



TECHNICAL ADVISORY COMMITTEE
9:00 AM, 2nd Floor, Commission Chambers

TALLAHASSEE CITY HALL
300 S. Adams Street
Tallahassee, Fl. 32301

September 13, 2016

1. AGENDA MODIFICATIONS

2. CONSENT

A. Minutes of the June 7, 2016 Committee Meeting

The minutes of the June 7, 2016 Committee Meeting are provided for committee review and approval.

Recommended Action: *Approve the June 7, 2016 committee meeting minutes.*

B. CRTPA 2016 Calendar Revision

The CRTPA meeting calendar for the remainder of 2016 is being adjusted to accommodate holiday schedules and work production timelines. The proposed meeting dates for November 2016 are shown in the Agenda Item 2B.

Recommended Action: *Provide a recommendation of approval to adopt the meeting date changes for the remainder of 2016.*

3. PRESENTATIONS/DISCUSSION/ACTION

A. Fiscal Year (FY) 2017 – FY 2021 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2017 – FY 2021 TIP is proposed to be amended to reflect the following five (5) changes:

- US 90 (Monroe Street to Buck Lake Road) (Project #4395711): Add funding for lighting in FY 17.
- US 90/W. Tennessee Street (Blountstown Highway to N. Duval Street) (Project #4395741): Add funding for lighting in FY 17.
- US 27 (Ross Road to Call Street) (Project #4395751): Add funding for lighting in FY 17.
- W. Pensacola Street (Appleyard Drive to Chapel Drive) (Project #4395791): Add funding for lighting in FY 17.
- Lake Bradford Road (Levy Avenue to Jackson Bluff Road) (Project #4395801): Add funding for lighting in FY 17.

Recommended Action: *Provide a recommendation of approval of the FY 2017 – FY 2021 TIP amendments.*

B. FDOT Thomasville Road (Midtown) Safety Recommendations

This agenda item provides FDOT recommendations related to the CRTPA request that the Midtown area of Thomasville Road be studied to address potential safety improvements for all users.

Recommended Action: *No action required. For information and discussion.*

C. FDOT Adams Street Safety Recommendations

This agenda item provides FDOT recommendations related to the CRTPA request for Adams Street to be studied to address safety concerns.

Recommended Action: *No action required. For information and discussion.*

D. CRTPA Regionally Significant Roadways

This agenda item seeks to update the agency's Regionally Significant Roadways Map in order to better position the agency and its transportation partners to qualify for Transportation Regional Incentive Program (TRIP) funding.

Recommended Action: *For discussion and action.*

E. CRTPA Fiscal Year (FY) 2018 – FY 2022 Priority Project Lists

Annually, the CRTPA adopts Priority Project Lists (PPLs) in ranked order to provide the FDOT project funding direction as the state agency proceeds with the annual development of the State Work Program. This year, the following PPLs have been developed for CRTPA Board approval and are included in the agenda item:

1. **Regional Mobility Plan (RMP) Roadways Priority Project List**
2. **Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List**
3. **Transportation Regional Incentives Program (TRIP) Priority Project List**
4. **Transportation Systems Management (TSM) Priority Project List**
5. **StarMetro Priority Project List**
6. **Tallahassee International Airport Priority Project List**

Recommended Action: *Provide a recommendation of approval of the FY 2018 – FY 2022 Priority Project Lists.*

4. OPEN FORUM FOR PUBLIC COMMENT

Citizens are invited to address the committee.

5. INFORMATION

- **Quincy Loop South Kick off**
The FDOT will kick off the Quincy Loop South roadway project.
- **September 19, 2016 CRTPA Agenda**
The September 19, 2016 CRTPA Agenda is provided for committee information.

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Next TAC Meeting: February 2017 TBD

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is #711.

September 13, 2016



COMMITTEE AGENDA ITEM 2 A

COMMITTEE MINUTES

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The June 7, 2016 Minutes of the Technical Advisory Committee have been attached.



• City Hall •
300 S. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA COMMITTEE MINUTES

Tuesday, June 7, 2016
TECHNICAL ADVISORY COMMITTEE
9:00 A.M., City Hall, 4-F
300 S Adams Street
Tallahassee, Fl. 32301

TAC Members Present: Jill Jeglie, Keith Burnsed, Melissa Corbett, Cherie Bryant, Kwentin Eastberg, Andrea Rosser

Staff Present: Greg Burke, Jack Kostrzewa, Yulonda Mitchell; Suzanne Lex, John Fielding

1. AGENDA MODIFICATIONS

- o None

2. CONSENT

A. Minutes of the May 10, 2016 Committee Meeting

TAC Action: Although a quorum was not present, a motion passed unanimously to approve the minutes.

B. Final Fiscal Year 2017-2021 Transportation Improvement Program (TIP) Adoption

Mr. Greg Burke, CRTPA Staff, briefly introduced the proposed final adoption of the FY 2017-2021 TIP for committee approval.

TAC Action: Although a quorum was not present, a motion passed unanimously to approve the TIP Adoption.

3. PRESENTATIONS / DISCUSSION

A. Connections 2040 Regional Mobility Plan Modification

Plans to modify the adopted Regional Mobility Plan were not solidified at the time of the meeting, so this item was removed from discussion.

Committee Action: *No action was taken or requested.*

B. CRTPA Transportation Alternatives (TA) Priority Project List Adoption

Mr. Greg Burke, CRTPA Staff, introduced the TA priority project list to committee members walking them through the process of prioritization from the subcommittee.

TAC Action: Although a quorum was not present, a motion passed unanimously to approve the TA Priority Project List.

C. SUN Trails Applications and Priorities

Mr. Jack Kostrzewa, Interim Executive Director of the CRTPA, provided an update on the applications received, method of prioritization, and resulting priority ranking of the SUN Trail applications.

TAC Action: Although a quorum was not present, a motion passed unanimously to approve the SUN Trails Applications and priority listing.

4. OPEN FORUM FOR PUBLIC COMMENT

None

5. INFORMATION (NO ACTION TAKEN)

A. June 20, 2016 CRTPA Agenda

The June 20, 2016 CRTPA Agenda was provided for committee information.

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

None

The meeting was adjourned at 9:45 am.

Next Meeting Date was noticed as September 6, 2016.



Committee AGENDA ITEM 2 B

CRTPA 2016 CALENDAR REVISIONS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Consent

The Capital Region Transportation Planning Agency is next scheduled to meet on the following dates in the 2016*:

CRTPA Board

Meeting Date	Meeting Type	Location	Scheduled Items
October 17	Retreat (9am – 1 pm)	TBD	
November 16	Board Meeting	Tallahassee City Commission Chambers	Draft Work Program, Election of Chair/Vice Chair
December 5**	Board Meeting	Tallahassee City Commission Chambers	Draft Work Program, Election of Chair/Vice Chair

* - Unless noted otherwise, CRTPA meetings are scheduled to begin at 1 pm.

** - Pursuant to approval of Agenda Item 3C ("CRTPA 2016 Calendar Revision")

The proposed change is due to the necessity to postpone the November meeting to meet the completion schedule of the Draft Work Program for the Florida Department of Transportation (FDOT). **Attachment 1** is a letter to CRTPA Executive Director, Mr. Greg Slay, advising of the date of the Public Hearing on the Draft Work Program which is November 21, 2016. As a result of the Work Program scheduling and the CRTPA Board Meeting rescheduling to December, the CRTPA Committee meeting for November must also be changed. However, the period of time between the Public Hearing for the Work Program and the CRTPA Board Meeting is a busy time with Thanksgiving Holidays.

As a remedy to the scheduling problems, it is recommended that the election of Chair and Vice Chair for the committees take place at the September Meeting, and the November committee meetings be cancelled. Committee members may attend the advertised public hearing on the work program and/or review the materials online to provide comment. Additionally, CRTPA Committee Members are encouraged with the public to attend the December 5, 2016 CRTPA Board Meeting for the Draft Work Program presentation if they so desire.

CRTPA Committees

Meeting Date	Meeting Type	Location	Scheduled Items
November 1	Committee	TBD	Draft Work Program, Election of Chair/Vice Chair

OPTIONS

Option 1: Recommend approval to elect a 2017 Chair and Vice-Chair, and cancel the November Committee Meeting. ***(Recommended)***

Option 2: Committee direction.

ATTACHMENT

Attachment 1: August 22, 2016 Public Hearing Invitation to Greg Slay regarding the District 3 FDOT Tentative Work Program



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

August 22, 2016

Mr. Greg Slay, Executive Director
Capital Region Transportation Planning Agency
300 South Adams Street, A-19
Tallahassee, Florida 32301

Re: Public Hearing Invitation – District Three Presentation of the Tentative Work Program

Dear Mr. Slay:

I would like to cordially invite you to attend a Public Hearing presented by the Florida Department of Transportation (FDOT) on the 2017/2018 - 2021/2022 Tentative Work Program for District Three, Northwest Florida counties on November 21, 2016.

The hearing will be held in the FDOT District Three Design Conference Room, which is located at 1074 Highway 90, Chipley, Florida 32428, and will be broadcast live to the following locations:

- FDOT Midway Operations Center, 17 Commerce Boulevard, Midway, Florida 32343
- FDOT Milton Operations Center, 6025 Old Bagdad Highway, Milton, Florida 32583
- FDOT Panama City Operations Center, 3633 Highway 390, Panama City, Florida 32405

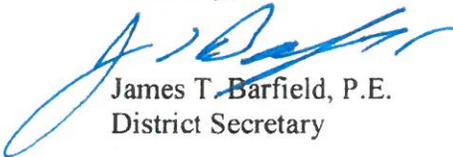
Project information for the various counties will be covered in accordance with the following schedule:

- 8:00 a.m. (CST) Escambia, Santa Rosa, Okaloosa and Walton
- 10:30 a.m. (CST) Bay, Calhoun, Gulf, Holmes, Jackson and Washington
- 1:30 p.m. (CST) Franklin, Gadsden, Jefferson, Liberty, Leon and Wakulla

The information for the hearing, schedule information and the Tentative Work Program Citizen's Plans will be available prior to the hearing at www.nwflroads.com.

Should you have any questions regarding the Public Hearing, please contact Regina Battles, P.E., District Program Management Administrator, toll free at 1-888-638-0250 extension 1270 or via e-mail at regina.battles@dot.state.fl.us.

Sincerely,



James T. Barfield, P.E.
District Secretary

cc: Regina Battles, FDOT
Suzanne Lex, DOT
Starsky Harrell, FDOT
file



Committee AGENDA 3A

**FISCAL YEAR 2017 – FISCAL YEAR 2021
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

REQUESTED BY: FDOT

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2017 – FY 2021 Transportation Improvement Program (TIP) to reflect the following:

- SR 10 (US 90) (Monroe Street to Buck Lake Road) (Project #4395711): Project provides funding for new roadway lighting
- SR 10 (US 90) (Blountstown Highway to N. Duval Street) (Project #4395741): Project provides funding for new roadway lighting
- SR 363/US 27 (Ross Road to Call Street) (Project #4395751): Project provides funding for new roadway lighting
- SR 366 W. Pensacola Street (Appleyard Drive to Chapel Drive) (Project #4395791): Project provides funding for new roadway lighting
- SR 371 Lake Bradford Road (Levy Avenue to Jackson Bluff) (Project #4395801): Project provides funding for new roadway lighting

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt a resolution amending the FY 2017 – FY 2021 Transportation Improvement Program to reflect:

- ADD PROJECT: SR 10 (US 90) (Monroe Street to Buck Lake Road) (Project #4395711): Project provides funding for new roadway lighting
- ADD PROJECT: SR 10 (US 90) (Blountstown Highway to N. Duval Street) (Project #4395741): Project provides funding for new roadway lighting
- ADD PROJECT: SR 363/US 27 (Ross Road to Call Street) (Project #4395751): Project provides funding for new roadway lighting
- ADD PROJECT: SR 366 W. Pensacola Street (Appleyard Drive to Chapel Drive) (Project #4395791): Project provides funding for new roadway lighting
- ADD PROJECT: SR 371 Lake Bradford Road (Levy Avenue to Jackson Bluff) (Project #4395801): Project provides funding for new roadway lighting

HISTORY AND ANALYSIS

The CRTPA's Transportation Improvement Program is adopted annually and identifies those projects in the region that have received state and federal funding. Frequently, the TIP needs to be formally amended to reflect project changes such as the addition or deletion of a project and changes to existing projects related to funding or project scope.

The CRTPA was recently contacted by the Florida Department of Transportation to amend the current TIP to reflect the addition of funding for lighting on several corridors within Leon County. Specifically, the following projects are proposed to be added to the FY 2017 – FY 2021 TIP:

SR 10 (US 90) (Monroe Street to Buck Lake Road) (Project #4395711): Project provides funding for new roadway lighting (\$165,900 in FY 17)

SR 10 (US 90) (Blountstown Highway to N. Duval Street) (Project #4395741): Project provides funding for new roadway lighting (\$156,450 in FY 17)

SR 363/US 27 (Ross Road to Call Street) (Project #4395751): Project provides funding for new roadway lighting (\$149,100 in FY 17)

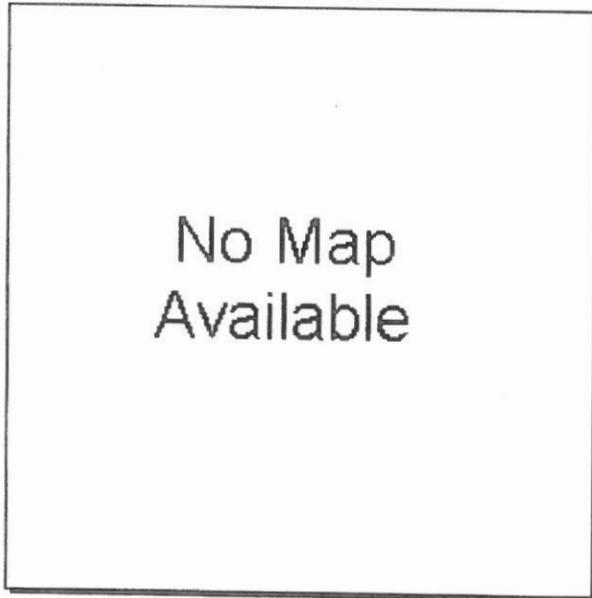
SR 366 W. Pensacola Street (Appleyard Drive to Chapel Drive) (Project #4395791): Project provides funding for new roadway lighting (\$59,850 in FY 17)

SR 371 Lake Bradford Road (Levy Avenue to Jackson Bluff) (Project #4395801): Project provides funding for new roadway lighting (\$22,050 in FY 17)

ATTACHMENT

Attachment 1: TIP project page

SR 10 (US 90) FROM SR 61 (US 27) MONROE ST TO CR 1568 (BUCK LAKE ROAD)



Project #:	4395711						
Work Summary:	LIGHTING	SIS?:	No				
Lead Agency:	Managed by FDOT						
County:	Leon County	LRTP #:	2040 RMP Maintenance (5.7)				

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	DIH	7,900	0	0	0	0	7,900
PE	HSP	158,000	0	0	0	0	158,000
Total		165,900	0	0	0	0	165,900

Prior Cost < 2016/17: 0
Future Cost > 2020/21: 0
Total Project Cost: 165,900

Project Description: This project was amended into the TIP at the September 19, 2016 CRTPA Board meeting. The project adds new roadway lighting at all existing signalized intersections.

SR 10 (US 90) FROM SR 20 (BLOUNTSTOWN HWY) TO N DUVAL ST



Project #: 4395741

Work Summary: LIGHTING **SIS?:** No

Lead Agency: Managed by FDOT **Length:** 4.00

County: Leon County **L RTP #:** 2040 RMP Maintenance (5.7)

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	DIH	7,450	0	0	0	0	7,450
PE	HSP	149,000	0	0	0	0	149,000
Total		156,450	0	0	0	0	156,450

Prior Cost < 2016/17: 0
Future Cost > 2020/21: 0
Total Project Cost: 156,450

Project Description: This project was amended into the TIP at the September 19, 2016 CRTPA Board meeting. The project adds new roadway lighting at all existing signalized intersections.

SR 363/SR 61 (US 27) FROM ROSS RD TO CALL STREET



Project #: 4395751
Work Summary: LIGHTING **SIS?:** No
Lead Agency: Managed by FDOT **Length:** 4.370
County: Leon County **LRTP #:** 2040 RMP Maintenance (5.7)

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	DIH	7,100	0	0	0	0	7,100
PE	HSP	142,000	0	0	0	0	142,000
Total		149,100	0	0	0	0	149,100

Prior Cost < 2016/17: 0
Future Cost > 2020/21: 0
Total Project Cost: 149,100

Project Description: This project was amended into the TIP at the September 19, 2016 CRTPA Board meeting. The project adds new roadway lighting at all existing signalized intersections.

SR 366 (W PENSACOLA ST) FROM APLEYARD DR TO CHAPEL DR



Project #: 4395791
Work Summary: LIGHTING **SIS?:** No
Lead Agency: Managed by FDOT **Length:** 1.622
County: Leon County **LRTP #:** 2040 RMP Maintenance (5.7)

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	DIH	2,850	0	0	0	0	2,850
PE	HSP	57,000	0	0	0	0	57,000
Total		59,850	0	0	0	0	59,850

Prior Cost < 2016/17: 0
Future Cost > 2020/21: 0
Total Project Cost: 59,850

Project Description: This project was amended into the TIP at the September 19, 2016 CRTPA Board meeting. The project adds new roadway lighting at all existing signalized intersections.

SR 371 (LAKE BRADFORD RD) FROM LEVY AVE TO JACKSON BLUFF



Project #: 4395801
Work Summary: LIGHTING **SIS?:** No
Lead Agency: Managed by FDOT **Length:** .751
County: Leon County **LRTP #:** 2040 RMP MAINTENANCE (5.7)

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	DIH	1,050	0	0	0	0	1,050
PE	HSP	21,000	0	0	0	0	21,000
Total		22,050	0	0	0	0	22,050

Prior Cost < 2016/17: 0
Future Cost > 2020/21: 0
Total Project Cost: 22,050

Project Description: This project was amended into the TIP at the September 19, 2016 CRTPA Board meeting. The project adds new roadway lighting at all existing signalized intersections.



Committee AGENDA 3B

FDOT THOMASVILLE ROAD (MIDTOWN) SAFETY RECOMMENDATIONS

REQUESTED BY: FDOT

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

An update by the Florida Department of Transportation (FDOT) on recommended improvements to address pedestrian safety (**Attachment 1**) in the Midtown portion of Thomasville Road (including Monroe Street to Seventh Avenue) will be provided. Proposed pedestrian safety improvements identified in the study have been included on the CRTPA's draft Transportation Systems Management (TSM) Priority Project List (FY 2018 – FY 2022), scheduled for adoption at this meeting.

RECOMMENDED ACTION

- Information Item

HISTORY AND ANALYSIS

On August 1, 2014, the CRTPA sent an email (**Attachment 2**) to the Florida Department of Transportation requesting the evaluation of several locations in the CRTPA region due to increasing pedestrian activity and concerns related to pedestrian safety. Included within the email were two locations in the Midtown area of Tallahassee. Specifically, the email identified the following:

- Monroe Street (SR 63) and Thomasville Road (SR 61)

"This is located in the midtown area of Tallahassee and has no marked crosswalks. Additionally, a continuous northbound right turn lane on Monroe Street to Thomasville Road makes the intersection challenging for pedestrians..."

- Thomasville Road (SR 61) and 5th Avenue vicinity (south to 3rd Avenue and north to 7th Avenue)
"Similar to the above intersection, this location (actually a segment of Thomasville Road) is in the midtown area of Tallahassee. This segment of Thomasville Road appears to contain the most pedestrian activity due to the proximity of commercial uses in the immediate area which include restaurants and bars. Pedestrian activity tends to be most heavy in the evenings increasingly so later on in the week. The posted speed limit of this portion of Thomasville Road is 25 mph; however it appears that speeding and failure to yield to pedestrians are an issue in the corridor..."

In addition to the issues identified in the email above, a number of studies and plans along this portion of Thomasville Road have been developed by the CRTPA and its transportation partners including the Tallahassee-Leon County Planning Department (TLCPD). The studies provide recommendations related to pedestrian safety, operational improvements and landscaping along this corridor and also include the identification of an intersection study at Five Points (Thomasville Road/Meridian Rd/Seventh Ave) that is included in the CRTPA's 2040 Regional Mobility Plan as well as other improvements related to improving pedestrian safety and walkability in the TLCPD's Midtown Action Plan.

FDOT Study

In the fall of 2015, the FDOT Safety Study was initiated "to address pedestrian and bicyclist safety along SR 61/Thomasville Road from US 27/Monroe Street to Betton Road/Bradford Road and to address the vehicle operations and safety at the SR 61/Thomasville Road at 7th Avenue/Meridian Road signalized intersection. As noted in the study, "the corridor is located within the "Midtown" area of Tallahassee... The area is a popular gathering place with walkable restaurants, shopping and night-life in the central part of the corridor. Popular and historic downtown neighborhoods also border the Midtown area. "

Pedestrian and bicycle crossing data was collected as part of the study over a three-day period (Thursday, October 8 to Saturday, October 10, 2015). The data identified that "approximately 85 percent of the pedestrian crossings are occurring within the section from Johnston Street and 7th Avenue. These volumes increased throughout the evening with hundreds of crossings per hour counted. Most of the pedestrian crossings occurred as groups."

