



April 20, 2015

AGENDA ITEM 8 B

COMMITTEE ACTIONS (CITIZEN'S MULTIMODAL ADVISORY COMMITTEE/TECHNICAL ADVISORY COMMITTEE/TRANSPORTATION DISADVANTAGED COORDINATING BOARD)

REQUESTED BY: CRTPA Staff

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), the Technical Advisory Committee (TAC), and the Transportation Disadvantaged Coordinating Boards (TDCBs) for Leon, Wakulla, Jefferson, and Gadsden counties.

CRTPA COMMITTEE ACTIONS

TAC and CMAC: The TAC and the CMAC met on Tuesday, April 14, 2015, and took action on the following items:

- **Minutes of the March 3, 2015 Committee Meetings** – Both committees approved their respective minutes with a quorum present.
- **Regional Mobility Plan Draft Cost Feasible Plan** - Both committees received a historical account of the development of the Draft Cost Feasible Plan as well as the CRTPA Board Agenda item (with attachments) for the Draft Cost Feasible Plan. Both committees had a quorum present and recommended approval of the Draft Cost Feasible Plan (each with one member voting against approval) with a request to provide their comments and discussion points along with the recommendation of approval for CRTPA Board consideration.

TAC Discussion Points:

- **Quincy Bypass** – TAC member noted that the Quincy Bypass project is not showing funding for any phases of the project within Tiers 2-4 (the lifetime of the plan).
- **New Projects** – Projects added to the Cost Feasible Plan should be identified by local jurisdiction beyond the county level. TAC members also asked to be made aware when projects from local governments were sent to CRTPA staff for inclusion/consideration.
- **Sidewalk Costs** – TAC members felt the sidewalk costs were generally too low. The costs, however, were reflective of FDOT standard costs.
- **Intersection Improvements** – TAC members discussed a desire for intersection improvements to remain within the Cost Feasible Plan, stating that some projects could be warranted as long-term solutions and outside the scope of safety funds.

Discussions continued with CRTPA staff clarifying that intersection projects (and all projects) would need to be purely related to a traffic solution and not for the correction of issues such as stormwater.

- **Bike Lane Removal** – One TAC member identified a concern from the Bike Workgroup about the scoring and removal of stand-alone bike lane projects from the Cost Feasible Plan. Specifically, the Bike Workgroup members felt the projects should be assessed a higher scoring and included with cost figures for the Cost Feasible Plan. CRTPA staff and consultant staff provided an explanation of the removal of projects stemming from a lack of understanding of the implications, costs, and desires of the local governments with regard to the appropriate street treatment for the bike lane projects in question. Example discussions included requests from CRTPA staff to TAC members on their opinion of removing travel lanes or on-street parking, or rebuilding curb and gutter to widen specific roads to allow the bike lane additions – discussions were met with varying responses from local government representatives with respect to stormwater, traffic congestion, slope, and other considerations that were considered with each potential solution to provide bike lanes on various roadways. The discussion illustrated the complexity of determining a cost and phasing schedule for these specific bike lane projects on local roadways as well as those on the state roadway system. CRTPA staff and consultant staff indicated that the removed bike lane projects should be further evaluated in a study to determine the appropriate course of action for each roadway identified, and the projects could be programmed for funding as determined by the study, associated costs, and local government and CRTPA Board direction. TAC members agreed that the bike lane complexity warranted additional consideration and that the way in which the projects would be further examined should be identified in the Regional Mobility Plan (so that it does not appear as if they were simply excluded for no apparent reason).

TAC Members recommended approval of the Draft Cost Feasible Plan (in a vote of 6 in favor and 1 opposed) with a request to include the discussion points above to the CRTPA Board as part of their recommendation.

CMAC Discussion Points:

- **Quincy Bypass** – One CMAC member noted that the Quincy Bypass project is not showing funding for any phases of the project within Tiers 2-4 (the lifetime of the plan).
- **Florida Arts Trail** – One CMAC member questioned why the funding for the subsequent phases of the project was not programmed earlier than year 2021. CRTPA staff explained that this was the earliest year the funding was available.
- **Bike Lane Removal** – One CMAC member (who is a member of the Bike Workgroup) expressed disagreement about the scoring and removal of stand-alone bike lane projects from the Cost Feasible Plan. Specifically, the CMAC member felt the projects should be assessed a higher scoring for Universal Access and that the projects should be included with cost figures for the Cost Feasible Plan. As with the TAC discussions earlier, CRTPA staff and consultant staff provided an explanation of the removal of projects stemming from a lack of understanding of the implications, costs, and desires of the local governments with regard to the appropriate street treatment for the bike lane projects in question. CRTPA staff and

consultant staff indicated that the removed bike lane projects should be further evaluated in a study to determine the options and costs associated with each bike lane retrofit and that the results of the study would provide the necessary information for local governments to determine the course of action they would like to pursue. CMAC members requested that the manner in which these projects could be rolled back into the plan be included in the cost feasible plan.

With regard to the scoring of the bike lane projects receiving less than “Shared Use Path” projects, the intent of the scoring was reminded to CMAC members by CRTPA staff of the “vulnerable user” in mind, such as those needing mobility aids, children, and an aging population. It has been the CMAC’s mission to eliminate mobility barriers and improve independent mobility as much as possible through the regional mobility plan, and the scoring for Universal Access was intended to place an emphasis on projects that promote and further independent and safe mobility for the most vulnerable user populations within the CRTPA area, which includes children, the elderly, low income, and differently-abled persons. The Shared Use Path is deemed to be the highest scoring project for providing universal access as it provides access for all the vulnerable populations, as well as cyclists. Discussions ended with an understanding that the bicycle lane projects would be removed and recommended for further study and the intent of this included in the Regional Mobility Plan.

CMAC Members recommended approval of the Draft Cost Feasible Plan (in a vote of 5 in favor and 1 opposed) with a request to include the discussion points above to the CRTPA Board as part of their recommendation.

Wakulla, Jefferson, and Gadsden Counties Transportation Disadvantaged Coordinating Boards

The Wakulla, Jefferson, and Gadsden Counties met the week of February 16th. Each board amended their Transportation Disadvantaged Service Plan to reflect the role of the Coordinated System in the delivery of Medicaid trips. Transportation Day at The Capitol was discussed. Chairman Moore from Wakulla County was asked to speak at the event. “Stand Down Day” for homeless veterans was announced and the boards discussed strategies for locating the veterans as well as networking with other social service agencies and churches.

The Leon County Transportation Disadvantaged Coordinating Board did not meet since the last CRTPA meeting.