Hurlburt Field (Okaloosa County) via US 98
- G. Express Bus Cordova Downtown - Cordova Mall to Downtown Pensacola (City Hall)
- H. Express Bus Northwest - Downtown Pensacola to Nine Mile Road via I-10
- I. Express Bus Northeast - Downtown Pensacola to Milton via US 90



Unfunded

- Project ID Number
- 2-Lane
- 2-Lane Enhanced
- 3-Lane
- 4-Lane
- 4-Lane Enhanced
- 6-Lane
- 8-Lane
- New 2-Lane
- New 4-Lane
- Transit
- Interchange / Intersection
- Overpass
- Park & Ride Lot
- Study Area

Funded / Partially Funded

FUNDED / PARTIALLY FUNDED

- Project ID Number
- 2-Lane
- 2-Lane Enhanced
- 3-Lane
- 4-Lane
- 4-Lane Enhanced
- 6-Lane
- 8-Lane
- New 2-Lane
- New 4-Lane
- Transit
- Interchange / Intersection
- Study Area
- Paved Shoulders
- Sidewalks
- 5-lane