Recommendations included in the study related to pedestrian safety include:

- Install pedestrian refuge islands in high pedestrian activity areas along SR 61/Thomasville Road between US 27/Monroe Street and 7th Avenue/Meridian Road.
- Consider providing an additional Rectangular Rapid Flashing Beacon (RRFB) located at Beard Street for pedestrians crossing between 5th Avenue and 6th Avenue.
- Upgrade Roadway Lighting along the south end of the corridor. The two- to three-lane section between Monroe Street and Gadsden Street had the highest number of night-time crashes and pedestrian activity. Upgrading the roadway and intersection lighting to meet current FDOT standards will enhance safety.
- SR 61/Thomasville Road at US 27/Monroe Street
 - Install pedestrian crosswalks and signals across the north and east legs of the intersection
 - Reduce turning radius for the northbound right-turn and signalize the right-turn.
 - Realign the traffic signals on the southbound US 27/Monroe Street approach so they are not visible to the westbound SR 61/Thomasville Road approach motorists

The study also included a qualitative assessment to “assess possible deficiencies in the geometric and operational characteristics of the study corridor.” This assessment resulted in the following general observations:

- “Traffic flow is predominantly southbound in the AM peak and northbound in the PM peak hours.
- The two- and three-lane section of SR 61/Thomasville Road is oversaturated during the peak hours.
- Pedestrian signals and traffic signals are not to current standards.
- The overall guide signing is lacking in quality and quantity within the corridor.
- Sidewalks are cracked, worn, missing ADA, have tripping hazards and obstructions throughout the three-lane section of the corridor study limits.
- Several utility poles are located too close to the roadway.
- Wide and undefined driveways are located throughout the corridor increasing the potential for conflicts with pedestrians/bicyclists traveling on the sidewalks.”

As noted above, the CRTPA has placed several of the pedestrian safety improvement recommendations on the agency’s FY 2018 – FY 2022 Transportation Systems Management (TSM) Priority Project List (PPL) for funding consideration. Specifically, the following improvements are recommended for inclusion on the TSM PPL:

- Modify Monroe Street/Thomasville Rd intersection to facilitate installation of crosswalks for pedestrian safety;
- Install pedestrian refuge islands on Thomasville (Monroe St to 7th Ave);
- Install RRFB (Rectangular Rapid Flashing Beacon) mid-block pedestrian crossing near Beard St. & upgrade the existing RRFB @ 5th Ave
- Install enhanced lighting along corridor

The study identifies that the estimated cost of the above improvements included on the TSM PPL at approximately \$1.056 million or \$1.873 million (depending on the type of lighting used).

ATTACHMENTS

Attachment 1: Intersection Safety Report*
Attachment 2: CRTPA email to FDOT

*Due to its large size, the report is available for review on the agency’s webpage in the agenda package link

District Three Safety Office



SR 61/Thomasville Road

From US 27/Monroe Street to Betton Road/Bradford Road
Leon County

Safety Study: Arterial
(Pedestrian/Bicyclist)

Prepared by:

Cardno

Completion Date: March 2016

SR 61/Thomasville Road

Pedestrian/Bicyclist Arterial Safety Study

Roadway ID Number: 55050000
Mile Post: 0.386 – 1.749
Leon County

Task Work Order No. 20
District-wide Safety Study and Minor Design
FPN No.: 418439-1-32-17
FDOT Contract No.: C-9B63

Prepared for:



The Florida Department of Transportation
District Three
1074 Highway 90 East
Chipley, FL 32428

Prepared by:

Cardno
3905 Crescent Park Drive
Riverview, FL 33578

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DRAFT

Executive Summary

This safety study has been conducted on behalf of FDOT District Three Safety Office to address pedestrian and bicyclist safety along the SR 61/Thomasville Road corridor from US 27/Monroe Street to Betton Road/Bradford Road. The SR 61/Thomasville Road at 7th Avenue/Meridian Road signalized intersection was also studied to include vehicle and pedestrian/bicyclist operations and safety. A project location map is included as Figure 1 on the next page. The study includes a summary of observed pedestrian activities (data collection), analysis of recent crash history, a qualitative assessment, lighting analysis, signalization and roundabout alternatives analysis at the 7th Avenue/Meridian Road signal, and improvement recommendations. In addition to the pedestrian/bicyclist improvements, the corridor qualitative review determined the need to also address the vehicle safety and operations.

Pedestrian and bicyclist crash data was reviewed for the six-year period from 2009 to 2014. There were only five bicycle crashes and three pedestrian crashes during the study period. Six of the crashes resulted in injuries and one pedestrian crash resulted in a fatality. The fatal crash report indicated that the pedestrian's death was due to complications from other health issues. Three of the crashes occurred during night-time conditions and three involved alcohol. The crashes were typically right-turn motorists failing to yield to a pedestrian/bicyclist. The pedestrian count data collected over the three-day period indicates that approximately 85 percent of the pedestrian crossings are occurring within the section from Johnston Street and 7th Avenue. These volumes increased throughout the evening with hundreds of crossings per hour counted. Most of the pedestrian crossings occurred as groups.

There were a total of 44 crashes reported at the SR 61/Thomasville Road and 7th Avenue/Meridian Road signalized intersection. There was one bicycle crash (night-time) and no pedestrian crashes at this intersection. There was a higher than average incidence of angle crashes. There was also a pattern of right-turn crashes involving southbound Meridian Road and westbound 7th Avenue vehicles.

The study location at SR 61/Thomasville Road/7th Avenue/Meridian Road Roundabout Analysis determined that a multi-lane roundabout footprint would be required while the capacity would still not be sufficient for the existing volumes. The roundabout would also result in significant impacts to the businesses. The 5-legged roundabout would also limit the safety benefits typically realized with a 4-legged roundabout. For these reasons a roundabout is not recommended at this location.

Since there were so few pedestrian and bicyclist crashes in the study area relative to the volumes, and the crashes typically occurred while crossing a minor side street or driveway, it is difficult to develop measureable crash countermeasures that would provide a reduction in these types of crashes. The qualitative review provided a clear picture of the need for both pedestrian and vehicle traffic improvements and oftentimes one improvement or countermeasure can benefit all roadway users. The majority of the recommended improvements can be incorporated during a RRR project since most are upgrades to meet current standards. Appendix G includes the concept plans of the site-specific improvements at the signalized intersections at (1) SR 61/Thomasville Road/Monroe Street and (2) SR 61/Thomasville Road/7th Avenue/Meridian Road. The concept plan also includes the pedestrian refuge islands recommended between US 27/Monroe Street and 7th Avenue. The corridor-wide improvements and the site-specific improvements are as follows:

Reduce Night-time (Non-daylight) Crashes

- Upgrade Roadway Lighting along the south end of the corridor. The two- to three-lane section between Monroe Street and Gadsden Street had the highest number of night-time crashes and pedestrian activity. Upgrading the roadway and intersection lighting to meet current FDOT standards will enhance safety.



Figure 1 – Project Location

Implement Corridor Access Management Strategy

- Where possible, reduce driveway widths and consolidate driveways to minimize potential conflicts with bicyclists and pedestrians.
- Obtain crash data and count data at the full median openings to determine closing and/or modifying these openings. The locations along SR 61/Thomasville Road are as follows:
 - 9th Avenue
 - 350 feet north of 9th Avenue

- Grape Street
- Colonial Drive Median Opening between Glenview Drive and Betton Road/Bradford Road
- Obtain crash and count data for the section of SR 61/Thomasville Road between 5th Avenue (south) and 5th Avenue (north), including the Whataburger driveways, to study restricting the number of conflicting movements.

Enhance Pedestrian/Bicyclist Crossing Safety

- Install pedestrian refuge islands in high pedestrian activity areas along SR 61/Thomasville Road between US 27/Monroe Street and 7th Avenue/Meridian Road. (Appendix G)
- Consider providing an additional RRFB located at Beard Street for pedestrians crossing between 5th Avenue and 6th Avenue.

Upgrade Signalized Intersections to MUTCD and FDOT Design Standards

- Upgrade intersection illumination.
- Provide one signal head per through lane.
- Provide reflectorized back plates on all traffic signals.
- Replace 5-section protected/permissive left-turn signals with 4-section flashing yellow arrow signals.
- Upgrade all crosswalks to high emphasis.
- Where possible, separate pedestrian pushbutton poles on each corner.
- Install overhead illuminated street name signs.
- Where possible, install NEXT SIGNAL advance street name signs.
- Add TURNING VEHICLES YIELD TO PEDS (R10-15) regulatory signs at signalized intersections.

Site Specific Improvements at Signalized Intersections

SR 61/Thomasville Road at US 27/Monroe Street (Appendix G)

- Install pedestrian crosswalks and signals across the north and east legs of the intersection
- Reduce turning radius for the northbound right-turn and signalize the right-turn.
- Realign the traffic signals on the southbound US 27/Monroe Street approach so they are not visible to the westbound SR 61/Thomasville Road approach motorists.
- Install delineator posts at the 1st Avenue intersection to enforce the NO LEFT TURN sign.
- During the next RRR project mill the pavement on SR 61/Thomasville Road to remove the pavement drop-off edge that could be hazardous to a bicyclist or motorist.

SR 61/Thomasville Road at 6th Avenue

- Consider half-cycling the signal to reduce delays and long queues.
- Install DO NOT BLOCK INTERSECTION signs on SR 61/Thomasville Road and on 6th Avenue. This intersection is currently planned for pedestrian improvements.

SR 61/Thomasville Road at 7th Avenue (Appendix G)

- Install pedestrian crosswalks and signals across the (1) north leg of SR 61/Thomasville Road, (2) the north leg of Meridian Road and (3) the entire west leg of 7th Avenue
- Signalize the southbound Meridian Road right-turn lane with right-turn arrow signals to stop motorists during a pedestrian actuation. Install NO TURN ON RED signs for pedestrian actuation.
- Install Leading Pedestrian Interval (LPI) for the crosswalks on the north, south and west legs.
- Install a 4-section flashing yellow arrow signal for the westbound and southbound right-turn lane movements and add blank-out signs for pedestrian actuation.
- Install an ADDED LANE sign (W4-3) for westbound 7th Avenue motorists to warn of the Meridian Road right-turn traffic.

- Install manufactured curbing (Kwik Kurb) downstream on the west side of the intersection to extend the channelized right-turn island. This will prohibit the Meridian Road southbound right-turn vehicles from accessing the gas station driveway
- Install overhead lane use signs on the span wire for westbound 7th Avenue motorists.
- Provide guidelines for the offset southbound SR 61/Thomasville Road through movement.
- Replace the NO LEFT TURN sign on the northbound SR 61/Thomasville Road approach with a NO TURNS sign.
- In advance of the intersection, install an overhead cantilever sign designating the through lane for SR 61/Thomasville Road and the right lane for Meridian Rd and 7th Avenue.

SR 61/Thomasville Road at Shopping Plaza

- Install guidelines on the side street to address for the offset alignment.

SR 61/Thomasville Road at Glenview Drive

- Obtain traffic counts and crash data for the Glenview Drive intersection, the full median opening located 260 feet north, and the Betton Road/Bradford Road intersection to assess (1) adding a southbound U-turn lane at Glenview Drive, (2) closing the median opening, and (3) lengthening the northbound left-turn lane at Betton Road/Bradford Road.
- Install pedestrian crosswalk and signals on the north and east legs.

SR 61/Thomasville Road at Betton Road/Bradford Road

- Straighten out the crosswalk on the east leg.
- Remove the RIGHT LANE MUST TURN RIGHT signs on the northbound approach.
- Lengthen the northbound SR 61/Thomasville Road left-turn lane.
- Lengthen the southbound SR 61/Thomasville Road left-turn protected left-turn green time.
- Install ONLY pavement messages on the westbound approach.

Introduction

This safety study has been conducted on behalf of FDOT District Three Safety Office to address pedestrian and bicyclist safety along SR 61/Thomasville Road from US 27/Monroe Street to Betton Road/Bradford Road and to address the vehicle operations and safety at the SR 61/Thomasville Road at 7th Avenue/Meridian Road signalized intersection. A Project Location Map is included on page 2.

The corridor is located within the “Midtown” area of Tallahassee. Midtown is the area of Tallahassee along SR 61/Thomasville Road and US 27/Monroe Street between 3rd Avenue on the south end and Betton Road/Bradford Road on the north end. The area is a popular gathering place with walkable restaurants, shopping and night-life in the central part of the corridor. Popular and historic downtown neighborhoods also border the Midtown area. Appendix A includes the Condition Diagram of the study area.

Study Methodology

This study has been performed in accordance with the District Three’s standard Arterial Study Scope of Services with specific emphasis on Vulnerable Road Users (pedestrians and bicyclists). The study includes a summary review of observed pedestrian activities (data collection), analysis of recent crash history, qualitative assessment of the corridor, lighting analysis, signal and roundabout operations analysis (SR 61/Thomasville Road/7th Avenue/Meridian Road) and improvement recommendations that support the focus of this study.

Data Collection Methodology

The emphasis on pedestrians and bicyclists is addressed through targeted data collection efforts to document pedestrian and bicyclist crossing activities broken down into small, manageable segments as shown on the Count Sheets in Appendix B. The segments are:

- Segment 1 – from US 27/Monroe Street to Johnston Street
- Segment 2 – from Johnston Street to 5th Avenue (south)
- Segment 3 – from 5th Avenue (south) to 6th Avenue
- Segment 4 – from 6th Avenue to 7th Avenue
- Segment 5 – from 7th Avenue to Crosswalk at Gadsden Street
- Segment 6 – from Colonial Drive to Shopping Center Signal
- Segment 7 – from Shopping Center Signal to Glenview Drive
- Segment 8 – from Glenview Drive to Betton Road/Bradford Road

Prior to performing the data collection activities, field reconnaissance was conducted to determine the limits of the segments based on field conditions and site distance of the observers. It was determined that collecting three consecutive days of pedestrian data from a Thursday through Saturday instead of a single day would provide better results for determining possible locations of predominant pedestrian and bicyclist crossings. The hours of data collection for this study were also extended into late evening in order to capture frequent crossing activities occurring late-night.

Observations of pedestrians and bicyclists crossing SR 61/Thomasville Road were conducted in the above noted eight segments and smaller ‘Blocks’ within each segment. Pedestrian and bicyclist crossing data was recorded for three consecutive days.

Pedestrian and bicyclist crossings were recorded utilizing the FDOT Manual on Uniform Traffic Studies (MUTS) procedure for Pedestrian Volume Count Study (Chapter 9). Crossings were recorded in 15-minute intervals and by direction of crossing (eastbound or westbound). Persons crossing in groups (two or more) were noted separately with the specific numbers of each category.

Methodology for Evaluating Improvements

Improvement alternatives were evaluated as outlined in the scope of services. Benefit/cost ratios were developed for those improvements where the detailed crash data was obtained. Additional recommendations were developed based on the qualitative review and engineering judgment. These recommendations do not include B/C quantifiers at this time.

The evaluation of potential major improvements was based on current FDOT criteria for items such as midblock crossings and roadway lighting. Specific statewide (on-system) criteria in the Plans Preparation Manual (PPM) and the Traffic Engineering Manual (TEM) are used as primary guidance to determine where the observed pedestrian crossings meet minimum volumes and site conditions to consider midblock crosswalk improvements. Other factors considered in the evaluation of improvements include Manual on Uniform Traffic Control Devices (MUTCD), right-of-way (R/W) constraints, utility conflicts, access management and local agency stakeholder input.

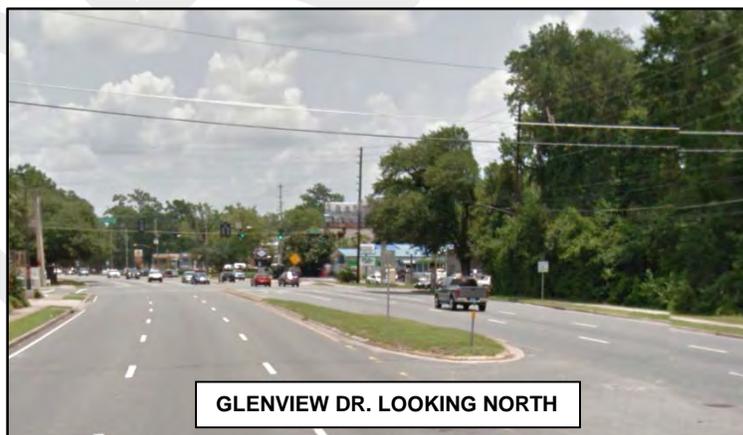
Existing Conditions

Existing Road:	Three-lane undivided (2-lanes plus center left-turn lane), four-lane divided and six-lane divided
Service Function:	Urban Principal Arterial
AADT:	17,800 to 28,000 vehicles per day (vpd)
Length:	1.363 miles
Posted Speed Limit:	25 MPH (north of US 27/Monroe Street) to 35 MPH (north of Gadsden Street) to 45 MPH (north of 9 th Avenue)
Right-of-Way:	Varies 60 feet from US 27/Monroe Street to 6 th Avenue, 40 feet from 6 th Avenue to 7 th Avenue, 120 feet plus from 7 th Avenue to Betton Road/Bradford Road (Approx. using GIS)
Lane Widths:	11-foot lanes (south of Williams Street); 10-foot lanes (south of 7 th Avenue); 11-foot lanes (south of 9 th Avenue); 12-foot lanes south of Betton Road/Bradford Road
Bike Lanes:	None
Sidewalks:	5-foot east and west sides from US 27/Monroe Street to 7 th Avenue; 5-foot east side only from 7 th Avenue to Colonial Drive; 5-foot both sides from Colonial Drive to Betton Road/Bradford Road
Adjacent Land Use:	Primarily Commercial
Alignment:	Straight with horizontal curve between US 27/Monroe Street and Johnston Street, and from south of 7 th Avenue to Gadsden Street
Terrain:	Flat with slight rolling nature based on topography

A condition diagram of the study area is included in Appendix A. The condition diagram shows existing conditions such as existing lane geometry, pedestrian and signalization features, guide signs, regulatory signs, and bus stop locations to provide additional details for reference.

The corridor has a varied urban cross-section with two travel lanes on the south end between US 27/Monroe Street and Calhoun Street. At Calhoun Street the typical section becomes three-lane until 7th Avenue where a median is provided to restrict the northbound left-turn movement. Between 7th Avenue and Gadsden Street the roadway is three-lane undivided and then transitions to four-lane divided at Gadsden Street then widening to six-lane divided at Grape Street to the project limits at Betton Road/Bradford Road. The curb-

to-curb distance varies based on lane widths and median widths throughout the corridor. Typical cross sections are shown in the photos below.



The posted speed limit along the corridor is 25 MPH on the south end, increases to 35 MPH north of Gadsden Street and then to 45 MPH north of 9th Avenue. Sidewalk currently exists along both sides of the corridor except between 7th Avenue and Colonial Drive where the west side ends and is provided on the

east side only. There are no paved shoulders or bicycle lanes along this segment of SR 61/Thomasville Road.

The adjacent property development is consistent with neighborhood commercial uses. Although the building structures are located in close proximity to the roadway, in many cases the parking is limited within the three-lane typical section and is located in front of the buildings. This creates large undefined driveways, motorists backing out into the street and conflicts with pedestrians walking along the sidewalk. Sidewalk is



not provided along many of these driveway connections. The close proximity of the parking restricts the ability to expand features of the roadway facility such as wider sidewalks or the addition of bike lanes.

Driveway turnouts are frequent and do not meet current Americans with Disability Act (ADA) sidewalk cross-slope requirements (exceeding 2 percent). While this is not a major safety issue as defined by a documented crash history, reconstructing the sidewalk through driveways to meet current ADA standards could be considered for future improvements during Resurfacing, Rehabilitation and Restoration (RRR) efforts if funding is available.

Existing lighting conditions within the corridor include the City of Tallahassee owned street lighting (luminaires) along the east side of the road only. The luminaires are mounted on the power poles that also carry the overhead power lines. Several of these poles do not meet clear zone criteria. During the review, not all the light fixtures were in working order. Additional information on the existing lighting conditions can be found in the *Lighting Analysis Section* of this report.

The StarMetro (city owned and operated public bus service) bus stop facilities are present along the corridor with six stops and are noted on the condition diagrams. Bus stop types range from locations with signs only and some with benches. The bus stop locations are as follows:

- south of 5th Avenue
- north of 6th Avenue
- at Grape Street
- north of Pine Street
- south of Betton Road/Bradford Road
- north of Betton Road/Bradford Road

The one existing marked midblock crosswalk within the corridor is located at 5th Avenue (south) with a Rectangular Rapid Flashing Beacon (RRFB) provided. Signalized intersection crosswalks are located at 6th Avenue (east, west and south legs), 7th Avenue (east, west and south legs), Shopping Center (all four legs), Glenview Drive (south and west legs) and Betton Road/Bradford Road (all four legs). This does not include crosswalks that are parallel along the mainline which are marked at each side street crossing.

Qualitative Assessment

A field review was conducted on October 27, 2015 to assess possible deficiencies in the geometric and operational characteristics of the study corridor. The purpose of a qualitative assessment is to review the corridor under study to observe existing conditions and characteristics. The goal is to identify deficiencies in accordance with ADA and Department standards with possible corrective measures recommended.

Corridor-wide Analysis

The 1.4 mile section of SR 61/Thomasville Road corridor was reviewed with pedestrian and bicyclist safety in mind and the overall operations. The following general observations were made:

- Traffic flow is predominantly southbound in the AM peak and northbound in the PM peak hours.
- The two- and three-lane section of SR 61/Thomasville Road is oversaturated during the peak hours.
- Pedestrian signals and traffic signals are not to current standards.
- The overall guide signing is lacking in quality and quantity within the corridor.
- Sidewalks are cracked, worn, missing ADA, have tripping hazards and obstructions throughout the three-lane section of the corridor study limits.
- Several utility poles are located too close to the roadway.
- Wide and undefined driveways are located throughout the corridor increasing the potential for conflicts with pedestrians/bicyclists traveling on the sidewalks.



Operational Analysis (Signalized Intersections)

Six existing signalized intersections plus the RRFB are located on SR 61/Thomasville Road within the study area as shown in Table 1. There are marked crosswalks at all of the intersections except at US 27/Monroe Street.

Signalized Intersection	Mile Post	Distance to Next Signal*
US 27/Monroe Street	MP 0.386	---
5 th Avenue RRFB	MP 0.696	1,600 ft.
6 th Avenue	MP 0.842	770 ft.
7 th Avenue	MP 0.942	528 ft.
Shopping Center	MP 1.492	2,900 ft.
Glenview Drive	MP 1.626	707 ft.
Betton Road/Bradford Road	MP 1.749	649 ft.

