



CITIZENS MULTIMODAL ADVISORY COMMITTEE MEETING (CMAC)

TUESDAY, JUNE 1, 2021 AT 11:30 AM

CITY COMMISSION CHAMBERS, 2ND FLOOR CITY HALL
300 SOUTH ADAMS STREET
TALLAHASSEE, FL 32301

AGENDA

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**
 - A. Minutes of the May 4, 2021 meeting
 - B. Unified Planning Work Program (UPWP) Amendment
4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. PRESENTATION/DISCUSSION/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. Connections 2045 Regional Mobility Plan (RMP) Amendment

The CRTPA is seeking to amend the Connections 2045 RMP to include transit projects. The RMP is scheduled to be formally amended at the June 15 CRTPA meeting.

RECOMMENDED ACTION: Recommend the CRTPA approve an amendment to the Connections 2045 RMP.

B. Fiscal Year (FY) 2023 – FY 2027 Project Priority Lists (PPLs)

The Draft FY 2023 – 2027 Priority Project Lists has been developed. The lists to be discussed consist of the following:

1. Regional Mobility Plan (RMP) Roadways Project Priority List
2. Regional Mobility Plan (RMP) Bicycle and Pedestrian Project Priority List
3. Regional Trails Project Priority List
4. Transportation Systems Management (TSM) and Safety Project Priority List
5. Intelligent Transportation Systems (ITS) Project Priority List
6. StarMetro Project Priority List
7. Tallahassee International Airport Project Priority List

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2023 – FY 2027 Project Priority Lists.

C. CRTPA Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program (TIP)

The CRTPA FY 2022 – FY 2026 TIP has been developed for committee review. The TIP contains those projects within the CRTPA region that have received funding in the Florida Department of Transportation's FY 2022 – FY 2026 Work Program.

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2022 – FY 2026 TIP.

D. CRTPA Safety Discussion

This item presents an analysis of bicycle and pedestrian data trends in the CRTPA region related to safety and builds upon the discussion held at the February 2 Committee meetings associated with the CRTPA's annual adoption of safety targets.

RECOMMENDED ACTION: For Committee Information.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

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.

8. ADJOURNMENT



CITIZENS MULTIMODAL ADVISORY COMMITTEE MEETING (CMAC)

TUESDAY, MAY 4, 2021 AT 11:30 AM

CITY COMMISSION CHAMBERS, 2ND FLOOR CITY HALL
300 SOUTH ADAMS STREET
TALLAHASSEE, FL 32301

Minutes

Members Present: Mary Kay Falconer; Neil Fleckenstein; Wanda Carter; Terry Basham; Rodger Holdener; Marcus Thompkins; Dan Beaty; Melissa Corbett

Staff Present: Greg Slay, Executive Director, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Rosemary Bosby, StarMetro (Virtually)

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**

A. Minutes of the February 2, 2021 meeting

Committee Action: Mr. Beaty made a motion to approve the minutes of the February 2, 2021 meeting. Mr. Basham seconded the motion and the motion was unanimously passed.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**
5. **PRESENTATION/DISCUSSION/ACTION**

A. StarMetro Public Transportation Agency Safety Plan (PTSAP)

This item provides a discussion on the recent development of StarMetro's PTASP that is a federal requirement of StarMetro. Relatedly, the CRTPA is required to either support StarMetro's safety targets or develop transit safety targets of its own.

RECOMMENDED ACTION: Recommend the CRTPA adopt a resolution supporting the transit safety targets as contained within the StarMetro Public Transportation Agency Safety Plan.

Rosemary Bosby, Chief Transit Officer, StarMetro, presented information on the StarMetro Public Transportation Agency Safety Plan (PTSAP). Ms. Bosby stated the Federal Transit Administration (FTA) requires that StarMetro develop a PTSAP. The PTSAP is a data driven plan based on four pillars of safety:

- Safety Policy- ensures the safety of the employees and patrons by providing a confidential employee reporting program. This allows the employee to report procedures that may not be working as intended. This policy also establishes organizational accountability and responsibility for StarMetro leadership team and employees.
- Safety Risk Management- defines a hazard and establishes processes for hazard identification. Also establishes how the agency plans to conduct risk assessment and development for mitigation.
- Safety Promotion- establishes how the agency plans to communicate the safety messaging to the public and the StarMetro employees. It also establishes a comprehensive safety training program for all staff, including the leadership staff at StarMetro.
- Safety Assurance- establishes how the agency will monitor and measure safety performances within the system.

The four pillars combined establish the StarMetro safety management system. Strong elements for safety culture include safety as a core value, leadership and management commitment, employee involvement and empowerment, communication, accident reporting and analysis, performance monitoring, training and continuous improvement and resources to ensure a safe system.

Ms. Falconer asked if this was the first the StarMetro Public Transportation Agency Safety Plan (PTSAP). Ms. Bosby stated this was not the first, previously StarMetro operated under what was known as the Safety and Security Program Plan (SSPP). The Public Transportation Agency Safety Plan (PTSAP) replaces the SSPP. Ms. Falconer asked for timelines for the PTSAP to be completed. Ms. Bosby stated there was no end date and noted StarMetro was already utilizing most of the requirements within the PTSAP but there were a few differences. Mainly naming and identifying the four pillars. Ms. Falconer asked what the safety measures based on and Ms. Bosby responded that the measures are developed using the National Safety Program Plan and that StarMetro also uses their own data to implement. Ms. Bosby further noted that the measures are based on 100k miles/revenue service and that the goal is to constantly improve on safety.