*from south to north

Table 1 – Existing Signalized Intersection Spacing

An operational analysis was conducted for each signalized intersection during the field review. The operational analyses focused primarily on pedestrian operations at the intersection with consideration for traffic operations characteristics. The corridor review determined that the signalized intersections are lacking standard features that have been added to FDOT’s design criteria. The standards are based on research studies that have proven to reduce crashes at signalized intersections. The following includes upgrades that could potentially reduce all crash types including angle, left-turn, sideswipe, rear end and pedestrian.

- Missing advance street name signs – NEXT SIGNAL signs provide advance notice of an upcoming signal and give motorists enough time to properly change lanes to enter the appropriate lane.
- Lack of one signal head per through lane – One signal head per through lane provides improved signal head visibility thereby reducing sudden stops and motorists running a red signal.
- Missing Internally Illuminated Street Name Signs – As with advance street name signs, illuminated street name signs increase the distance at which a motorist can see the street name sign. These signs provide a benefit for both daytime and night-time driving.
- Missing back plates – Another measure to improve the signal head visibility is to provide retro-reflective yellow back plates on all signals, not just east-west signals. The retro-reflective yellow back plates have greater visibility during night-time conditions.
- Five-section traffic signals – Although 4-section flashing yellow arrow (FYA) signals have been in use throughout the country for some time, FDOT and local agencies have just recently started using them. The benefit over the 5-section is the FYA is less confusing for motorists that are turning left on the permissive green ball that is present in the 5-section signal. Additionally, the FYA provides a yield for motorists that are turning concurrent with a pedestrian crossing. The 4-section FYA can also provide more flexibility than a protected only 3-section left-turn signal. The 4-section FYA can replace a 3-section protected only signal and minimize delays during off-peak or low volume conditions.
- Lacking pedestrian signs – With the potential for pedestrian/bicyclist crashes at signalized intersections involving turning vehicles, greater emphasis is needed to notify motorists of their presence. TURNING VEHICLES YIELD TO PEDS (R10-15) signs installed at all locations where there is a potential conflict can aid in training motorists to not only yield to pedestrians but to

increase awareness of the possibility of their presence. Pedestrian pushbutton signs are also missing throughout the corridor.

- Missing high emphasis crosswalks – Although in the past high emphasis crosswalks have been typically only used at mid-block crosswalks and school crossings, high emphasis crosswalks are now FDOT standard at signalized intersections. Studies have shown these crosswalks have a greater visibility to drivers than the transverse crosswalks.
- Separate poles for pedestrian pushbuttons – The MUTCD includes ADA standards to separate pedestrian pushbuttons on each corner by 10 feet to aid the visually impaired to differentiate between the two signalized crosswalks. The separate poles also aid sighted pedestrians and reduce unnecessary pedestrian actuations which can increase vehicle delays. If right-of-way is not available, the pushbuttons can be combined onto one pole.

In addition to the above general deficiencies, the following section discusses the site specific deficiencies at the signalized intersections within the corridor.

SR 61/Thomasville Road at US 27/Monroe Street Intersection:

- The northbound right-turns from US 27/Monroe Street onto SR 61/Thomasville Road were observed to be traveling at a high rate of speed for entering a 25 MPH posted pedestrian friendly area. The higher speeds can be attributed to the roadway design features on US 27/Monroe Street including the free-flow movement on a downgrade with excess pavement and a large turning radius.



- The intersection is lacking pedestrian features across all legs. The average daily traffic (ADT) on the four-lane divided US 27/Monroe Street is 34,500 vpd. There are sidewalks on both sides of US 27/Monroe Street and SR 61/Thomasville Road. The photo to the right shows pedestrians trying to cross US 27/Monroe Street.



- The signals for the southbound approach, as shown in the photo to the right, are visible to the westbound approach motorists which could create confusion.



- The pavement edge on SR 61/Thomasville Road has a drop-off that could be hazardous if a motorist's or bicyclist's tire were to catch. See photos below.



SR 61/Thomasville Road at 5th Avenue Intersection (RRFB Crosswalk):

- Although not a signalized intersection, the marked crosswalk at 5th Avenue (south) has pedestrian actuated Rectangular Rapid Flashing Beacons (RRFB). The vehicle operations of the traffic into the Whataburger located on the northeast corner of 5th Avenue and the adjacent cross street offset appeared to need more access control. The Whataburger has two driveways (access and egress) on SR 61/Thomasville Road and a single access/egress on 5th Avenue (south). The northbound left-turn lane onto 5th Avenue (north) was observed being used by southbound left-turns into the Whataburger driveway since there is no turn lane. There was a steady volume of vehicles entering the Whataburger throughout the afternoon.



- A RIGHT TURN ONLY (R3-5) sign located on the westbound approach (in photo) should be combined with the STOP sign to minimize sign clutter and encroachments into the sidewalk area.



SR 61/Thomasville Road at 6th Avenue Intersection:

- The signalized intersection at 6th Avenue is 528 feet south of the 7th Avenue signal, 325 feet west of the Gadsden Street signal and 1,000 feet east of the signal at US 27/Monroe Street. The 6th Avenue intersection queues backed up along 6th Avenue through the intersection from Gadsden

Street and along SR 61/Thomasville Road during the peak hours. The intersection has a two-phase signal operation but is operating at a cycle length of 144 seconds and 150 seconds during the peak hours. The longer cycle with such close intersections can contribute to the back-ups. Half-cycling the signal operation could reduce the back-ups. The installation of DO NOT BLOCK INTERSECTION (R10-7) regulatory signs can help keep the intersections from being blocked. The guide sign (photo to right) for northbound motorists to turn right at 6th Avenue to travel west on 7th Avenue or to access Meridian Road reads as follows: ACCESS 7th AVE OR MERIDIAN RD VIA 6th AVE TO GADSDEN STREET. This sign is confusing for motorists unfamiliar to the area and should have upper and lower case lettering. An overhead sign with text TO MERIDIAN ROAD AND TO 7th AVENUE would be easier for motorists to understand.



SR 61/Thomasville Road at 7th Avenue/Meridian Road Intersection:

- The 7th Avenue/Meridian Road intersection is a 5-legged intersection. Seventh Avenue is one way westbound, SR 61/Thomasville Road is two-way but has a restricted northbound left-turn (no turn-lane provided) and no right-turn (one-way). Meridian Road is a two-way street but only the southbound to westbound right-turn is permitted at the intersection. Long queues on SR 61/Thomasville Road were observed southbound in the AM peak and northbound during the PM peak. There are no pedestrian features across the north leg of SR 61/Thomasville Road and Meridian Road except for an unsignalized crosswalk across the southbound channelized right-turn on Meridian Road. Very few pedestrians were observed at this intersection during the site review.



- The sign located on southbound SR 61/Thomasville Road approaching 7th Avenue is confusing for motorists looking for Meridian Road and 7th Avenue. An improvement to the existing sign shown to the right could be MERIDIAN ROAD FIRST RIGHT and 7TH AVENUE SECOND RIGHT. Supplemental signs placed at the intersections would also be helpful to motorists.



- Other operational issues observed were related to access to the gas station located on the southwest corner. Motorists northbound on SR 61/Thomasville Road were observed turning left prior to the concrete separator into the parking lot located south of the gas station and then drove through the lot to access the gas station. Also, motorists turning right from Meridian Road that want to access the gas station have to merge across the two lanes of westbound 7th Avenue traffic or stop and wait for a gap and block trailing Meridian Road motorists.

- The receiving lane for the southbound through lane on SR 61/Thomasville Road shifts approximately 10 feet west through the intersection but there are no guidelines to reflect the shift (see photo to right). The northbound through lane has guidelines for its shift.



- On the westbound approach the pavement is marked for the designated lane uses but additional overhead signs are needed to designate the left-through lane and the through only lane (see photo to right). The right turn only lane has an existing overhead mounted sign.



- Southbound SR 61/Thomasville Road transitions from the 4-lane divided section north to the constrained 2-lane area at 7th Avenue. The transition includes a southbound right-turn drop lane, one-way operation on 7th Avenue at the 5-legged signalized intersection. An advance cantilever overhead sign should be provided to clearly designate the through lane to SR 61/Thomasville Road and the right lane to Meridian Road and 7th Avenue. The pole-mounted street name signs at the intersection are not clearly visible to approaching motorists. Meridian Road is designated with the state route marker, SR 155, at the intersection but motorists need the additional local street name designation. Overhead illuminated street name signs would also benefit motorists in both daytime and night-time conditions.

- On the northbound approach a NO LEFT TURN sign is provided on the span wire and ONE WAY ground-mounted signs on the east side (see photo to the right). An overhead NO TURNS (R3-3) sign or additional NO RIGHT TURN sign would help clarify that both the left and right turns are not permitted on this approach.



- The alternatives of a (1) modified signal operations analysis and (2) a roundabout intersection analysis for this intersection were included in the Scope of Services and are outlined in more detail in the Improvement Evaluations section.

SR 61/Thomasville Road at Shopping Plaza Entrance Intersection:

- There are currently only two signal heads on SR 61/Thomasville Road for the four lanes approaching the Shopping Plaza traffic signal. As shown in the photo below right, visibility for motorists approaching at 45 MPH through this section could be improved with four signals; a 4-section flashing yellow arrow to replace the 5-section signal, and three, 3-section signals, one for each through lane.
- The westbound shared left-through lane aligns directly with the eastbound shared left-through-lane instead of the receiving lane (see photo below left). Guidelines should be provided to avoid head-on conflicts.



SR 61/Thomasville Road at Glenview Drive Intersection:

- Similar to the Shopping Plaza signal, the signal head visibility at Glenview Drive could be improved with upgrading the number of heads per lane to meet the MUTCD standards. The northbound approach should be changed from two signal heads (5-section and 3-section) to a 4-section flashing yellow arrow to replace the 5-section signal, and three, 3-section signals; one for each through lane. The southbound approach currently has two 3-section signals and should be upgraded to three, 3-section signals.
- The driveway on the east leg serves a tire center and functions as the business entrance and is not signalized for exiting traffic. There is a sign on-site for patrons to exit around the building to the north side. The driveway is too wide and lacks signs and markings to restrict a motorist from exiting this driveway into the signal. Likewise, the egress driveway located 60 feet north is not properly designed to restrict motorists from turning left into the signalized intersection.



- As shown in the photo to the right, the intersection is lacking a southbound left/U-turn lane and there is no sign restricting this movement. Since there are safety concerns associated with a 45 MPH vehicle stopping to turn left without a turn lane, a NO TURNS sign should be provided or installation of a left/U-turn lane to safely accommodate the movements.
- There are no crosswalks or pedestrian signals provided for the north leg and the east leg of the intersection. The east leg crosswalk is needed to avoid a conflict between an eastbound through vehicle into the tire store driveway and a pedestrian walking across the tire store driveway.



SR 61/Thomasville Road at Betton Road/Bradford Road Intersection:

- The east leg crosswalk has a kink in it due to a drainage inlet located on the southeast corner. Crosswalks should be straight for disabled pedestrians.
- The northbound RIGHT LANE MUST TURN RIGHT (R3-7R) regulatory signs on this approach are not per standard. These signs are to be used for drop lanes which this lane is not.
- As with the Shopping Plaza and Glenview Drive intersections, the north-south approach signals need to be upgraded to standards. Replace the two signals; a 5-section and a 3-section signal with a 4-section flashing yellow arrow and three, 3-section signals. On the east-west approaches replace the 5-section signal with a 4-section flashing yellow arrow signal and provide two 3-section signals per approach.
- The field review determined that the northbound left-turn lane is too short for the volume of turning vehicles. The lane often overflowed into the inside through lane. The southbound left-turn movement needs a longer protected left-turn phase to clear the queued vehicles that were not able to clear during the permissive phase. RIGHT LANE MUST TURN RIGHT signs exist for the westbound right-turn drop lane but the ONLY pavement messages are missing.



Pedestrian/Bicyclist Data Collection

Pedestrian and bicyclist crossing data was recorded for a three consecutive day period from Thursday, October 8th to Saturday, October 10th, 2015. The counts were collected for 12 hours each day from 12:00 noon to 12:00 midnight. Additionally, pedestrians and bicyclists were counted at the signalized intersection of 7th Avenue during the turning movement count periods from 7:15 AM to 8:45 AM, 11:00 AM to NOON and 4:45 PM to 6:15 PM.

It was noted that there was an away Florida State University football game during the evening of Saturday, October 10 that could have affected the counts as many students were inside watching the game instead of traveling to the businesses in the corridor. Appendix B contains the detailed results of the recorded count information. In summary, the data collected contains detailed data to assist in the decision-making process when evaluating improvement alternatives. Table 2 shows the number of crossings within each segment with the corresponding percentage of total crossings. About 85 percent of all crossings occurred within the sections between Segments 2 and 4 which extends from Johnston Street to 7th Avenue.

Segment	Total Crossings (3 days)	Daily Average	Percent of Corridor
Segment 1: US 27/Monroe St. to Johnston St.	112	37	3%
Segment 2: Johnston St. to 5 th Ave. (south)	1249	416	40%
Segment 3: 5 th Ave. (south) to 6 th Ave.	999	333	32%
Segment 4: 6 th Ave. to 7 th Ave.	399	133	13%
Segment 5: 7 th Ave. to Crosswalk at Gadsden St.	125	42	4%
Segment 6: Colonial Dr. to Shopping Ctr. Signal	53	18	1%
Segment 7: Shopping Ctr. Signal to Glenview Dr.	160	53	5%
Segment 8: Glenview Dr. to Betton Rd./Bradford Rd.	58	19	2%

Table 2 – Number of Crossings by Segment

Segment 2 had the highest number of crossings with 359 on Thursday, 683 on Friday, and 207 on Saturday. It should be noted that for the three-day study period, an average of 75 percent of all pedestrian and bicyclist crossings within Segment 2 occurred at the Rectangular Rapid Flashing Beacon (RRFB) crosswalk located on the south side of 5th Avenue (south). When comparing the types of crossings (pedestrian, bicyclist, or group) within each segment of the two busiest segments, Segment 2 and Segment 3, over half of all pedestrians crossing SR 61/Thomasville Road were in groups. Figure 2 depicts the types of crossings (pedestrian, bicyclist, or group) by segment that occurred on Friday, October 9, which was the busiest of the three days.

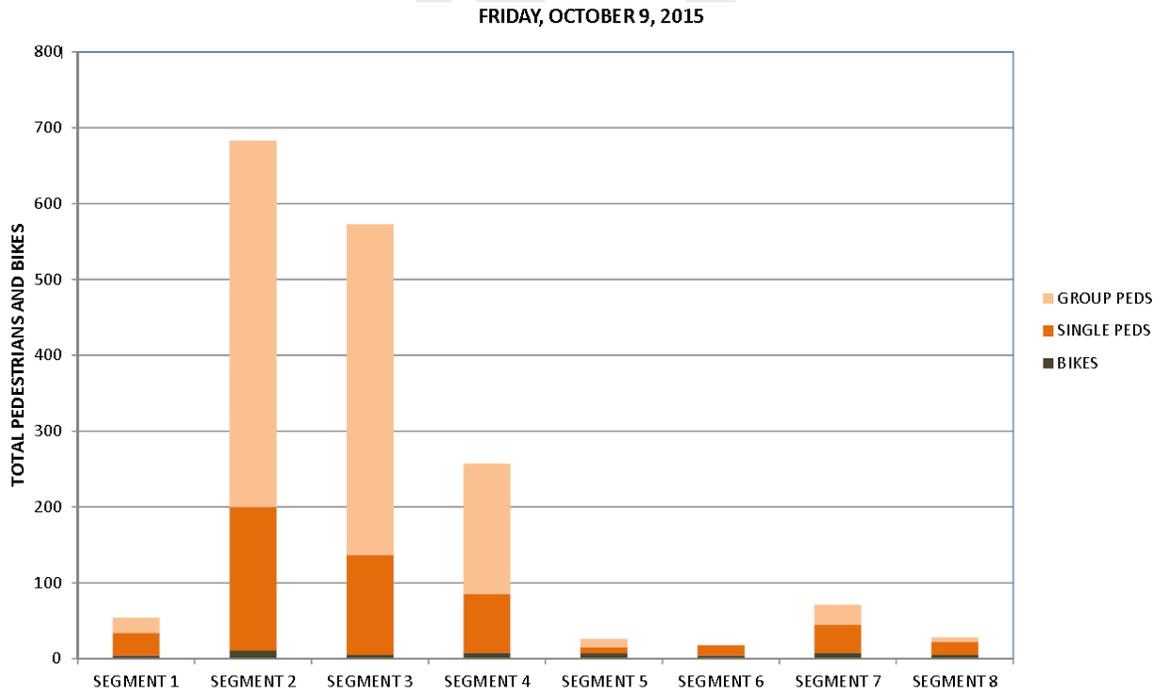


Figure 2 – Type of Crossings by Segment

Also of interest is the steady increase in volume of crossings after 6:00 PM, particularly on Friday evening. Figure 3 shows the graphical representation by time of day.

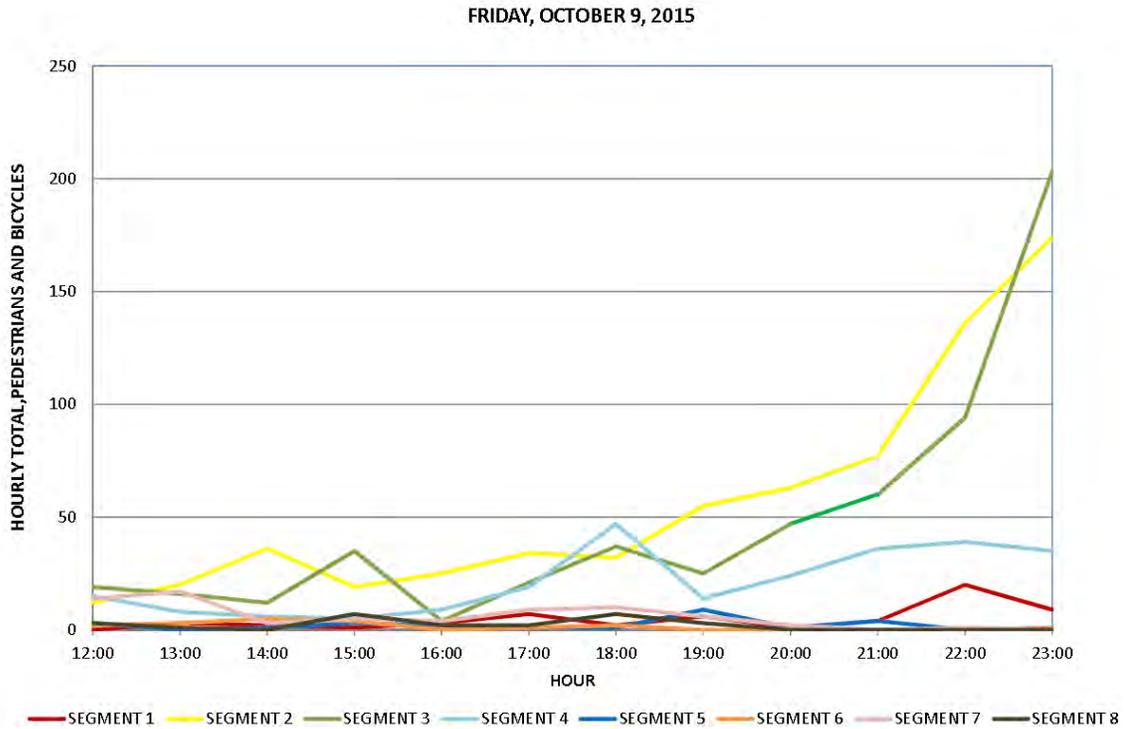


Figure 3 – Crossings by Hour and Segment

On Friday, 66 percent of the pedestrians and bicyclists were counted after 6:00 PM, and on Saturday, 83 percent of the pedestrians and bicyclists were recorded before 6:00 PM. Northbound and southbound pedestrian and bicyclist crossings at Gadsden Street and Colonial Drive were also counted. The total number of pedestrians and bicyclists crossing at the crosswalk at Gadsden Street was 15 on Thursday, 27 on Friday, and 36 on Saturday. At the Colonial Drive site, the total for Thursday, Friday, and Saturday was 27, 27, and 26 crossings, respectively, with even distribution throughout each of the days. The majority of all pedestrians at both sites were recorded on the east side of SR 61/Thomasville Road, as there is no sidewalk or shoulder on the west side of the roadway.

The FDOT Traffic Engineering Manual (TEM) Section 3.8.5 criteria for midblock crosswalks is under revision to reduce the minimum thresholds for the number of pedestrian crossings per hour. The existing criteria is 20+ pedestrians during any 1 hour or 60+ pedestrians over 4 hours. The new criteria is 20+ pedestrians during any 1 hour, or 18+ pedestrians per hour for 2 or more hours, or 15+ pedestrians per hour for 3+ hrs.

In summary, the following characteristics are based on the observed number of pedestrian and bicyclist crossings of SR 61/Thomasville Road:

- Count Segment 2 Block E, from Williams Street to 5th Avenue (south), which is the existing RRFB crosswalk, had the highest number of crossings. Hourly volumes ranged between 7 and 172 over the three days. Friday had the highest volumes with 10 of the 12 hour volumes ranging between

17 and 172 crossings per hour and steadily increasing between 6:00 PM and midnight. *This crossing meets the minimum pedestrian demand for a marked crosswalk.*

- Count Segment 3, from 5th Avenue (south) to 6th Avenue, had the next highest number of crossings. The highest number of crossings occurred on Friday. Hourly volumes ranged between 0 and 81 crossings per hour with increasing volumes between 8:00 PM and midnight. *The TEM volumes were met for the entire section combined (three blocks) for the three days and were also met for just the two blocks between 5th Avenue (south) and 6th Avenue.*
- On Friday, Count Segment 4, between 6th Avenue and 7th Avenue, had 19 or more crossings per hour during six of the 12 hours counted. Thursday and Saturday had 14 or less crossings per hour and therefore did not meet the minimum TEM crossing volumes for three days.
- Bicyclists accounted for minimal volumes overall with pedestrian group crossings making up the majority of the volume.
- At the 7th Avenue signalized intersection there were a total of 38 crossings across all legs of the intersection during the vehicle count period on Thursday, October 8.

Crash Analysis and Results

The crash data for this analysis was collected for a six-year period from 2009 through 2014. A detailed crash analysis was performed for the pedestrian and bicyclist crashes in the entire corridor and for all crashes at the signalized intersection of SR 61/Thomasville Road and 7th Avenue/Meridian Road. The crash data was limited to the Florida Traffic Crash Report – Long Form and the FDOT Crash Reporting System (CARS) reports.

Pedestrian and Bicyclist Crashes

In the six-year period from 2009 to 2014, there were a total of three pedestrian and five bicycle crashes in the corridor. There were three in 2009, three in 2011, and two in 2013. Three (38 percent) of the crashes occurred under night-time conditions, one on wet pavement and three (28 percent) were related to drugs or alcohol use. In general, the pedestrian crashes occurred in the higher pedestrian activity area within the two-lane section of SR 61/Thomasville Road and the bicycle crashes occurred in the six-lane divided section of SR 61/Thomasville Road. One of the pedestrian crashes resulted in a fatality but was attributed to complications from drug and alcohol use although her injuries were isolated to her knee. This crash occurred when the pedestrian crossed 5th Avenue during the day in a southbound direction and was struck by a westbound right-turn motorist. A bike crash occurred at 7th Avenue when a northbound motorist under the influence of alcohol struck a northbound bicyclist who was traveling in the roadway. A detailed table of the crashes is included in Appendix C along with the collision diagrams for the eight pedestrian and bicyclist crashes within the corridor.

The following summarizes the location and conditions of the eight pedestrian/bicyclist crashes:

- Bicyclist – SR 61/Thomasville Road at US 27/Monroe Street – bicyclist crossing driveway north of SR 61/Thomasville Road on west side was struck by an eastbound right-turn motorist (injury).
- Pedestrian – SR 61/Thomasville Road at Williams Street – pedestrian walking north across William Street was struck by a southbound left-turn motorist (night).
- Pedestrian – SR 61/Thomasville Road at 5th Avenue – pedestrian walking south across 5th Avenue was struck by a westbound right-turn motorist (fatal – see discussion above).
- Pedestrian – SR 61/Thomasville Road at 6th Avenue – two pedestrians were struck by a southbound motorist as they walked westbound across SR 61/Thomasville Road, south of the crosswalk at 6th Avenue (2 injuries - night).
- Bicyclist – SR 61/Thomasville Road at 7th Avenue – bicyclist struck by DUI motorist while both were traveling north in the travel lane, just north of 7th Avenue (injury – night).
- Bicyclist – SR 61/Thomasville Road at Pine Street – bicyclist traveling southbound across Pine Street was struck by a westbound right-turn motorist exiting Pine Street (injury).

- Bicyclist – SR 61/Thomasville Road at Glenview Drive – bicyclist (12-years old) traveling northbound across Glenview Drive in crosswalk was struck by an eastbound right-turn motorist (injury).
- Bicyclist – SR 61/Thomasville Road at Glenview Drive – bicyclist traveling north across driveway to bicycle shop was struck by a northbound right-turn motorist (injury).

The crash data indicates that the drivers were at-fault for seven of the eight crashes and were typically right-turning vehicles failing to yield the right-of-way. Six of the crashes involved a turning vehicle at a cross street or driveway striking a bicyclist or pedestrian. Only one of these occurred at a signalized intersection. Three of the bicycle crashes occurred as the bicyclist approached from the driver's right side and were therefore not visible as the driver looked for a gap in traffic. The crash analysis indicates a low incidence of crashes given the significant pedestrian/bicyclist activity and the traffic volumes in this corridor. The lower vehicle speeds (25 MPH) within the south section of the study corridor helps motorists to see and react, if necessary, to pedestrians and bicyclists in the area.

SR 61/Thomasville Road at 7th Avenue

In the six-year period from 2009 to 2014 there were 44 crashes at the signalized intersection. Of the 44 crashes there were no fatalities and nine injuries (20 percent). About 27 percent of the crashes (12 crashes) occurred in non-daylight hours. Wet pavement was noted for three (7 percent) of the crashes. There were between seven and 11 crashes each year during each of the six years of data obtained. The lower incidence of injury crashes can be attributed to the slower speeds in this area of SR 61/Thomasville Road; posted at 25 MPH. Table 3 shows the breakdown of the highest occurrence of crash types for the intersection:

Top Crash Types	Total Crashes	Percent of Total
Angle	15	34%
Rear End	13	30%
Right-turn	6	14%
Sideswipe	4	9%

Table 3 – Predominant Crash Types

The predominant crash types occurring at the intersection are discussed below:

Right angle crashes - Of the 15 angle crashes, 13 occurred at the signal and two occurred at nearby driveways. The 13 right angle crashes occurring at the signal were reviewed and determined that there were six crashes in 2014 and one to two angle crashes during each of the prior five years. Four of the six angle crashes that occurred in 2014 were caused by a northbound motorist running the red signal indication. The crash reports noted that several of the at-fault drivers said they were distracted. Six (46 percent) of the 13 angle crashes at the signal occurred during dark conditions. The intersection was reviewed during the AM dark hours and appeared to be poorly illuminated. Additionally, the two northbound lenses are 45 degree arrow signals to direct motorists to stay right on SR 61/Thomasville Road through the curve and to restrict the left-turns. The red and green arrow indications are not as clearly visible indications as the solid red and green balls. The signals are also missing the standard retro-reflective yellow back plates that improve target visibility. The vehicle clearance intervals were reviewed. The yellow clearance



intervals meet the minimums. The red clearance intervals were determined to be longer than the 2.0 seconds required based on the field conditions.

Rear end crashes - The 13 rear end crashes occurred on the following approaches; five southbound, three northbound, two westbound and one southbound on Meridian Road. There were also two rear end crashes northbound that occurred north of the signal. Rear end crashes are typically the most predominant crash type at signalized intersections.

Right-turn crashes - The right-turn collisions occurred between the southbound Meridian Road right-turn and the westbound 7th Avenue movement. The southbound right-turners from Meridian Road are striking the westbound motorists on 7th Avenue due to improper lane changing. The crashes are due to the following; (1) Meridian Road motorists trying to access the gas station on the southwest corner, (2) motorist confusion with the one way operation and (3) motorists unaware of the westbound traffic approaching from the east. There were no reported crashes of this type in 2014.

Sideswipe crashes – Two of the four sideswipe crashes occurred westbound, downstream of the signal involving a southbound right-turn from Meridian Road improperly changing lanes. The other two sideswipe crashes occurred on the westbound approach; one motorist used the right-turn lane to travel straight and one motorist tried to use the through lane to turn right onto SR 61/Thomasville Road.

Pedestrian/bicyclist crashes - There was one bicycle crash at the intersection. As previously discussed, a DUI struck a bicycle at night. The bicycle did have proper night-time equipment.

Appendix C contains the collision diagrams for the 43 vehicle crashes and one bicycle crash at the intersection and the pedestrian and bicyclist crashes within the entire corridor.

Future Planned Improvements

Currently there are no future improvements programed in the Department's Work Program for this segment of SR 61/Thomasville Road or the Capital Region Transportation Planning Agency (CRTPA) adopted five-year program. There are unfunded intersection improvements within this segment and funded sidewalk projects in the vicinity but they are located outside the corridor.

Improvement Evaluations

Improvements proposed on the state highway system (on-system) are evaluated pursuant to FDOT guidelines and procedures for the types of improvements being considered. Based on potential reductions in pedestrian and vehicle related crash history, major improvement alternatives may include:

- Conventional roadway lighting.
- Midblock crosswalks located to meet current demand.
- Raised medians, refuge islands and/or channelizing techniques.
- Traffic signals, pedestrian-activated hybrid signals, or supplemental crosswalk beacons.
- SR 61/Thomasville Road/7th Avenue/Meridian Road signal phasing modification.
- SR 61/Thomasville Road/7th Avenue/Meridian Road signal conversion to a roundabout.

Conventional Roadway Lighting

FDOT Plans Preparation Manual (PPM) Chapter 7.3 (Lighting) provides standards for lighting on the state highway system. Existing lighting conditions within the corridor include the City of Tallahassee owned street lighting (luminaires) along the south side of the road only. The luminaires are mounted on the power poles that also carry the overhead power lines. Detailed information received from City of Tallahassee on the existing luminaires is included in Appendix D. The City of Tallahassee has also installed a number of light poles on the east side at the south end of the project by the US 27/Monroe Street intersection. The existing layout is a one-side pattern. The luminaire spacing ranges from approximately 100 feet to 180 feet between luminaires.

A design lighting analysis was conducted for the subject corridor to determine:

- If the existing lighting meets current FDOT standards.
- Identify possible improvements should the current illumination not meet current standards.

The analysis was performed using (1) three typical sections of the existing roadway, (2) assumed 250-watt luminaire and (3) mounting height to determine the pole spacing required to meet criteria. Using lighting software populated with the existing conditions information, it was determined that regardless of the pole spacing, the FDOT current minimum lighting criteria is not met as defined by the FDOT Plans Preparation Manual (PPM).

Two lighting alternatives were investigated to improve the lighting levels for the corridor:

- Replace existing lighting with utility conflict light poles on both sides of SR 61/Thomasville Road.
- Replace existing lighting with pole top decorative lighting on both sides of SR 61/Thomasville Road.

The three typical sections used for the analysis include:

- Typical Section 1: three 11-foot lanes and undivided (section from US 27/Monroe Street to 7th Avenue).
- Typical Section 2: four 12-foot lanes with a 35-foot raised grass median (north of 7th Avenue to 6-lane section).
- Typical Section 3: seven 12-foot lanes with 5-foot traffic separator (6-lane section to Betton Road/Bradford Road).

Alternative 1 – Install New Conventional Roadway Lighting with Utility Conflict Poles

This alternative replaces the existing lighting with new light poles designed and spaced to meet FDOT criteria. Since there are existing overhead power lines on the south side, utility conflict type light poles would be used to prevent violation of OSHA requirements. The poles would be installed on both the east and west sides using a staggered configuration. A lighting analysis was performed using the following typical parameters:

- 250-watt luminaire fixture
- 35-foot mounting height
- 15-foot arm length
- Eight-foot setback from back of curb

These parameters yield a light pole spacing of 345 feet for Typical Section 1 and 185 feet for Typical Sections 2 and 3 along both sides of SR 61/Thomasville Road which will provide adequate lighting levels and meet current FDOT lighting criteria.

Alternative 2 – Install New Conventional Roadway Lighting with Pole Top Luminaires on Decorative Poles

This alternative replaces the existing lighting with new light poles designed and spaced to meet FDOT criteria. There are existing overhead power lines on the south/east side. The Alternative 2 proposed lighting design considers use of decorative pole- top-mounted luminaires with a mounting height of 16 feet on both sides of the road. This type of light pole would be used to prevent violation of OSHA requirements. The poles would be installed on both sides using a staggered configuration. A lighting analysis was performed using the following typical parameters:

- 82-watt LED luminaire fixture for Typical Sections 1 and 2
- 136-watt LED luminaire fixture for Typical Section 3
- 16-foot mounting height on decorative pole
- Eight-foot setback from back of curb

These parameters yield a light pole spacing of 85 feet for Typical Sections 1 and 2 and 45 feet for Typical Section 3 staggered along both sides of SR 61/Thomasville Road which will provide adequate lighting levels and meet current FDOT lighting criteria. Although Alternative 2 provides better uniformity ratios, the cost is more than Alternative 1. Therefore, this alternative was not recommended.

Midblock Crosswalks

PPM Chapter 8 (Pedestrian, Bicycle and Transit Facilities) provides guidance on appropriate locations where a marked midblock crosswalk location may be considered. Based on conditions outlined in the PPM, the section between 5th Avenue and 6th Avenue meets the volume criteria but the intersection spacing of approximately 300-foot blocks (5th Avenue to Beard Street and Beard Street to 6th Avenue) is considered too close to consider midblock crosswalks (PPM recommends 660-foot spacing between intersections). Note that the existing mid-block crossing at 5th Avenue is located 180 feet south of 5th Avenue which does not meet the criteria. According to TEM Section 1.6, the Department may consider a variance to any of the recommended conditions for considering midblock crossing locations, including intersection spacing. The variance process requires approval from the District Traffic Operations Engineer (DTOE) and State Traffic Operations Engineer (STOE).

The PPM also recommends evaluating midblock crosswalks based on additional factors which are found in the FDOT Traffic Engineering Manual (TEM) Section 3.8 (Midblock Pedestrian Crosswalks) including:

- Midblock crosswalks should be illuminated;
- If Average Daily Traffic (ADT) is more than 12,000 vehicles per day (vpd) or crossings exceed 60 feet in distance, a raised median or refuge island is recommended for consideration; and
- Consideration should be given to relocating bus stops adjacent to planned midblock crossings, which will promote greater usage of the crossing facility.

Although the segment between 5th Avenue and 6th Avenue meets the volume criteria for a marked crosswalk, the minimum 660-foot distance to an intersection is not met and the crash history shows one pedestrian crash in this section. If implemented, a midblock crossing would need to be 300 feet from the adjacent crossing at the existing RRFB and 300 feet from the crosswalk at 6th Avenue. This location would be the Beard Street intersection. There are concerns with a crosswalk at this location during the PM peak hour when the northbound queues stack south past Beard Street. The TEM Section 3.8.5.4d states that a *proposed location must be outside the influence area of adjacent signalized intersections, including the limits of the auxiliary turn lanes. Where an adjacent intersection is signalized, the ends of standing queues should be observed not to extend to the proposed location.*

Raised Medians, Refuge Islands and/or Channelizing

The continuous left-turn and two-way-left-turn-lane along the south section of SR 61/Thomasville Road can make crossing difficult for pedestrians as they either wait for a gap across the three lanes of traffic or stand in the turn lane as a mid-way point with no barrier present from an approaching turning vehicle. The left-turn lanes are not only providing access to the seven cross streets located between US 27/Monroe Street and 7th Avenue, but there are also 35 driveways in this 0.55 mile section making it difficult to provide a raised median. Refuge islands could prove beneficial to provide a mid-way crossing point and protection from the left-turn traffic. Based on the volume of pedestrians and bicyclists crossing SR 61/Thomasville Road within this section and the adjacent land uses, refuge islands should be considered at locations where an existing turn lane would not be impacted. The photo to the right shows the median refuge at the existing RRFB.



Criteria for using channelizing, either through passive (landscaping) or active (fencing/barrier) are based primarily on engineering judgment. The effectiveness and proper use of midblock crosswalks as well as intersection

crosswalks can be enhanced through the use of channelizing when the need arises. To be most effective, channelizing limits should extend from one crossing location to the next. The crash data does not indicate a need to use channelizing techniques to control the pedestrian and bicyclist movements.

Traffic Signals, Pedestrian-Activated Hybrid Signals, or Supplemental Crosswalk Beacons

The TEM provides guidance for when to use various types of optional treatments at marked crosswalks ranging from the least restrictive types (midblock locations with signage and pavement markings only) to most restrictive types (fully signalized crossings with pedestrian activation). The TEM uses the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) as reference for considering traffic signals based on pedestrian volumes. Based on the MUTCD criteria, the minimum two-way traffic criteria and pedestrian volume criteria for a pedestrian signal would not be met for the four hours required for this corridor.

For other types of treatments, such as pedestrian activated devices that are intended to stop traffic, the TEM provides guidance on when these types of treatments may be appropriate. According to the TEM, the section of SR 61/Thomasville Road between 5th Avenue and 6th Avenue would meet criteria to consider optional pedestrian hybrid beacons or rectangular rapid flashing beacons (RRFBs) for enhanced safety if a mid-block crosswalk was approved for this location.

Traffic Signal Operations Analysis – SR 61/Thomasville Road at 7th Avenue/Meridian Road

The SR 61/Thomasville Road/7th Avenue/Meridian Road intersection is a 5-legged intersection currently operating as a 2-phase signal with pedestrian signals provided across the south leg of SR 61/Thomasville Road and the east and west legs of 7th Avenue. The fifth leg, Meridian Road, is not signalized but the southbound right-turn has Yield control. An unsignalized crosswalk is provided across this channelized right-turn. SR 61/Thomasville Road is two-way operation with restricted left-turns northbound. Seventh Avenue is one-way westbound and Meridian Road is two-way with only the southbound right-turn into the intersection. The intersection movements and phasing are currently restricted to minimize delays due to the volume of vehicles traveling during the peak hours.

The turning movement counts conducted in October 2015 indicate there were 3,085 vehicles during the 7:45-8:45 AM peak hour and 3,143 vehicles during the 4:45-4:45 PM peak hour. Mid-day volumes from 1:00-2:00 PM were 2,406 vehicles. The predominant movement in the AM peak is the SR 61/Thomasville Road southbound through movement with 1,030 vehicles and 821 northbound through vehicles during the PM peak hour. The peak hour turning movements are included on the condition diagram in Appendix A. The signal timings were obtained from the City of Tallahassee and used to analyze the existing operation for the three peak hours (AM, MIDDAY, and PM) and the alternative of adding pedestrian signals across the north and west legs of the intersection. Leading Pedestrian Intervals (LPI) were added to the analysis by including a 3-second longer all-red time. The same cycle lengths were used for the before and after conditions. The results of the analyses are included in Appendix E. The Level of Service was determined to remain the same with the pedestrian crossings with approximately 2 to 6 seconds of additional delay experienced per cycle depending on the time of day.

Roundabout Analysis – SR 61/Thomasville Road at 7th Avenue/Meridian Road

At the intersection of SR 61/Thomasville Road and 7th Avenue/Meridian Road, an initial roundabout screening was performed. The intent was to identify whether a roundabout might be a viable alternative worthy of further investigation. This included identification of needed roundabout lane configurations, potential safety benefit, and possible “fatal flaws”. This memorandum summarizes the roundabout analyses, including: traffic operations for existing conditions, safety, conceptual roundabout layout, and benefit/cost. The detailed analysis is included in Appendix F.

In order to identify the potential footprint of a roundabout at the study intersection, operations analyses were conducted based upon existing 2015 AM and PM peak hour volumes. For the analysis, the SIDRA Intersection 6.1 software was applied using the SIDRA Standard capacity model (Environmental

Factor = 1.1). Based upon 2014 FDOT count data, the following AADTs were recorded for each leg: 22,500 on SR 61/Thomasville Road north of 7th Avenue and 22,000 south of 7th Avenue, 13,000 on 7th Avenue west of SR 61/Thomasville Road and 6,200 on Meridian Road, north of 7th Avenue and west of Proctor Road (1.5 miles west of the study intersection). Four-hour intersection turning movement volumes were collected on October 8, 2015. The 4-hour counts indicated the two peak hours during the day, an AM peak from 7:45 AM to 8:45 AM and a PM peak from 4:45 PM to 5:45 PM. During the peak hours, most individual intersection turning movements have truck percentages less than two percent, except for northbound SR 61/Thomasville Road in the AM, which had approximately 5 percent trucks.

Two lane-configuration options were evaluated. Option 1 provides lane configurations that generally match up with the existing numbers of lanes at the intersection (one entry and exit lane on the south leg, two entering and one exiting lane on the north leg, and one entering and exiting lane on the Meridian Drive approach. The westbound 7th Avenue approach was reduced from 3-lanes to two entering lanes for initial evaluation. This results in a partial two-lane roundabout configuration. Option 2 provides an additional through lane in each direction along SR 61/Thomasville Road. This would require widening of SR 61/Thomasville Road on the approaches upstream and downstream of the intersection, which would have additional property impacts beyond the immediate intersection. The 5-legged configuration introduces additional complications for achieving appropriate lane assignments. In order to avoid lane traps and exit-circulating conflicts, this option would require three-lanes for a portion of the circulatory roadway.

Based upon the operational analysis performed for the study intersection, a multilane roundabout is expected to be required. However, even with the use of two entry and exit lanes on the SR 61/Thomasville Road and 7th Avenue approaches, the two-lane roundabout is not expected to provide sufficient capacity to serve existing volumes. A two-lane roundabout is also expected to result in substantial property and business impacts to adjacent parcels. While a roundabout could be expected to help support reductions in crashes, the additional complexity of the 5-legged configuration and site constraints may limit a roundabout at this site from achieving the same level of crash reductions documented in prior studies. Given these considerations, a roundabout does not appear to be a practical option for further consideration at the study intersection.

Recommendations and Concepts

Based on results from this study, several appropriate options to enhance safety were evaluated including upgraded pedestrian facilities at the signalized intersections, upgraded roadway lighting, pedestrian refuge islands, traffic signal and sign upgrades to meet current standards and specific intersection improvements to enhance the safety and operations within the corridor. Further study, including count data and crash data analysis, is needed to implement access management improvements.

Based on the low number of pedestrian/bicyclist crashes, eight, within the corridor during the 6-year study period, the benefit cost analysis is expected to be difficult to support major improvements. The pedestrian/bicyclist count data and field observations support the need to ensure the corridor promotes pedestrian/bicyclist safety. Since the vehicle crashes were only obtained for the signalized intersection at SR 61/Thomasville Road and 7th Avenue/Meridian Road, a benefit/cost (B/C) ratio could not be determined for the improvements needed at the other five signalized intersections. Although not all the recommendations can be supported with a B/C analysis due to the additional data needed, a B/C and Net Present Value (NPV) analyses were performed to identify the measureable benefits associated with the recommendations for upgraded lighting. Countermeasures were obtained from the FHWA Crash Modification Factor (CMF) Clearinghouse in addition to the Crash Reduction Factor (CRF). The improvements that cannot be supported with a B/C at this time have been reviewed for crash reduction factors and are included in the following section.

Reduce Night-time (Non-Daylight) Crashes

- The corridor currently lacks adequate street lighting (as defined by FDOT criteria). The corridor has significant night-time pedestrian traffic between Monroe Street and 7th Avenue. The data analysis results determined there were a low percent of night-time crashes in the divided section of SR 61/Thomasville Road; the north end of the project study area. Approximately 27 percent of the crashes in the south end, undivided section, were night-time crashes. Therefore upgrading the lighting in this section is expected to provide a measureable reduction in non-daylight crashes, including crashes involving pedestrians. (32 percent CRF night-time crashes)

Implement Corridor Access Management Strategy

- Where possible, reduce driveway widths and consolidate driveways to minimize potential conflicts with bicyclists and pedestrians. (a reduction in 50 percent of driveways – 31 percent CRF all crashes)
- Obtain crash data and count data at the full median openings to determine closing and/or modifying (20 percent CRF all crashes). The full median opening locations along SR 61/Thomasville Road are as follows:
 - 9th Avenue
 - 350 feet north of 9th Avenue
 - Grape Street
 - Colonial Drive
 - Median Opening between Glenview Drive and Betton Road/Bradford Road
- Obtain crash and count data for the section of SR 61/Thomasville Road, between 5th Avenue (south) and 5th Avenue (north), including the Whataburger driveways, to study restricting the number of conflicting movements. The City of Tallahassee confirmed that they receive public complaints due to the amount of “friction” in the area.

Enhance Pedestrian / Bicyclist Crossing Safety

- Install pedestrian refuge islands in high pedestrian activity areas along SR 61/Thomasville Road between US 27/Monroe Street and 7th Avenue. Locate the islands to minimize impacts to turning movements.
- Consider providing additional RRFB located at Beard Street to provide controlled crossing for pedestrians crossing between 5th Avenue and 6th Avenue. The RRFB would be consistent with the one located at 5th Avenue.

Upgrade Signalized Intersections to MUTCD and FDOT Design Standards

- Upgrade intersection illumination (32 percent CRF night-time injury crashes).
- Provide one signal head per through lane (46 percent CRF angle crashes).
- Provide reflectorized back plates on all traffic signals (15 percent CRF all crashes).
- Replace 5-section protected/permissive left-turn signals with 4-section flashing yellow arrow signals (6.6 percent CRF all crashes, 14.7 percent CRF fatal/injury).
- Upgrade all crosswalks to high emphasis.
- Separate pedestrian pushbutton poles on each corner where possible.
- Install overhead illuminated street name signs (15 percent CRF for MUTCD signs – all injury crashes).
- Install advance NEXT SIGNAL street name signs where possible (10 percent CRF – sideswipe crashes).
- Add TURNING VEHICLES YIELD TO PEDS (R10-15) signs at signalized intersections.

Site Specific Improvements at Signalized Intersections**SR 61/Thomasville Road at US 27/Monroe Street**

- Install pedestrian crosswalks and signals across the north and east legs of the intersection.
- Reduce turning radius for the northbound right-turn and signalize right-turn.

- Realign the traffic signals on the southbound approach so they are not visible to the westbound approach motorists.
- Install optically programmed signals for southbound US 27/Monroe Street.
- Install delineator posts at E 1st Avenue to enforce the NO LEFT TURN sign.
- During the next RRR project mill the pavement on SR 61/Thomasville Road to remove the pavement drop-off edge that could be hazardous to a bicyclist or motorist.

SR 61/Thomasville Road at 6th Avenue

- Consider half-cycling the signal to reduce delays and long queues.
- Install DO NOT BLOCK INTERSECTION signs on SR 61/Thomasville Road and on 6th Avenue. This intersection is currently planned for pedestrian improvements.

SR 61/Thomasville Road at 7th Avenue

- Install pedestrian crosswalks and signals across the (1) north leg of SR 61/Thomasville Road, (2) the north leg of Meridian Road and (3) the entire west leg of 7th Avenue
- Signalize the southbound Meridian Road right-turn lane with right-turn arrow signals to stop motorists during a pedestrian actuation. Install NO TURN ON RED signs for pedestrian actuation.
- Install Leading Pedestrian Interval (LPI) for the crosswalks on the north, south and west legs.
- Install a 4-section flashing yellow arrow signal for the westbound and southbound right-turn lane movements and add blank-out signs for pedestrian actuation.
- Install an ADDED LANE sign (W4-3) for westbound 7th Avenue motorists to warn of the Meridian Road right-turn traffic.
- Install manufactured curbing (Kwik Kurb) downstream on the west side of the intersection to extend the channelized right-turn island. This will prohibit the Meridian Road southbound right-turn vehicles from accessing the gas station driveway
- Install overhead lane use signs on the span wire for westbound 7th Avenue motorists.
- Provide guidelines for the offset southbound SR 61/Thomasville Road through movement.
- Replace the NO LEFT TURN sign on the northbound SR 61/Thomasville Road approach with a NO TURNS sign.
- In advance of the intersection, install an overhead cantilever sign designating the through lane for SR 61/Thomasville Road and the right lane for Meridian Rd and 7th Avenue.

SR 61/Thomasville Road at Shopping Plaza

- Install guidelines on the side street to address the offset alignment.

SR 61/Thomasville Road at Glenview Drive

- Obtain traffic counts and crash data for the Glenview Drive intersection, the full median opening located 260 feet north, and the Betton Road/Bradford Road intersection to assess (1) adding a U-turn lane at Glenview Drive, (2) closing the median opening and (3) lengthening the northbound left-turn lane at Betton Road/Bradford Road.
- Install pedestrian crosswalk and signals on the north and east legs.

SR 61/Thomasville Road at Betton Road/Bradford Road

- Straighten out the crosswalk on the east leg.
- Remove the RIGHT LANE MUST TURN RIGHT signs on the northbound approach.
- Lengthen northbound left-turn lane.
- Lengthen southbound left-turn protected left-turn green times.
- Install ONLY pavement messages on the westbound approach.

Since standard signalization, signing, marking, and ADA upgrades would be incorporated with a RRR project, the concept plan in this study reflects only those designs that would be in addition to these upgrades to remedy existing known crash issues and to provide safer access for the significant pedestrian activity. These recommendations are included in Appendix G. Additionally, a B/C analysis was limited to the eight pedestrian/bicyclist crashes. A lighting B/C analysis was calculated since the number of night-time crashes was easily attainable from CARS. The concept plan is presented to the reader as one possible alternative to implementing these recommendations. Further discussion with local government agencies and vetting by the public is required to fully develop these recommendations into project-ready improvements.

Benefit Cost Analysis and Net Present Value

A Benefit Cost (B/C) ratio and Net Present Value (NPV) calculation was performed for those recommendations in which crash data was obtained for this study. The B/C Ratio and NPV are useful analysis tools when evaluating possible funding sources such as the Highway Safety Improvement Program (HSIP). Details of the B/C and NPV calculations are provided in Appendix H. The following recommendations were evaluated and included in the analysis:

- (1) Roadway lighting for each of the three typical sections within the corridor.
- (2) SR 61/Thomasville Road at 7th Avenue/Meridian Road Intersection Improvements

Reduce Night-time (Non-Daylight) Crashes

- Replace the Roadway Lighting for the section of SR 61/Thomasville Road between Monroe Street and Gadsden Street

Cost Estimate	\$540,000 (Includes Const. and PE/CEI)
B/C Ratio	1.55
NPV	\$68,996

- The consideration of upgrading the lighting along SR 61/Thomasville Road between Gadsden Street and Betton Road/Bradford Road was analyzed and determined that there were too few night-time crashes to justify this improvement. The back-up cost estimate and B/C analyses are included in Appendix H for reference.

SR 61/Thomasville Road at 7th Avenue/Meridian Road Signalized Intersection

- Install missing pedestrian features on the north and west legs and upgrade existing pedestrian features to meet current standards.
- Signalize Meridian Road southbound right-turn and add blank-out NO TURN ON RED sign during pedestrian actuation. Reduce turning lane width to reduce speeds.
- Restrict Meridian Road access to gas station driveway (100 percent CRF - right-turn crashes).
- Modify the signal heads for the southbound SR 61/Thomasville Road approach to two three-section balls and one four-section flashing yellow arrow. The FYA will be over the right-turn lane and on during the pedestrian phase of the west leg. Install LPI for the north, south and west legs of the intersection. The east leg does not have any conflicting movements since it is one way.
- Upgrade all signal heads to LED and add back plates with yellow retro-reflective sheeting (15 percent CRF - all crashes).
- Upgrade the intersection lighting (16 percent CRF - injuries).
- Add overhead lane use signs for westbound approach.
- Add guidelines for the southbound through movement.

Cost Estimate	\$506,000 (Includes New Signal, Const. and PE/CEI)
B/C Ratio	1.67
NPV	\$113,220

Based on a B/C ratio of 1.55 for lighting the segment of SR 61/Thomasville Road between US 27/Monroe Street and Gadsden Street, the minimum threshold of B/C of 1.0 and a NPV greater than zero are met to consider upgrading the lighting through the Highway Safety Improvement Program (HSIP) funding. The B/C ratios are not met for the sections of SR 61/Thomasville Road between Gadsden Street and Betton Road/Bradford Road. The B/C ratio of 1.67 for the improvements at the signalized intersection of SR 61/Thomasville Road and 7th Avenue/Meridian Road are also greater than 1.0 to qualify for HSIP funding.

Conclusions

The results of this study indicate there are a low number of pedestrian and bicyclist crashes occurring within the corridor that can be corrected with proven countermeasures. With the crashes occurring at different locations throughout the corridor and typically at a driveway/side street, it is difficult to avoid these conflicts. The provision of a bicycle lane in this corridor would require significant reconstruction costs to provide a 7-foot bike lane. Even with a bike lane the bicyclists may still ride on the sidewalk, particularly in the 45 MPH speed zone, to provide a greater buffer from the vehicle traffic.

With the significant pedestrian activity in the corridor, corridor-wide pedestrian improvements are recommended. Many of these are upgrades to standards at the signalized intersections which can be implemented with a RRR project. Additionally, a significant percentage of pedestrians and bicyclists do not cross at marked crosswalks, even when crossing near an existing marked crosswalk. The existing conditions of the adjacent land uses and need for left-turn bays into these businesses rules out the option of installing a raised median throughout the corridor. Pedestrian refuge islands are recommended to allow for a two-step crossing for the pedestrians.

The study location at SR 61/Thomasville Road/7th Avenue/Meridian Road Roundabout Analysis determined that a multi-lane roundabout would be required while the capacity would still not be sufficient for the existing volumes. The roundabout would also result in significant impacts to the businesses. The 5-legged roundabout would also limit the safety benefits typically realized with a roundabout. For these reasons a roundabout is not recommended at this location.

The addition of crosswalks across all legs of the SR 61/Thomasville Road at 7th Avenue/Meridian Road intersection, with provision of a signalized stop condition when the pedestrians are crossing Meridian Road, is expected to create minimal additional delays during the pedestrian actuations. Both the signals and signing will need to be modified to limit the conflicts between the turning motorists and the concurrent pedestrian actuations. Since the signal span and signal heads appear old, it is anticipated that the entire signal will need to be replaced to implement needed upgrades.

Additional study is needed to justify closing or modifying median openings within the corridor and improving the traffic operations and safety near the 5th Avenue intersection.

ATTACHMENT 2

Burke, Greg

From: Burke, Greg
Sent: Friday, August 01, 2014 10:51 AM
To: 'Jared.Perdue@dot.state.fl.us'
Cc: 'john.fielding@atkinsglobal.com'; Reed, Harry; 'bryant.paulk@dot.state.fl.us'; Harrell, Starsky (Starsky.Harrell@dot.state.fl.us)
Subject: Potential TSM projects

The purpose of this email is to request that the Florida Department of Transportation evaluate three (3) locations within the urban area of Tallahassee as potential candidate projects for inclusion on the CRTPA's Transportation Systems Management (TSM) candidate project list. Specifically, the CRTPA would like the following locations, all within areas of increasing pedestrian activity, evaluated:

- Apalachee Parkway (SR 20) and Magnolia Drive (SR 265)

This intersection provides challenges to pedestrians given the high volume of vehicular traffic, large number of lanes to cross and associated crosswalk distances (including the absence of a marked crosswalk on the east side of intersection). Additionally, the recent completion of Apalachee Parkway sidewalks east of this location (as well as the planned construction of sidewalks beginning approximately .7 miles to the west associated with scheduled resurfacing of the Parkway in 2016) has facilitated improved pedestrian mobility in this regional commercial corridor.

- Monroe Street (SR 63) and Thomasville Road (SR 61)

This intersection is located in the midtown area of Tallahassee and has no marked crosswalks. Additionally, a continuous northbound right turn lane on Monroe Street to Thomasville Road makes the intersection challenging for pedestrians (pedestrians continuing north/south on the east side of Monroe have to cross this lane). The area has seen growing pedestrian activity due the presence of commercial establishments and nearby residential neighborhoods. Additionally, immediately west of this intersection is The Grove. The Grove (<http://www.flheritage.com/grove/>), an antebellum home on ten acres once owned by Governor Collins, is scheduled to open in the fall of 2014 and is anticipated to increase pedestrian activity in the vicinity.

- Thomasville Road (SR 61) and 5th Avenue vicinity (south to 3rd Avenue and north to 7th Avenue)

Similar to the above intersection, this location (actually a segment of Thomasville Road) is in the midtown area of Tallahassee. This segment of Thomasville Road appears to contain the most pedestrian activity due to the proximity of commercial uses in the immediate area which include restaurants and bars. Pedestrian activity tends to be most heavy in the evenings increasingly so later on in the week. The posted speed limit of this portion of Thomasville Road is 25 mph; however, it appears that speeding and failure to yield to pedestrians are an issue along the corridor. Additionally, sidewalks are somewhat narrow given the observed pedestrian volumes and there are areas of continuous curb cuts creating potential pedestrian and vehicular conflicts. A rectangular rapid flashing beacon was added at 5th Avenue to assist pedestrians cross at this location in 2012.

The CRTPA is supportive of a preliminary analysis that can address opportunities for increased pedestrian and vehicular safety at these locations.

Sincerely,

Greg T. Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, FL 32301
850/891.6802 Fax/891.6832
Email: greg.burke@talgov.com
web site: www.crtpa.org

Mailing Address:
300 S. Adams Street, M.S. A-18
Tallahassee, FL 32301



COMMITTEE AGENDA ITEM 3 C

FDOT ADAMS STREET SAFETY RECOMMENDATIONS

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Information and Discussion

STATEMENT OF ISSUE

The Florida Department of Transportation (FDOT) will be presenting recommendation to improve pedestrian safety on South Adams Street from Orange Avenue to Paul Russell Road. Proposed pedestrian safety improvements identified in the study have been included on the CRTPA's draft Transportation Systems Management (TSM) Priority Project List (FY 2018 – FY 2022), scheduled for adoption in September.

HISTORY AND ANALYSIS

In late 2015 a request was made by Commissioner Richardson to investigate pedestrian and roadway issues on South Adams Street relating to conflicts at the StarMetro bus stop located in front of College Club Townhomes. To that end, CRTPA staff contacted the District 3 Florida Department of Transportation Safety Team (FDOT) to assess the corridor for conflicts and solutions.

FDOT Study

In December 2015 the FDOT Safety Study was initiated to address pedestrian safety along Adams Street corridor from Paul Russell Road to Orange Avenue. Additionally, the two signalized intersections in the corridor at Paul Russell Road and at Orange Avenue were also studied for both pedestrian and vehicular safety.

The recommendations from the study include the following:

- A pedestrian signal is recommended at the College Club Townhomes bus stop due to the SR 363/S. Adams Street typical section, the vehicle speeds, and the pedestrian and vehicular traffic volumes. The signal should be coordinated with the adjacent signals at Paul Russell Road and Orange Avenue.
- Improved lighting at the new pedestrian signal as well as at adjacent signalized intersections.
- Relocation of the bus stop from the near-side to the far-side of the College Club Townhomes driveway due to the three vehicle crashes that were related to the existing bus stop location.

The study identifies that the estimated cost of the above improvements included on the TSM PPL at approximately \$328,000.



September 13, 2016

AGENDA ITEM 3 D

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) – REGIONALLY SIGNIFICANT PROJECTS MAP

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Action

STATEMENT OF ISSUE

Staff is seeking approval of an updated Transportation Regional Incentive Program (TRIP) Regionally Significant Roadway Map in order to position the CRTPA and its partners to qualify for TRIP funds.

RECOMMENDED ACTION

Option 1: Approve the updated Transportation Regional Incentive Program (TRIP) Regionally Significant Roadway Map, ***Attachment 1***.

Option 2: Provide other direction.

HISTORY AND ANALYSIS

The following TRIP information is provided to establish the CRTPA responsibilities, provide information on the TRIP Regional Transportation Plan, and the detail of the Regionally Significant Project characteristics. The TRIP program has other detailed items but they are not relevant to the staff request to approve the updated map.

Transportation Regional Incentive Program (TRIP)

The Transportation Regional Incentive Program (TRIP) was created to improve regionally significant transportation facilities in "Regional Transportation Areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay for 50 percent of project costs, or up to 50 percent of the non-federal share of project costs for public transportation facility projects. This program provides another method from which to implement projects with varying transportation partners.

At the June 20, 2011 CRTPA Board meeting, members approved a resolution that:

1. Identified the CRTPA as the "Regional Transportation Agency" (RTA),
2. Established the boundaries of the RTA to exactly those of the CRTPA,
3. Provided dispute resolution procedures for the RTA,

4. Approved the “Regional Transportation Plan” boundaries to be the same as the Regional Mobility Plan,
5. Approved the CRTPA Board as the RTA Executive Committee and the CRTPA Executive Director as the RTA Project manager.

TRIP Regional Transportation Plan

One of the responsibilities of the RTA is to create a TRIP Regional Transportation Plan that identifies regionally significant transportation facilities, and contains a prioritized list of regionally significant projects. These projects must, at a minimum,

1. Support facilities that serve national, statewide or regional functions and function as an integrated transportation system,
2. Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,
3. Be included in the MPO Long Range Transportation Plan (LRTP), the State Transportation Improvement Program (STIP), Transportation Improvement Program (TIP) and consistent with the local government comprehensive plan,
4. Be consistent with the Strategic Intermodal System (SIS),
5. Be in compliance with local corridor management policies, and
6. Have commitment of local, regional or private matching funds.

Regionally Significant Projects

All facilities on the SIS and Emerging SIS are regionally significant. Other regionally significant facilities serve as an integral part of an interconnected regional network and exhibit one or more of the following characteristics:

1. The facility is contained in the Long Range Transportation Plan Needs Plan.
2. SIS facility.
3. The facility connects to SIS facilities.
4. The facility crosses county boundaries and capacity improvements require coordination of jurisdictions in more than one county.
5. The facility serves as a hurricane evacuation route.
6. The facility or service is used by a significant number of people who live or work outside the county in which the facility or service is located.
7. The facility or service is a fixed guideway transit facility that offers a significant alternative to regional highway travel.
8. The facility has logical termini that connect to the SIS, or to a regionally significant facility within the region or in an adjacent region.
9. The facility is on the Strategic Highway Network (STRAHNET).
10. The facility is on the Strategic Rail Corridor Network (STRACNET), or is a Connector between a military installation and the STRAHNET or STRACNET, as designated by the U. S. Department of Defense and the Federal Highway Administration.
11. The facility is on the State Highway System.
12. The facility is Federal Aid Eligible but not on the State Highway System.

OPTIONS

Option 1: Approve the updated Transportation Regional Incentive Program (TRIP) Regionally Significant Roadway Map, **Attachment 1**.

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Transportation Regional Incentive Program (TRIP) Regionally Significant Roadway Map.



September 13, 2016

Committee AGENDA 3E1

**FISCAL YEAR (FY) 2018 - FY 2022
REGIONAL MOBILITY PLAN (RMP)
ROADWAYS
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Staff is seeking committee approval of the Fiscal Year (FY) 2018 - FY 2022 Regional Mobility Plan (RMP) Roadways Priority Project List (PPL) (**Attachment 1**). The RMP Roadways PPL contains roadway projects that were identified in the adopted Connections 2040 RMP Roadway Cost Feasible Plan (the agency's long range transportation plan adopted on June 29, 2015).

RECOMMENDED ACTION

Option 1: Recommend CRTPA adopt the FY 2018 - FY 2022 RMP Roadways Priority Project List.

HISTORY AND ANALYSIS

The CRTPA annually adopts priority project lists (PPLs) to identify, in ranked order, the agency's transportation project priorities. The purpose of the lists is to provide the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funding with those eligible transportation projects ranked highest by the CRTPA.

Subsequent to receipt of project funding in the annual State Work Program, a five-year document identifying state and federally funded transportation projects, the CRTPA incorporates those projects into the agency's annual Transportation Improvement Program (TIP).

The following PPLs are scheduled for adoption in 2016:

RMP Roadways PPL – Identifies roadway projects (Project source: Connections 2040 RMP Roadway Cost Feasible Plan)

Bicycle and Pedestrian PPL – Identifies bicycle and pedestrian projects (Project source: Connections 2040 RMP Roadway Cost Feasible Plan)

Transportation Regional Incentives Program (TRIP) PPL – Identifies regionally significant projects that meet the requirements to receive TRIP funding and are identified on the CRTPA's adopted Regionally Significant Roadways Map.

Transportation Systems Management (TSM) PPL – Identifies low cost (typically intersection) improvements to the existing transportation system that can be constructed in less than two years and have gone through a required FDOT process in order to be considered eligible for funding (Project source: FDOT provides a list of eligible ("candidate") projects)

Tallahassee International Airport PPL – Identifies Tallahassee International Airport projects consistent with the adopted Airport Master Plan (Project source: projects identified by The Tallahassee International Airport and provided to the CRTPA for adoption)

StarMetro PPL – Identifies transit projects consistent with StarMetro's adopted Transit Development Plan (Project source: projects identified by StarMetro and provided to the CRTPA for adoption)

Transportation Alternatives PPL – Identifies community-based projects that expand travel choices and enhance the transportation experience such as bicycle and pedestrian facilities, safe routes to school and scenic byways projects (Project source: eligible projects solicited by the CRTPA every two (2) years) (The FY 2018 - FY 2022 TA PPL was adopted by CRTPA on June 20, 2016).

FY 2018 - FY 2022 RMP Roadways PPL

The Draft FY 2018 - FY 2022 RMP Roadways Plan PPL is comprised of the projects identified in the CRTPA's Connections 2040 RMP Roadway Cost Feasible Plan (adopted at the June 29, 2015 CRTPA meeting and updated every five (5) years).

RMP Roadways PPL Development: The FY 2018 - FY 2022 RMP Roadways PPL maintains the ranked order of the projects contained within adopted Connections 2040 RMP Roadway Cost Feasible Plan. This order was established during development of the RMP through ranking the project using the CRTPA's approved scoring criteria. The criteria included providing points for roadway projects already under development in order to ensure that initiated projects proceed to completion, something that is ensured by maintaining consistency between the RMP CFP and the projects on the RMP Roadways PPL.

Additionally, the RMP Roadways PPL contains only those projects in the first Tier ("Tier 2") of the RMP (2021 - 2025) for which funding is anticipated to be available. Projects identified for funding in the outer tiers – Tier 3 (2026 - 2030) and Tier 4 (2031 - 2040) – are not included on the PPL.

The Draft RMP Roadways PPL identifies the project phase for which funding is sought.

Changes from last year's (FY 2017 - FY 2021) RMP PPL

This year's RMP Roadways PPL is similar to last year's (FY 2017 - FY 2021) RMP PPL with the following changes:

- **Woodville Highway (Capital Circle to Paul Russell Road) (Project #'s 4240094 & 4240095)** – Project remains as the #1 project; however, the next phase of funding has been updated to construction to reflect receipt of right-of-way funds in the most recent state work program.
- **Capital Circle, Southwest (Springhill Road to Orange Avenue - #4157829)** – Project remains ranked #2 although it appears to be fully funded, due to identification of funding being in the outer years (FY 2021).
- **Capital Circle, Southwest (Crawfordville Road to Springhill Road #2197492)** – Project remains ranked #3, although it appears fully funded, due to identification of the construction funding being local funds (Blueprint 2000) as well as reflected in the outer years (FY 2021).
- **Crawfordville Road (Lost Creek Bridge to East Ivan Road - # 2204953)** – Project was revised to reflect that the next phase of funding sought is for right-of-way.

SU FUNDING SET ASIDE

Consistent with CRTPA Board direction in prior years, staff proposes maintaining the minimum \$1,000,000 of SU funding to be set aside to fund projects on the agency's RMP Bicycle and Pedestrian Priority Project List prior to funding any of the transportation projects identified on the CRTPA's other priority project lists.

PUBLIC INPUT

Public meetings to present the CRTPA's Draft FY 2018 - FY 2022 Priority Project Lists were held on August 24 & 25, 2016 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meeting was published in the region's newspapers, placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners and interested citizens.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2018 - FY 2022 PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2018 - FY 2022 Annual State Work Program.

Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2018 - FY 2022 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENTS

- Attachment 1: FY 2018 - FY 2022 RMP Roadways Priority Project List.
- Attachment 2: PPL Public Comments
- Attachment 3: RMP Projects Map

Capital Region Transportation Planning Agency
DRAFT RMP Roadways Priority Project List
 Fiscal Year 2018 - Fiscal Year 2022

ATTACHMENT 1

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	SIS	Length (miles)	Funding Sought
				Phase	2017	2018	2019	2020	2021					
1	1026	Woodville Highway* (Capital Circle, SE to Gaile Ave) (Gaile Ave to Paul Russell Road)	4240094 4240095	Phase**	2017	2018	2019	2020	2021	Widen from 2 to 4 lanes	Leon		2.1	CST
				ROW		\$3.5 m	\$893,000							
				ROW			\$1.9 m	\$620,000	\$3.1 m					
2	382	Capital Circle, Southwest* (Springhill Rd to Orange Ave)	2197494 4157829	Phase	2017	2018	2019	2020	2021	Widen from 2 to 6 lanes	Leon	Y	4.1	FULLY FUNDED***
				ROW	\$6.1 m									
				CST					\$45.8 m					
3	1513	Capital Circle, Southwest* (Crawfordville Rd to Springhill Rd)	2197492	Phase	2017	2018	2019	2020	2021	Widen from 2 to 6 lanes	Leon		2.34	CST
				ROW		\$5m	\$6.70	\$3m						
				CST					\$21.3 m (Blueprint \$)					
4	1540	Crawfordville Road (US 98 to Lost Creek Bridge)	2204954	Phase	2017	2018	2019	2020	2021	Widen from 2 to 4 lanes	Wakulla		4.034	ROW
				PE	\$2.8 m									
5	308	Crawfordville Road (Lost Creek Bridge to East Ivan Rd)	2204953	Phase	2017	2018	2019	2020	2021	Widen from 2 to 4 lanes	Wakulla		4.4	ROW
				PE	\$3.8 m									
6	1554	Orange Avenue* (Springhill Rd to Adams St)	4379021	Phase	2017	2018	2019	2020	2021	Widen from 2 to 4 lanes	Leon		1.36	(Awaiting PD&E)
				PD&E			\$788,000							
7	383	Lake Bradford Road/Springhill Road* (Capital Circle, SW to Gaines Street)	-	Phase	2017	2018	2019	2020	2021	Widen to 4 lanes	Leon		3.8	PD&E
				-	-	-	-	-	-					
8	181	Sharpe Street* (Capital Circle, NW to Ocala Rd)	-	Phase	2017	2018	2019	2020	2021	Widen from 2 to 4 lanes	Leon		2.7	PD&E Reevaluation
				-	-	-	-	-	-					
9	3	Wakulla Environmental Institute (Coastal Highway to Crawfordville Rd)	-	Phase	2017	2018	2019	2020	2021	New 2 lane road	Wakulla		-	PD&E
				-	-	-	-	-	-					
10	75	Thomasville Rd/Meridian Rd/7th Ave* (Intersection)	-	Phase	2017	2018	2019	2020	2021	Intersection Improvements	Leon		-	Feasibility Study
				-	-	-	-	-	-					
11	179	Bannerman Road* (Tekesta Dr to Thomasville Rd)	-	Phase	2017	2018	2019	2020	2021	Widen from 2 to 4 lanes	Leon		1.7	PE
				-	-	-	-	-	-					

Capital Region Transportation Planning Agency
DRAFT RMP Roadways Priority Project List
 Fiscal Year 2018 - Fiscal Year 2022

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding					Project/Strategy	County	SIS	Length (miles)	Funding Sought	
12	369	Welaunnee Blvd Extension* (Fleischmann Rd to south of I-10)	-	Phase	2017	2018	2019	2020	2021	New 4 lane road	Leon	2.25	PD&E	
				-	-	-	-	-						
13	1571	Welaunnee Blvd Extension* (South of I-10 to Shamrock Street)		Phase	2017	2018	2019	2020	2021	New 4 lane road	Leon	2	PD&E	
14	138	Mahan Dr and Capital Circle, NE	-	Phase	2017	2018	2019	2020	2021	Intersection Improvements	Leon	Y	-	Feasibility Study
				-	-	-	-	-						
15	1365	West Side Student Corridor Gateway* (Capital Circle, NW to Appleyard Dr)	-	Phase	2017	2018	2019	2020	2021	Widen from 2 to 4 lanes	Leon	0.8	PD&E Reevaluation	
				-	-	-	-	-						
16	137	Welaunnee Blvd/I-10 Interchange	-	Phase	2017	2018	2019	2020	2021	New Interchange	Leon	Y	-	PD&E
				-	-	-	-	-						
17	1527	Woodville Hwy/Natural Bridge Rd (Intersection)	-	Phase	2017	2018	2019	2020	2021	Roundabout	Leon	-	Feasibility Study	
				-	-	-	-	-						
18	4	Old Lloyd Rd/Gamble Rd (Intersection)	-	Phase	2017	2018	2019	2020	2021	Roundabout	Jefferson	-	Feasibility Study	
				-	-	-	-	-						

* Also a Blueprint Intergovernmental Agency project

** ABBREVIATIONS:

PD&E - Project Development and Environment Study

PE - Preliminary Engineering

CST - Construction

ROW - Right-of-Way

SIS - Strategic Intermodal System (FDOT roadway designation)

TRIP - Transportation Regional Incentive Program (FDOT funding program)

*** Note: Fully Funded Projects are retained on the list until such funding is within the first three (3) years of the TIP.

CRTPA

DRAFT FY 2018 - FY 2022 Transportation Project Priority Lists

PUBLIC MEETING

August 24 & 25, 2016

WRITTEN COMMENT FORM

Your comments will be provided to the CRTPA at the September 19 Board Meeting.

Having four lanes from Talle. to
Bloxham Cutoff, or even Wal-Mart
would greatly help traffic to Tallahassee
for people from Franklin and greatly
Wakulla County going to Tallahassee.
I would rank this a #1 project on
roads. This distance would not
hurt as many residential homes
for the roadway and right away.

NAME: Cheryle Olah ADDRESS: 286 Arran Rd
Crawfordville, Fl.
32327

PLEASE MAIL COMMENTS TO THE FOLLOWING ADDRESS BY FRIDAY, SEPTEMBER 16:

CRTPA
300 S. ADAMS STREET, A-19
TALLAHASSEE, FL 32301
ATTN: GREG BURKE
OR

SEND AN EMAIL TO:
greg.burke@talgov.com

Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

CRTPA

DRAFT FY 2018 - FY 2022 Transportation Project Priority Lists

PUBLIC MEETING

August 24 & 25, 2016

WRITTEN COMMENT FORM

Your comments will be provided to the CRTPA at the September 19 Board Meeting.

1. Make sure all roadway projects have bike lanes and/or wide shoulders, as they are all ~~major~~ arterials or major connectors and most connect to existing bicycle facilities.
2. It should be considered to 4-lane Capital Circle SW instead of 6 lanes. The federal lands and wetlands will limit development in the area.
3. Consider adding smaller bikeped projects, especially in Leon County along state roads.
4. The magnolia Dr project concerns a multi-use trail (not a sidewalk)

NAME: Hans Van Tol

ADDRESS: 1503 Old Fort Dr

Tallahassee FL 32301

PLEASE MAIL COMMENTS TO THE FOLLOWING ADDRESS BY FRIDAY, SEPTEMBER 16:

CRTPA
300 S. ADAMS STREET, A-19
TALLAHASSEE, FL 32301
ATTN: GREG BURKE
OR

SEND AN EMAIL TO:
greg.burke@talgov.com

Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Burke, Greg

From: Joseph Barnett <jdbarnettgums@hotmail.com>
Sent: Tuesday, August 23, 2016 9:45 PM
To: Barr, Lynn; Burke, Greg
Subject: RE: CRTPA Priority Project Lists Public Meetings

Thanks! But I will be gone until labor day. I hope we don't make any 6+ lane highways like the state keeps doing. They are proven and from experience very dangerous to drivers and pedestrians and bikers. Thanks!!

From: Lynn.Barr@talgov.com
To: Greg.Burke@talgov.com; Lynn.Barr@talgov.com
Subject: FW: CRTPA Priority Project Lists Public Meetings
Date: Tue, 23 Aug 2016 16:28:20 +0000

The Capital Region Transportation Planning Agency has scheduled **public meetings on Wednesday, August 24 & Thursday, August 25, 2016** throughout the CRTPA region to solicit comments on the agency's **Draft Fiscal Year (FY) 2018 – FY 2022 Transportation Priority Project Lists**. Adopted annually by the CRTPA, the lists provide funding guidance to the Florida Department of Transportation during the development of the State Work Program.

More information related to the meetings and priority lists may be viewed at the following link (<http://crtpa.org/ppl-2016.html>). The priority lists are scheduled to be adopted at the September 19, 2016 CRTPA meeting.

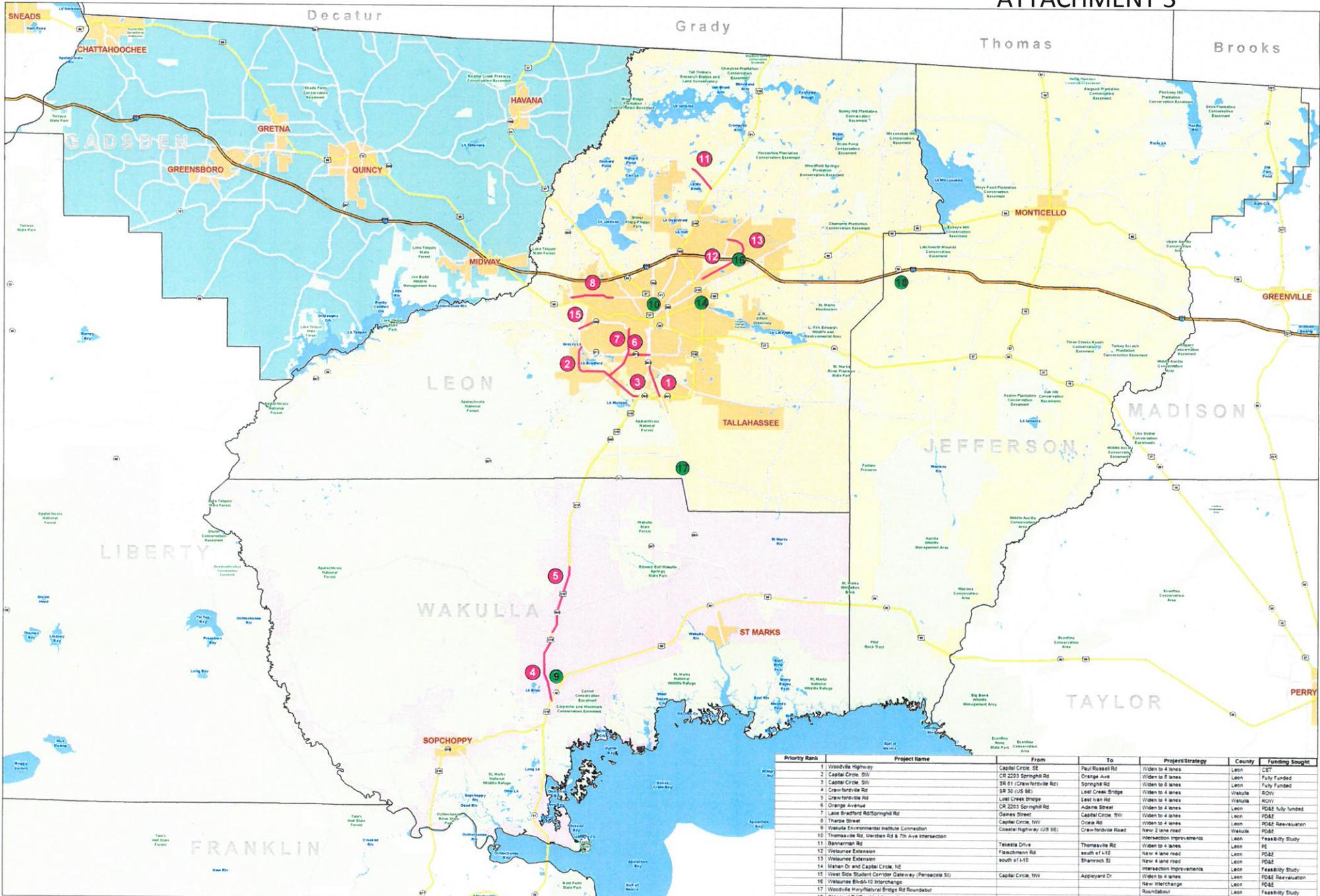
Wakulla

County	Gadsden County
Wednesday, August 24, 2016; 6 - 7 pm	Wednesday,
Wakulla County Commission Chambers	Gadsden County
29 Arran Road, Crawfordville, FL	9 East
Jefferson Street, Quincy, FL	

Jefferson

County	Leon County
Thursday, August 25, 2016; 6 - 7 pm	Thursday,
Jefferson County Courthouse Annex	Tallahassee City
Hall, Tallahassee Room	300 S. Adams
435 West Walnut Street, Monticello, FL	
Street, Tallahassee	

Written comments may be provided at the meetings. Additionally, comments may be mailed to: CRTPA, 300 S. Adams Street A-19, Tallahassee, FL 32301 or sent via e-mail to



Priority Rank	Project Name	From	To	Project/Strategy	County	Funding Sought
1	Woodville Highway	Capital Circle SE	Paul Russell Rd	Widen to 4 lanes	Leon	CBT
2	Capital Circle SW	CR 2235 Springhill Rd	Orange Ave	Widen to 8 lanes	Leon	Fully Funded
3	Capital Circle SW	SR 81 (Crawford Rd)	Springhill Rd	Widen to 8 lanes	Leon	Fully Funded
4	Crawford Rd	SR 30 (US 90)	Levi Creek Bridge	Widen to 4 lanes	Wakulla	ROW
5	Crawford Rd	Levi Creek Bridge	Levi Inlet Rd	Widen to 4 lanes	Wakulla	ROW
6	Orange Avenue	CR 2235 Springhill Rd	Adams Street	Widen to 4 lanes	Leon	PCAE Fully funded
7	Lake Bradford Rd/Springhill Rd	Gaines Street	Capital Circle SW	Widen to 4 lanes	Leon	PCAE
8	Tharpe Street	Capital Circle NW	Ozark Rd	Widen to 4 lanes	Leon	PCAE Reevaluation
9	Wakulla Environmental Inlet/Levi Connection	Crawford Highway (US 90)	Crawford Rd	New 2 lane road	Leon	Feasibility Study
10	Thomson Rd, Gordon St & 7th Ave Intersection	Thomson Rd	Thomson Rd	Widen to 4 lanes	Leon	FE
11	Banham Rd	Farachman Rd	south of 110	New 4 lane road	Leon	PCAE
12	Wakulla Extension	south of 110	Shamrock St	New 4 lane road	Leon	PCAE
13	Wakulla Extension	Shamrock St	intersection improvements	Widen to 4 lanes	Leon	Feasibility Study
14	Manan Dr and Capital Circle NE	Capital Circle NW	Appleyard Dr	Widen to 4 lanes	Leon	PCAE Reevaluation
15	West Side Student Center Gateway (Panacea St)			New interchange	Leon	PCAE
16	Wakulla Blvd-10 Interchange			New Interchange	Leon	PCAE
17	Woodville Inlet/Natural Bridge Rd Roundabout			Roundabout	Leon	Feasibility Study
	Old Lloyd Rd/Circle Intersection			Roundabout	Jefferson	Feasibility Study

**CRTPA ROADWAYS
PRIORITY PROJECTS LIST MAP**



Map Scale = 1:108,500

Project Areas (Priority Rank) (Green circle)
Project Segments (Priority Rank) (Red line)
Interstate (Thick yellow line)
U.S. Roads (Yellow line)
State Roads (Thin yellow line)
County Roads (Thin grey line)

Major Waterbodies (Blue area)
Cities / Towns (Black outline)
Florida Conservation Lands (Light blue area)
Florida Counties (Thin grey line)
Georgia Counties (Thin grey line)

CRTPA Region
County Name
 GADSDEN
 JEFFERSON
 LEON
 WAKULLA

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.





September 13, 2016

Committee AGENDA 3E2

**FISCAL YEAR (FY) 2018 – FY 2022
REGIONAL MOBILITY PLAN (RMP)
BICYCLE AND PEDESTRIAN
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Staff is seeking committee approval of the Fiscal Year (FY) 2018 – FY 2022 Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List (PPL) (**Attachment 1**). The RMP Bicycle and Pedestrian PPL contains bicycle and pedestrian projects that were identified in the adopted Connections 2040 RMP Roadway Cost Feasible Plan (the agency's long range transportation plan adopted on June 29, 2015).

RECOMMENDED ACTION

Option 1: Recommend CRTPA adopt the FY 2018– FY 2022 RMP Bicycle and Pedestrian Priority Project List.

HISTORY AND ANALYSIS

The CRTPA annually adopts priority project lists (PPLs) to identify, in ranked order, the agency's transportation project priorities. The purpose of the lists is to provide the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funding with those eligible transportation projects ranked highest by the CRTPA.

Subsequent to receipt to receipt of project funding in the annual State Work Program, a five-year document identifying state and federally funded transportation projects, the CRTPA incorporates those projects into the agency's annual Transportation Improvement Program (TIP).

The following PPLs are scheduled for adoption in 2016:

RMP Roadways PPL- Identifies roadway projects (Project source: Connections 2040 RMP Roadway Cost Feasible Plan)

Bicycle and Pedestrian PPL – Identifies bicycle and pedestrian projects (Project source: Connections 2040 RMP Roadway Cost Feasible Plan)

Transportation Regional Incentives Program (TRIP) PPL – Identifies regionally significant projects that meet the requirements to receive TRIP funding and are identified on the CRTPA's adopted Regionally Significant Roadways Map.

Transportation Systems Management (TSM) PPL – Identifies low cost (typically intersection) improvements to the existing transportation system that can be constructed in less than two years and have gone through a required FDOT process in order to be considered eligible for funding (Project source: FDOT provides a list of eligible ("candidate") projects)

Tallahassee International Airport PPL – Identifies Tallahassee International Airport projects consistent with the adopted Airport Master Plan (Project source: projects identified by The Tallahassee International Airport and provided to the CRTPA for adoption)

StarMetro PPL – Identifies transit projects consistent with StarMetro's adopted Transit Development Plan (Project source: projects identified by StarMetro and provided to the CRTPA for adoption)

Transportation Alternatives PPL – Identifies community-based projects that expand travel choices and enhance the transportation experience such as bicycle and pedestrian facilities, safe routes to school and scenic byways projects (Project source: eligible projects solicited by the CRTPA every two (2) years). *NOTE:* The FY 2018 - 2022 TA PPL adopted by CRTPA on June 20, 2016.

FY 2017 – FY 2021 RMP Bicycle and Pedestrian PPL

The Draft FY 2017 – FY 2021 RMP Bicycle and Pedestrian PPL is comprised of the projects identified in the CRTPA's Connections 2040 RMP Roadway Cost Feasible Plan (adopted at the June 29, 2015 CRTPA meeting and updated every five (5) years).

Bicycle and Pedestrian PPL Development: The FY 2018 – FY 2022 RMP Bicycle and Pedestrian PPL maintains the ranked order of the projects contained within adopted Connections 2040 RMP Bicycle and Pedestrian Cost Feasible Plan. This order was established during development of the RMP through ranking the project using the CRTPA's approved scoring criteria. The criteria included providing points for bicycle and pedestrian projects already under development in order to ensure that initiated projects proceed to completion, something that is ensured by maintaining consistency between the RMP CFP and the project on the RMP Bicycle and Pedestrian PPL.

Additionally, the RMP Bicycle and Pedestrian PPL contains only those projects in the first Tier ("Tier 2") of the RMP (2021 – 2025) for which funding is anticipated to be available. Projects identified for funding in the outer tiers (Tier 3 (2026 – 2030) and Tier 4 (2031 – 2040)) are not included on the PPL.

The Draft RMP Bicycle and Pedestrian PPL identifies the project phase for which funding is sought.

Changes from last year's (FY 2017 – FY 2021) RMP Bicycle and Pedestrian PPL

This year's RMP Bic PPL is similar to last year's (FY 2017 – FY 2021) RMP PPL with the following changes:

- **Glenview Drive (Meridian Road to Thomasville Road) (Project # 4369911)** – Project remains ranked #3 although it appears to be fully funded, due to identification of funding being in the outer years (FY 21).

PUBLIC INPUT

Public meetings to present the CRTPA's Draft FY 2018 - FY 2022 Priority Project Lists were held on August 24 & 25, 2016 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meeting was published in the region's newspapers, placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners and interested citizens.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2018 – FY 2022 PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2018 – FY 2022 Annual State Work Program.

Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2018 – FY 2022 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENTS

Attachment 1: FY 2018 – FY 2022 RMP Bicycle and Pedestrian Priority Project List.

ATTACHMENT 1

Capital Region Transportation Planning Agency
DRAFT RMP Bicycle and Pedestrian Priority Project List
 Fiscal Year 2018 - Fiscal Year 2022

Priority Rank	RMP ID#	Project Name	From	To	Project/Strategy	County	Funding Sought**	FDOT WPI# ***
1	156	Florida Arts Trail	North Corry St	Florida Georgia Hwy	Shared Use Path	Gadsden	PE	433801
2	561	Coastal Trail West - CC2ST	Northern US 98/319 Split	Ochlockonee Bay Trail	Shared Use Path	Wakulla	PE	
3	422	Glenview Drive	Meridian Rd	Thomasville Rd	Sidewalk	Leon	CST^ (FY 21)	4369911
4	543	Wakulla Environmental Institute Trail - CC2ST	Coastal Hwy	Crawfordville Hwy	Shared Use Path	Wakulla	PE	
5	160	Quincy to Midway/US 90 Trail	Madison St	Dover Rd	Shared Use Path	Gadsden	PD&E	
6	1556	Magnolia Drive	Monroe St	Lafayette St	Sidewalk	Leon	CST	
7	550	Bloxham Cutoff Road Trail - CC2ST	Springhill Rd	US 98	Shared Use Path	Wakulla	PE	
8	567	Monticello Bike Trail Extension	Southern Terminus of Monticello Bike Trail	Jefferson County Middle/High School	Shared Use Path	Jefferson	PD&E	
9	1254	Martin Rd Trail	Bike Trail	Jefferson St	Shared Use Path	Jefferson	PD&E	
10	136	St Marks Trail Connection to Orange Ave	St Marks Trail	Orange Ave	Bike Intersection	Leon	PE	
11	542	Coastal Trail East - CC2ST	Early Bird Trail	Shadeville Rd	Shared Use Path	Wakulla	PE	
12	447	Capital Cascades Trail*	Gamble St	Monroe St	Shared Use Path	Leon	CST	
13	454	Goose Pond Trail*	Mahan Dr and Fort Knox Blvd Intersection	Southeast Corner of Weems Rd	Shared Use Path	Leon	PD&E	
14	456	Capital Cascades Trail*	Springhill Rd	Mill St	Shared Use Path	Leon	CST	
15	527	Thomasville Rd Trail*	Meridian Rd	Live Oak Plantation Rd	Shared Use Path	Leon	PD&E	

* Also a Blueprint project

** ABBREVIATIONS:

CST= Construction

PD&E = Project Development and Environment Study

PE = Preliminary Engineering (Design)

ROW = Right of way

*** WPI = Work Program Identification number

^ Project fully funded; however, due to funding being in outer years (FY 21), the project remains on the list

September 13, 2016



Committee AGENDA 3E3

**FISCAL YEAR (FY) 2018 – FY 2022
TRANSPORTATION REGIONAL INCENTIVES PROGRAM (TRIP)
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Staff is seeking committee approval of the Fiscal Year (FY) 2018 - FY 2022 Transportation Regional Incentive Program (TRIP) Priority Project List (PPL) (**Attachment 1**). The TRIP PPL contains transportation projects that are identified on the CRTPA's Regionally Significant Transportation Map (scheduled for recommended adoption at this meeting).

RECOMMENDED ACTION

Option 1: Recommend CRTPA adopt the FY 2018 - FY 2022 Transportation Regional Incentives Program (TRIP) Priority Project List.

HISTORY AND ANALYSIS

The CRTPA annually adopts priority project lists (PPLs) to identify, in ranked order, the agency's transportation project priorities. The purpose of the lists is to provide the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funding with those eligible transportation projects ranked highest by the CRTPA.

One of the PPLs scheduled for adoption is the Transportation Regional Incentive Program (TRIP) PPL which identifies projects eligible for receipt of TRIP funding. Pursuant to FDOT TRIP literature:

"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, an update of which is scheduled for adoption at today’s meeting.

Pursuant to recent conversations with FDOT District 3, it appears that approximately \$2 million in TRIP funds is anticipated to be available within the District in FY 21. The adoption of the FY 2018 – FY 2022 TRIP PPL will position the projects on the list to qualify for receipt of TRIP funding.

The following two (2) transportation projects are proposed for inclusion on the FY 2018 – FY 2022 TRIP PPL:

- **Weems Road Extension** (Capital Circle, Northeast to US 90): New 2 land road (seeking construction funding).
- **Welaunee Boulevard Extension** (Fleischmann Rd to South of Shamrock Street): New 4 lane Road (seeking Project Development & Environment Study funding).

PUBLIC INPUT

Although public meetings to present the CRTPA’s Draft FY 2018 - FY 2022 Priority Project Lists were held on August 24 & 25, 2016 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee), information related to the agency’s draft TRIP PPL had not yet been developed and was not presented.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2018 - FY 2022 PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2018 - FY 2022 Annual State Work Program.

Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2018 - FY 2022 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENTS

Attachment 1: FY 2018 - FY 2022 Transportation Regional Incentives Program (TRIP) Priority Project List.

Capital Region Transportation Planning Agency
DRAFT Transportation Regional Incentives Program (TRIP) Priority Project List
 Fiscal Year 2018 - Fiscal Year 2022

Priority Rank	Project Name	From	To	Project/Strategy	County	Funding Sought
1	Weems Road Extension	Capital Circle, Northeast	US 90	New 2 land road	Leon	CST
2	Welaunee Boulevard Extension	Fleischmann Rd	South of Shamrock Street	New 4 lane Road	Leon	PD&E

ABBREVIATIONS:

CST= Construction

PD&E = Project Development and Environment Study



Committee AGENDA 3E4

**FISCAL YEAR (FY) 2018 – FY 2022
TRANSPORTATION SYSTEMS MANAGEMENT (TSM)
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Staff is seeking CRTPA approval of the Fiscal Year (FY) 2018 – FY 2022 Transportation Systems Management (TSM) Priority Project List (PPL) (**Attachment 1**). The TSM PPL identifies relatively low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements).

RECOMMENDED ACTION

Option 1: Recommend CRTPA adopt the FY 2018 – FY 2022 Transportation Systems Management Priority Project List.

HISTORY AND ANALYSIS

The Transportation Systems Management (TSM) Priority Project List identifies improvements to the existing transportation system that can be constructed in less than two years.

Development of the CRTPA TSM PPL begins with the receipt of the FDOT District 3 TSM Candidate List. This list provides those TSM projects within the CRTPA region that have identified by the FDOT as eligible for TSM funding. Associated with the FDOT Candidate List is a TSM project process developed by the FDOT. **Attachment 2** provides a description of this process and how warranted TSM projects are placed on the FDOT Candidate TSM list and receive funding.

The Draft FY 2018 – FY 2022 TSM PPL was developed in close coordination with the FDOT District 3 Traffic Operations Office. Guidance related to the prioritization of projects on the TSM PPL was most recently formalized in 2013 by the TSM Subcommittee, discussed below.

TSM Subcommittee

The CRTPA TSM Subcommittee was formed in May 2013 to review the agency's TSM prioritization process and develop recommendations for ranking the TSM PPL. The subcommittee was comprised of members from the CRTPA's two committees (Technical Advisory Committee and Citizens Multimodal Advisory Committee) and developed (and approved) the following criteria for use in evaluating projects on the CRTPA's TSM PPL:

Safety/Crash Data - Ensure that the latest information is available

Mobility Impact – Examine impact of proposed improvement to overall mobility

Existing Priority – Generally seek to maintain project ranking consistency

Level of Service information – Information from traffic study

Project Consistency with local government plans and initiatives – Seek to document project confirmation with local staff such as public works director/planning)

Where available, the above information has been provided in **Attachment 1** alongside each of the projects on the Draft TSM PPL.

Draft FY 2018 – FY 2022 TSM Priority Project List

The Draft FY 2018 – FY 2022 TSM PPL is comprised entirely of new projects. Specifically, the following four (4) projects are on the list:

- S. Adams Street (SR 263) (Paul Russell Road to Orange Avenue)
The project proposes the installation of a pedestrian signal and crossing on S. Adams Street near College Club Townhomes. The project was requested for FDOT study by the CRTPA.
- Capital Circle, Southeast (Tram Road to Woodville Highway)
This project proposes burying overhead ITS (Intelligent Transportation Systems) fiber to provide protection from storm damage. The project was requested by the City of Tallahassee.
- Thomasville Road (Monroe Street to Seventh Avenue)
Project proposes increasing pedestrian safety along the Midtown portion of Thomasville Road through the construction of improvements that include the reconfiguration of Thomasville Rd/Monroe intersection to add crosswalks and the addition of pedestrian refuge islands along the corridor. The project was requested by the CRTPA.
- Monroe Street (US 27/SR 63) @ Brevard Street

The project proposes the construction of a southbound right turn lane on Brevard Street. The project was originally requested for FDOT study by the City of Tallahassee.

Changes From Last Year's (FY 2017 – FY 2021) TSM PPL

As noted above, the Draft FY 2018 – FY 2022 TSM PPL is comprised of entirely new projects. All 3 projects on last year's TSM PPL have been removed due to the receipt of project funding in the current (FY 2017 – FY 2021) Work Program. The funded projects from last year's TSM PPL are as follows:

- Capital Circle NW @ Stoneler Road
The project involves the construction of a northbound left turn lane on Capital Circle (funded in Fiscal Year's 17, 19 & 20).
- Apalachee Parkway (SR 20) and Magnolia Drive (SR 265) Pedestrian Safety Improvements
This project involves safety improvements to the intersection including the addition of a crosswalk on the east side of the intersection (funded in Fiscal Year's 17 & 19).
- Monroe Street (US 27) at Talpeco Drive
The project involves the installation of a traffic signal at this location as well as construction of westbound right turn lane on Talpeco Road (funded in Fiscal Year's 17, 19 & 20).

PUBLIC INPUT

Public meetings to present the CRTPA's Draft FY 2018 - FY 2022 Priority Project Lists were held on August 24 & 25, 2016 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meeting was published in the region's newspapers, placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2018 - FY 2022 PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2018 - FY 2022 Annual State Work Program.

Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2018 - FY 2022 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENTS

- Attachment 1: DRAFT FY 2018 – FY 2022 TSM Priority Project List
- Attachment 2: FDOT TSM Project Process

ATTACHMENT 1

Capital Region Transportation Planning Agency
DRAFT Transportation Systems Management (TSM) Priority Project List
 Fiscal Year 2018 - Fiscal Year 2022

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
1	N/A	S. Adams Street (SR 363)	Paul Russell Rd to Orange Ave	Install pedestrian signal and crossing	July 2016	\$186,000	5 pedestrian and 110 vehicle crashes in the 5-year analysis period (2011-2015)	Moderate Pedestrian Traffic Bus Service
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
2	N/A	Capital Circle, SE (SR 261/US 319)	Tram Rd to Woodville Highway	Install underground ITS fiber	N/A	\$226,742	N/A	N/A
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
3	N/A	Thomasville Rd (SR 61)	Monroe St to Seventh Ave	(1) Modify Monroe Street/Thomasville Rd intersection to facilitate installation of crosswalks for pedestrian safety; (2) Install pedestrian refuge islands on Thomasville (Monroe St to 7th Ave); (3) Install RRFB mid-block pedestrian crossing near Beard St. & upgrade existing RRFB @ 5th Ave (4) Install enhanced lighting along corridor	March 2016	\$1.056 or \$1.873 million depending on lighting selection	5 bicyclist and 3 pedestrian crashes in the 6-year analysis period (2009-2014)	Heavy Pedestrian Traffic Bus service
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
4	N/A	Monroe Street (US 27)	Brevard Street	Construct SBRT* (*South Bound Right Turn lane)	June 2015	Estimated cost: \$950,440 (includes \$822,800 in r-o-w)	52 collisions in 5 -year analysis period (2010-2014); majority 'rear-end' crashes of which 13 occurred in southbound approach lanes.	Moderate Pedestrian Traffic Bus service Signalized intersection

The Transportation Systems Management (TSM) Project Process:

- ❑ The TPO, a local government or a citizen requests that FDOT study an intersection (which must include at least one State roadway). The FDOT will then complete the study within 12 weeks (dependent on work load).
- ❑ If a study has already been performed, then that study can be submitted to the FDOT ("Signed and Sealed by a Profession Engineer registered in the Sate of Florida") for review and approval.
- ❑ Once complete, if the study indicates that an improvement is warranted and would require right-of-way purchase or is too costly (over \$200,000) to be a 'push button' (fast response type) or regular traffic operations project (goes through the normal bidding process), then the project is placed on the Candidate TSM Project List.
- ❑ **In order to be selected as a TSM work program project, the project must have a completed concept** (unless the project is to be developed under a JPA and/or the FDOT is providing money to another entity to construct the project). A concept identifies the improvements and the associated present day construction and right of way cost.
- ❑ Due to FDOT staff reductions, District 3's general consultant has been assigned responsibility for TSM concept report development and is limited to 4 or 5 per year across the district.
- ❑ Typically, the FDOT sends the CRTPA the Candidate TSM Project List (in no priority order) in July for review and requests that the CRTPA finalize the project priority list by September 1.
- ❑ In the past, FDOT D-3 Traffic Operations has been allocated \$2 million annually for TSM projects. This will increase to \$2.75 Million for FY 2010. Due to this limited funding, typically (depending on the complexity of the project) only the TPO's top TSM candidate project is funded annually. This \$2.75 million must cover 4 TPO areas in the district. And, if any funds remain, consider some of the smaller counties that are not covered by a TPO area if they have candidate TSM project needs.
- ❑ Development of a concept report for a project to move forward with production typically takes 6 months. Due to this timeline, the FDOT annually reviews the current TSM priority list in December and selects projected candidate projects to be funded in the next year's Work Program cycle. In the past 2 years, the FDOT D3 Traffic Operations office has solicited input from the TAC in this selection process. Typically, the next unfunded TSM project priority would move to number one upon funding of the number one TSM project. One reason for this is to provide consistency to the FDOT on what projects are important to the CRTPA as well as to ensure adequate time for the development of a completed concept prior to inclusion in the FDOT Annual Work Program. However, this does not pre-empt other candidate projects from being added to the list as they are identified. Safety issues or critical need related to these new projects may override the typical process for the next unfunded candidate project to move up to number one and is certainly understood by FDOT.

Note: The Traffic Operations office aggressively seeks opportunities to include any candidate project improvements in larger Work Program projects or the Strategic Highway Safety Plan projects. Every 6 months, the Work Program of projects is reviewed to see if any new projects encompassing the candidate TSM project area has been funded. In addition, opportunities to implement improvements through developers are also aggressively pursued. This helps stretch the available TSM funding and maximizes its potential to fund TSM projects.

**Committee AGENDA 3E5****FISCAL YEAR (FY) 2018 – FY 2022****STARMETRO****PRIORITY PROJECT LIST (PPL)****REQUESTED BY: CRTPA Staff****TYPE OF ITEM: Discussion****STATEMENT OF ISSUE**

Staff is seeking committee approval of the Fiscal Year (FY) 2018 – FY 2022 StarMetro Priority Project List, included as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Recommend CRTPA adopt the FY 2018 – FY 2022 StarMetro Project List.

HISTORY AND ANALYSIS

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the StarMetro Project Priority List.

Unlike other lists adopted by the CRTPA, this list is developed by the City of Tallahassee's transit agency, StarMetro. Projects contained on this list are consistent with StarMetro's 2016-2026 Transit Development Plan Major Update, adopted on June 8, 2016.

The StarMetro PPL provides guidance to the FDOT as the agency proceeds with development of the Annual State Work Program. Ultimately, the projects included within the FDOT Work Program serve as the basis for the CRTPA's Transportation Improvement Program (TIP).

PUBLIC INPUT

Public meetings to present the CRTPA's Draft FY 2018– 2022 Priority Project Lists were held on August 24 & 25, 2016 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meeting was published in the region's newspapers, placed on the CRTPA's

website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2018 – FY 2022 PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2018 – FY 2022 Annual State Work Program.

Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2018 – FY 2022 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2018 – FY 2022 StarMetro Priority Project List

StarMetro
DRAFT Priority Project List
Fiscal Year 2018 - Fiscal Year 2022

ATTACHMENT 1

Work Program Item	Description	Funding Source	%	Proposed FY 18 2017-2018	Proposed FY 19 2018-2019	Proposed FY 20 2019-2020	Proposed FY 21 2020-2021	Proposed FY 22 2021-2022
423445-2	Miscellaneous Construction	FTA Section 5307	80%					
		LF	20%					
422251-2	Capital for Fixed Route	FTA Section 5307	80%					
	Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	TRC	20%					
422251-3	Operating for Fixed Route	FTA Section 5307	50%					
	Operating costs for equipment and facilities, and JARC projects.	Local Funds	50%					
422251-2	Capital for Fixed Route	FTA Section 5307	80%	2,511,018				
	Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	TRC	20%	627,754				
422251-3	Operating for Fixed Route	FTA Section 5307	50%	1,076,596				
	Operating costs for equipment and facilities, and JARC projects.	Local Funds	50%	1,076,966				
422251-2	Capital for Fixed Route	FTA Section 5307	80%		2,726,700			
	Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	TRC	20%		681,675			
422251-3	Operating for Fixed Route	FTA Section 5307	50%		854,153			
	Operating costs for equipment and facilities, and JARC projects.	Local Funds	50%		854,153			
422251-2	Capital for Fixed Route	FTA Section 5307	80%			1,758,691		
	Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	TRC	20%			439,673		
422251-3	Operating for Fixed Route	FTA Section 5307	50%			1,762,583		
	Operating costs for equipment and facilities, and JARC projects.	Local Funds	50%			1,762,583		

StarMetro
DRAFT Priority Project List
Fiscal Year 2018 - Fiscal Year 2022

Work Program Item	Description	Funding Source	%	Proposed FY 18 2017-2018	Proposed FY 19 2018-2019	Proposed FY 20 2019-2020	Proposed FY 21 2020-2021	Proposed FY 22 2021-2022
422251-2	Capital for Fixed Route	FTA Section 5307	80%				1,811,452	
	Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	TRC	20%				452,863	
422251-3-84-19	Operating for Fixed Route	FTA Section 5307	50%				1,815,460	
	Operating costs for equipment and facilities, and JARC projects.	Local Funds	50%				1,815,460	
422251-2	Capital for Fixed Route	FTA Section 5307	80%					1,865,796
	Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	TRC	20%					466,449
422251-3	Operating for Fixed Route	FTA Section 5307	50%					1,869,924
	Operating costs for equipment and facilities, and JARC projects.	Local Funds	50%					1,869,924
425269-7	Capital for Fixed Route	FTA Section 5339	80%					
	Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	TRC	20%					
425269-9	Capital for Fixed Route	FTA Section 5339	80%					
	Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	TRC	20%					
425269-9	Capital for Fixed Route	FTA Section 5339	80%	385,131				
	Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	TRC	20%	96,283				
	Capital for Fixed Route	FTA Section 5339	80%		388,745			
	Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	TRC	20%		97,186			

StarMetro
DRAFT Priority Project List
Fiscal Year 2018 - Fiscal Year 2022

Work Program Item	Description	Funding Source	%	Proposed FY 18 2017-2018	Proposed FY 19 2018-2019	Proposed FY 20 2019-2020	Proposed FY 21 2020-2021	Proposed FY 22 2021-2022
425269-9	Capital for Fixed Route	FTA Section 5339	80%			382,533		
	Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	TRC	20%			95,633		
425269-9	Capital for Fixed Route	FTA Section 5339	80%				394,009	
	Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	TRC	20%				98,502	
425269-9	Capital for Fixed Route	FTA Section 5339	80%					405,829
	Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	TRC	20%					101,457
421364-2	Formula Grants for Rural Areas	FTA 5311	50%					
		Local Funds	50%					
421364-2	Formula Grants for Rural Areas (only program FY 18 funding estimate in work program)	FTA 5311 Local Funds	50% 50%	164,800 164,800				
421364-2	Formula Grants for Rural Areas	FTA 5311	50%		169,744			
		Local Funds	50%		169,744			
421364-2	Formula Grants for Rural Areas	FTA 5311	50%			174,836		
		Local Funds	50%			174,836		
421364-2	Formula Grants for Rural Areas	FTA 5311	50%				239,998	
		Local Funds	50%				239,998	
421364-2	Formula Grants for Rural Areas	FTA 5311	50%					247,197
		Local Funds	50%					247,197
433685-1	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities	FTA 5310	80%					
	Purchase ADA Compliant Vehicles and Bus Stop Amenities	Local Funds	20%					

StarMetro
DRAFT Priority Project List
Fiscal Year 2018 - Fiscal Year 2022

Work Program Item	Description	Funding Source	%	Proposed FY 18 2017-2018	Proposed FY 19 2018-2019	Proposed FY 20 2019-2020	Proposed FY 21 2020-2021	Proposed FY 22 2021-2022
433685-1	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities	FTA 5310	80%	160,000				
	Purchase ADA Compliant Vehicles and Bus Stop Amenities	Local Funds	20%	40,000				
433685-1	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities	FTA 5310	80%		172,155			
	Purchase ADA Compliant Vehicles and Bus Stop Amenities	Local Funds	20%		43,039			
433685-1	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities	FTA 5310	80%			109,170		
	Purchase ADA Compliant Vehicles and Bus Stop Amenities	Local Funds	20%			27,292		
433685-1	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities	FTA 5310	80%				112,445	
	Purchase ADA Compliant Vehicles and Bus Stop Amenities	Local Funds	20%				28,111	
433685-1	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities	FTA 5310	80%					115,818
	Purchase ADA Compliant Vehicles and Bus Stop Amenities	Local Funds	20%					28,955
422250-1	State Block Grant - FDOT Operating Assistance	FDOT	50%	1,186,624	1,225,799	1,287,189	1,320,896	1,362,235
		Local Funds	50%	1,186,624	1,225,799	1,287,189	1,320,896	1,362,235
	Urban Corridor Improvements Service to Outlying Areas	FDOT						



Committee AGENDA 3E6

**FISCAL YEAR (FY) 2018 – FY 2022
TALLAHASSEE INTERNATIONAL AIRPORT
PRIORITY PROJECT LIST (PPL)**

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2018 – FY 2022 Tallahassee International Airport Priority Project List, included as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Recommend CRTPA adopt the FY 2018 – FY 2022 Tallahassee International Airport Priority Project List.

HISTORY AND ANALYSIS

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the Tallahassee International Airport Priority Project List. Unlike other lists adopted by the CRTPA, the Tallahassee International Airport develops this list. Projects contained on this list are consistent with the Airport's Master Plan.

The Airport PPL provides guidance to the FDOT as the agency proceeds with development of the Annual FDOT Work Program. Ultimately, the projects included within the FDOT Work Program are included in the CRTPA's Transportation Improvement Program (TIP).

An update of the Airport Master Plan is currently in progress and is scheduled to be completed in 2017. The Airport Master Plan serves as the City of Tallahassee's strategy for the development of the Tallahassee International Airport

PUBLIC INPUT

Public meetings to present the CRTPA's Draft FY 2018– 2022 Priority Project Lists were held on August 24 & 25, 2016 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meeting was published in the region's newspapers, placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2018 – FY 2022 PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2018 – FY 2022 Annual State Work Program.

Subsequent to release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2018 – FY 2022 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

OPTIONS

Option 1: Adopt the FY 2018 – FY 2022 Tallahassee International Airport Priority Project List.
(Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: DRAFT FY 2018 – FY 2022 Tallahassee International Airport Priority Project List

TALLAHASSEE INTERNATIONAL AIRPORT
DRAFT Priority Project List
 FDOT Fiscal Year 2018- Fiscal Year 2022

ATTACHMENT 1

FDOT Priority	Description	FDOT FIN Number	JACIP Number	FUNDING	Prior Years	Current		Future						
						2018	2019	2020	2021	2022				
1	Terminal Modernization	226781	TLH2	State/FDOT	1,200,000	800,000	400,000	400,000	**	400,000	**	400,000		
				Local/PFC	1,200,000	800,000	400,000	400,000	**	400,000	**	400,000		
				Local/CFC		50,000								
2	South Apron Reconstruction	Pending	PFL10391	FAA/Entitlement	450,000									
				FAA/Discretionary		**	5,400,000							
				State/FDOT	25,000	**	300,000							
				Local/PFC	25,000	**	300,000							
3	Marketing and Promotional Study Phase III	226792	PFL9465	State/FDOT		50,000	100,000	**	100,000		100,000	**	100,000	
				Local/RR&I		50,000	100,000	**	100,000		100,000	**	100,000	
4	Airfield Preservation Phase II	422301	PFL6672	State/FDOT	200,000	100,000	**	100,000	**	100,000	**	100,000	**	100,000
				Local/RR&I	200,000	100,000	**	100,000	**	100,000	**	100,000	**	100,000
5	International Port of Entry and Foreign Trade Zone Improvements	Pending	3DOT42	FAA/Entitlement			**	900,000						
				FAA/Discretionary						**	4,860,000			
				State/FDOT		**	50,000		**	270,000				
				Local/RR&I		**	50,000							
				Local/Sales Tax								270,000		
6	Airport Access and Roadway Realignment	416010	PFL0211	State/FDOT/SIS				1,250,000						
				Local/RR&I				1,250,000						
7	Air Carrier Apron Improvements	226774	TLH31	FAA/Entitlement					**	2,025,000				
				State/FDOT					**	112,500				
				Local/PFC					**	112,500				
8	Airfield Lighting Improvements	Pending	PFL9597	FAA/Entitlement					**	765,000				
				State/FDOT					**	42,500				
				Local/RR&I					**	42,500				
9	Airport Security Improvements	226781	PFL3338	FAA/Entitlement	292,500	**	1,800,000							
				State/FDOT	16,250	**	100,000							
				Local/RR&I	16,250	**	100,000							
10	Security Fence and Gate Rehabilitation, Updates and Improvements	Pending	PFL9466	FAA/Entitlement				**	900,000					
				State/FDOT						50,000				
				Local/RR&I						50,000				
11	Consolidated Rental Car Facility	Pending	PFL10392	Local/CFC		1,600,000	**	15,400,000						
12	Enhancements and Upgrades ATCT	416010	PFL2711	State/FDOT			**	400,000						
				Local/RR&I			**	400,000						
13	Hangar Development	416010	PFL9812	State/FDOT						500,000				
				Local/Private						500,000				
14	Hangar(s) Development and Modernization	422301	PFL10400	State/FDOT						1,000,000	*	3,000,000		
				Local/Sales Tax						1,000,000		3,000,000		
15	Utility Infrastructure	Pending	PFL10401	Local/Sales Tax								2,500,000		
16	Aircraft Maintenance and Storage Hangar and Related Taxilanes	Pending	PFL9601	State/FDOT		**	2,500,000	**	5,000,000					
				Local/Private		**	2,500,000	**	5,000,000					
17	Terminal PLB Acquisition and Installation Phase I	422301	PFL9600	State/FDOT			400,000		400,000	**	400,000	**	400,000	
				Local/PFC		1,400,000		600,000		600,000	**	600,000	**	600,000
18	Taxiway Improvements	Pending	PFL10604	FAA/Entitlement				**	1,080,000					
				State/FDOT				**	60,000					
				Local/RR&I				**	60,000					
19	ARFF Station Rehab	Pending	PFL10605	FAA/Entitlement			**	90,000	**	810,000				
				State/FDOT		**	5,000	**	45,000					
				Local/RR&I		**	5,000	**	45,000					

TALLAHASSEE INTERNATIONAL AIRPORT
DRAFT Priority Project List
 FDOT Fiscal Year 2018- Fiscal Year 2022

FDOT Priority	Description	FDOT FIN Number	JACIP Number	FUNDING	Prior Years	Current		Future				
						2018	2019	2020	2021	2022		
20	Parking Area Improvements	Pending	PFL10395	State/FDOT Local/RR&I		300,000 300,000		** **	500,000 500,000			
21	Runway 18/36 Reconstruction	412210	PFL10606	State/FDOT Local/RR&I	** **	5,000,000 5,000,000						
22	Perimeter Road Rehabilitation and Improvements	226781	TLH7	FAA/Entitlement State/FDOT Local/RR&I					** ** **	900,000 50,000 50,000		
23	Computerized Maintenance Management System (CMMS)	Pending	PFL1081	State/FDOT Local/RR&I					** **	40,000 40,000		
24	Airport Safety Management System (SMS) Update	Pending	PFL1082	FAA/Entitlement State/FDOT Local/RR&I					** ** **	54,000 3,000 3,000		
25	Terminal Concessions Redevelopment	Pending	PFL1083	State/FDOT Local/RR&I					** **	125,000 125,000		
26	Computer Based Training Upgrades	Pending	PFL1084	State/FDOT Local/RR&I					** **	100,000 100,000		
27	Air Cargo Facility Expansion	Pending	PFL1079	State/FDOT Local/RR&I							1,200,000 1,200,000	
28	Airfield Maintenance Sweeper Truck	Pending	PFL1092	FAA/Entitlement Local/PFC					** **	225,000 25,000		
29	Facilities Building (Maintenance Complex)	Pending	PFL11625	State/FDOT Local/RR&I							** **	225,000 225,000
30	Airport Operations Center Renovations and Upgrades	Pending	PFL11626	State/FDOT Local/RR&I							** **	200,000 200,000
31	Airport Emergency Power Improvements	Pending	PFL11627	FAA/Entitlement State/FDOT Local/PFC							** ** **	675,000 37,500 37,500
32	Airport Information Technology Analysis	Pending	PFL11628	State/FDOT Local/RR&I							** **	75,000 75,000
* = Project partially funded				Total	3,625,000	23,550,000	27,000,000	22,400,000	20,340,000	3,950,000		
** = Project not funded												
				FAA/Entitlement	742,500	1,800,000	990,000	5,580,000	1,179,000	675,000		
				FAA/Discretionary	-	5,400,000	-	-	4,860,000	-		
				State/FDOT	1,441,250	6,650,000	3,955,000	8,310,000	5,788,000	1,537,500		
				State/FDOT/SIS	-	-	1,250,000	-	-	-		
				Local/CFC	-	1,650,000	15,400,000	-	-	-		
				Local/PFC	1,225,000	2,500,000	1,000,000	1,112,500	1,025,000	1,037,500		
				Local/RR&I	216,250	5,550,000	1,905,000	897,500	1,718,000	700,000		
				Local/Sales Tax	-	-	-	1,000,000	5,770,000	-		
				Local/Private	-	-	2,500,000	5,500,000	-	-		
				Total	3,625,000	23,550,000	27,000,000	22,400,000	20,340,000	3,950,000		

September 13, 2016



Committee AGENDA 5

SOUTH QUINCY LOOP KICK OFF

REQUESTED BY: FDOT

TYPE OF ITEM: Information

STATEMENT OF ISSUE

The Florida Department of Transportation will be providing information associated with the project development activities of the South Quincy Loop in Gadsden County. Project limits are SR 267 (Pat Thomas Parkway) to US 90 and is anticipated to be approximately 3 miles in length. Funding for the project's Project Development and Environment (PD&E) Study is included in the CRTPA's Fiscal Year (FY) 2016 – FY 2020 Transportation Improvement Program in FY 16 (\$825,000).

Pursuant to information provided by the FDOT (**Attachment 1**), the "purpose of this project is to evaluate additional capacity options outside of downtown Quincy to (1) re-route truck traffic from the downtown square, (2) enhance mobility for economic growth, and (3) increase evacuation route options in coordination with the North Quincy Loop."

ATTACHMENTS

- Attachment 1: FDOT Project Information
- Attachment 2: Project Map



Project Summary

The Florida Department of Transportation (FDOT) District Three Office of Planning, in coordination with local government, CRTPA, and community members, is completing a Project Development and Environment (PD&E) Study for the South Quincy Loop (S.R. 269) from State Road (S.R.) 267 (Pat Thomas Parkway) to S.R. 10/U.S. 90.

PROJECT DESCRIPTION

This project will evaluate a proposed new two-lane facility in unincorporated Gadsden County that will begin at S.R. 267 (Pat Thomas Parkway) and end at S.R. 10/U.S. 90 as depicted in the attached study area map. The alignment and tie-in point at S.R. 267 (Pat Thomas Parkway) has not been determined, and the tie-in point at S.R. 10/U.S. 90 is at the intersection with Ralph Strong Road and S.R. 269. This proposed facility is referred to as the South Quincy Loop and if constructed is planned to be approximately 3 miles long.

PURPOSE

The purpose of this project is to evaluate additional capacity options outside of downtown Quincy to (1) re-route truck traffic from the downtown square, (2) enhance mobility for economic growth, and (3) increase evacuation route options in coordination with the North Quincy Loop.

As a part of the PD&E process, build alternatives will be developed and evaluated for their impact to the built and natural environments and their satisfaction of the project's purpose and need. The public will be involved through the PD&E process and each of the alternatives will be evaluated against the no-build alternative.

NEED

The new facility is needed to alleviate through heavy truck traffic and through automobile traffic traveling through historic downtown Quincy that currently adversely impact the character of the historic town center. It is also needed to provide additional system connectivity and, in turn, enhance mobility and augment emergency evacuation options. This proposed South Quincy will be studied as a route to detour the heavy truck and automobile traffic that currently travels through downtown Quincy with origins and destinations outside of the downtown area.

Project Schedule

The project is scheduled to be completed May of 2018. There will be a Public Kickoff Meeting later this fall, as well as a Corridor Alternatives Public Meeting and a Public Hearing in 2017 and 2018, respectively.

Analysis documentation that will be prepared includes, but is not limited to:

- Corridor Analysis Report
- Design Traffic Technical Memorandum
- Geotechnical Report
- Location Hydraulics Report
- Preliminary Engineering Report
- Wetlands Evaluation Report
- Cultural Resources Assessment Survey
- State Environmental Impact Report
- Right-of-way and Cost Estimates

Contact Information

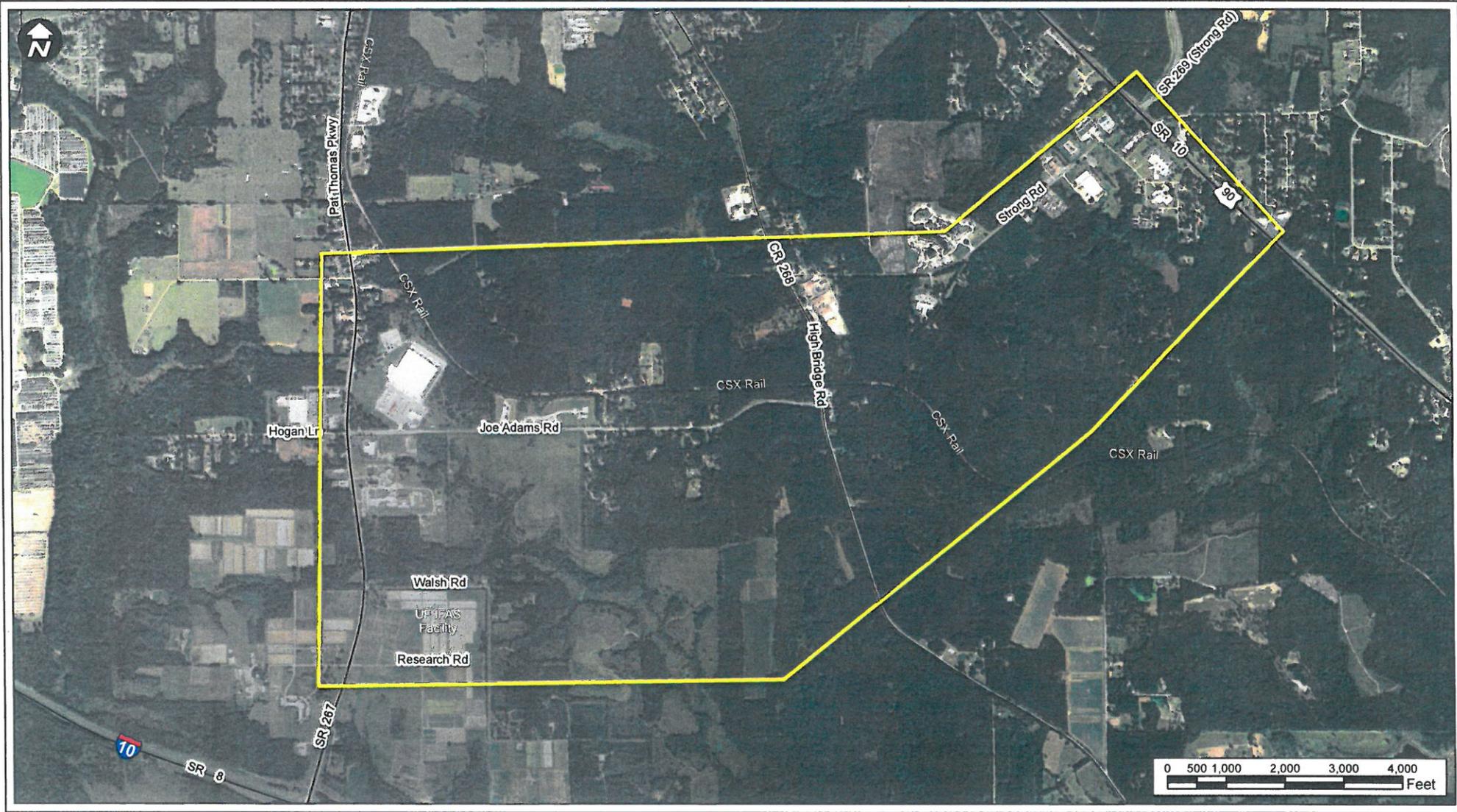
Kim Stephens, P.E.
 FDOT Project Manager
KiStephens@HNTB.com
 (850) 415-9015

Ryan Wetherell, P.E.
 Consultant Project Manager
Ryan.Wetherell@kimley-horn.com
 (850) 553-3509



Quincy Loop South PD&E Study Study Area Map

FPID: 218946-5-22-01



September 13, 2016



COMMITTEE AGENDA ITEM 5

SEPTEMBER 19, 2016 CRTPA AGENDA

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information
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STATEMENT OF ISSUE

The September 19, 2016 CRTPA Agenda has been attached for information.



• GEMINI BUILDING •
300 S. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD

MEETING OF MONDAY, SEPTEMBER 19, 2016 AT 1 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. AGENDA MODIFICATIONS

2. AWARDS AND SPECIAL PRESENTATIONS

- CRTPA Twelfth Annual Transportation Disadvantaged Awards

3. CONSENT AGENDA

- A. Minutes of the June 20, 2016 CRTPA Board Meeting
- B. CRTPA Fiscal Year 2017 Budget
- C. CRTPA 2016 Calendar Revision

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. ROLL CALL VOTE AGENDA ITEMS**A. Fiscal Year (FY) 2017 – FY 2021 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2017 – FY 2021 TIP is proposed to be amended to reflect the following:

- US 90 (Monroe Street to Buck Lake Road) (Project #4395711): Add funding for lighting in FY 17.
- US 90/W. Tennessee Street (Blountstown Highway to N. Duval Street) (Project #4395741): Add funding for lighting in FY 17.
- US 27 (Ross Road to Call Street) (Project #4395751): Add funding for lighting in FY 17.
- W. Pensacola Street (Appleyard Drive to Chapel Drive) (Project #4395791): Add funding for lighting in FY 17.
- Lake Bradford Road (Levy Avenue to Jackson Bluff Road) (Project #4395801): Add funding for lighting in FY 17.

Recommended Action: *Approve agenda by roll call vote*

6. 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. FDOT Thomasville Road (Midtown) Safety Recommendations

This agenda item provides FDOT recommendations related to the CRTPA request that the Midtown area of Thomasville Road be studied to address potential safety improvements for all users.

B. FDOT Adams Street Safety Recommendations

This agenda item provides FDOT recommendations related to the CRTPA request that the Adams Street be studied related to addressing safety concerns.

C. CRTPA Regionally Significant Roadways

This agenda item seeks to update the agency's Regionally Significant Roadways Map in order to better position the agency and its transportation partners to qualify for Transportation Regional Incentive Program (TRIP) funding.

D. CRTPA Fiscal Year (FY) 2018 – FY 2022 Priority Project Lists

Annually, the CRTPA adopts Priority Project Lists (PPLs) in ranked order to provide the FDOT project funding direction as the state agency proceeds with the annual development of the State Work Program. This year, the following PPLs have been developed for CRTPA Board approval:

1. **Regional Mobility Plan (RMP) Roadways Priority Project List**
2. **Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List**
3. **Transportation Regional Incentives Program (TRIP) Priority Project List**
4. **Transportation Systems Management (TSM) Priority Project List**
5. **StarMetro Priority Project List**
6. **Tallahassee International Airport Priority Project List**

E. Lafayette Paseos Project Funding

This agenda item provides a funding update on the status of this Transportation Alternatives (formerly "Transportation Enhancement") project that received construction funding in 2016.

F. South Quincy Loop Kick off

The FDOT will kick off the South Quincy Loop roadway project.

7. Executive Director's Report

8. CRTPA INFORMATION

- A. Florida MPOAC Agenda
- B. TIP Administrative Amendments
- C. Correspondence
- D. Future Meeting Dates (Next Meeting: October 17 Retreat)
- E. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)

8. **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.

9. **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.