Committee Action: Mr. Beaty made a motion to recommend the CRTPA adopt a resolution supporting the transit safety targets as contained within the StarMetro Public Transportation Agency Safety Plan. Ms. Corbett seconded the motion and the motion was unanimously passed.

B. Draft Transportation Alternatives (TA) Project Priority List

This item provides the draft Fiscal Year (FY) 2023 – FY 2027 TA Project Priority List scheduled for adoption at the May 18 CRTPA meeting.

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2023 – FY 2027 Transportation Alternatives Project Priority List.

Mr. Burke provided information on the Draft Transportation Alternatives Project Priority List. He noted every two years the CRTPA solicits applications for the TA Program funding consideration. The projects on the list are from last year's list, with the exception of projects that were removed. He noted that the US 90 Sidewalk project in Quincy (Strong to Chalk Road), last year's number one ranked project, has received design funding this fiscal year and in the draft fiscal year Work Program there are construction funds in FY 24-25. The other removed project was Gadsden Street sidewalks (Midtown). This project was removed because it has been scheduled to be constructed later this year. The remaining projects were moved up on the list and are in the order that was recommended last year by the TA subcommittee. Mr. Burke also noted this year the TA program will begin a new call for applications later this year.

Mr. Burke explained all TMAs are required to coordinate the TA process with regards to soliciting applications and recommending a ranking of the projects. Applications are then submitted to District 3 to verify the applications are complete and qualify for TA funding. He also noted the CRTPA receives over \$300,000 a year in dedicated TA funding. Ultimately, the FDOT tries to match the projects in the order they appear on the TA priority list with the CRTPA's priorities as that agency develops the State Work Program.

Ms. Falconer asked for information regarding submittals for new projects. Mr. Burke explained the process noting that there would be an email sent out in December to everyone and that an informational meeting would be held to discuss the process. Typically, the applications were due to the CRTPA by February-March timeframe. Finally, noted that today's TA PPL were scheduled to be adopted by the Board on May 18, 2021.

Committee Action: Mr. Thompkins made a motion to recommend the CRTPA adopt the FY 2023 – FY 2027 Transportation Alternatives Project Priority List. Ms. Corbett seconded the motion and the motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Lex stated CRTPA staff was currently working on the Project Priority List (PPLs) and that information will be available on the CRTPA website next week. Furthermore, she noted that the CRTPA is developing the draft Transportation Improvement Program and is currently completing final edits. Information for the draft Transportation Improvement Program should soon be available on the CRTPA website. Ms. Lex asked that any comments be submitted to staff and noted that members would receive information related to attending upcoming public meetings for these work products. Lastly, she noted CRTPA would be attending this year's Springtime Tallahassee event.

8. ADJOURNMENT

The meeting was adjourned at 12:29p

June 1, 2021



COMMITTEE AGENDA ITEM 3 B

CRTPA FISCAL YEAR (FY) 2021 – FY 2022 UNIFIED PLANNING WORK PROGRAM AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the FY 2020/21-FY 2021/22 Unified Planning Work Program (UPWP) to add \$176,880 in Federal Highway Administration (FHWA) Congestion Management (CM) funds and \$722,007 in Urban Area (SU) funds in FY 2021/22. In addition, the Iron Bridge Road Feasibility Study project is proposed to be added to Task 5.0. Staff is seeking a recommendation of approval of an amendment to the FY 2020/21-FY 2021/22 UPWP to include these additional funds and project.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board approve the amendment to the CRTPA FY 2021-FY 2022 UPWP to include \$176,880 in CM and \$722,007 in SU funding, and the addition of the Iron Bridge Road Feasibility Study, budget \$100,000, to Task 5.0.

BACKGROUND

The UPWP is a federally required document that describes the work activities, schedule and budget planned for the CRTPA operations, staffing, and consultant projects. A UPWP is produced biannually and is amended as necessary to reflect changes in funding and/or work tasks. The additional \$722,007 in FHWA funding will be used to cover costs for projects, operations and staffing for FY 2021/22. The additional \$176,880 in CM funds will be used for the update to the Congestion Management Plan Process.

ATTACHMENT

Attachment 1: FY 2020/21-FY 2021/22 UPWP Budget Table and Task 5.0 Project

FY 2021/22 UPWP	
	CM Funds \$ 176,880
	SU Funds \$ 722,007
	Total \$ 898, 887

Task 5 – Feasibility Study Iron Bridge Road Trail from Orchard Pond Road to US 27/Main Street Havana

June 1, 2021



COMMITTEE AGENDA ITEM 5 A

CONNECTIONS 2045 REGIONAL MOBILITY PLAN AMENDMENT

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

At the November 23, 2020 Capital Region Transportation Planning Agency (CRTPA) Board meeting member approved the Connections 2045 Regional Mobility Plan (RMP). Staff is seeking to amend the RMP to include several transit projects to ensure consistency 2040 RMP and the 2045 RMP.

BACKGROUND

When the RMP was adopted by the CRTPA it did not include transit projects for two reasons. First, StarMetro was in the process of updating the Transit Development Plan (TDP), and two, StarMetro had also initiated a Comprehensive Operational Analysis (COA) that had the potential to create several projects that would require placement in the RMP. Both of the StarMetro projects will be finished in the Fall of 2021.

Therefore, CRTPA staff is recommending that the following projects be amended to the 2045 RMP for consistency with the 2040 RMP:

1. Bus Stop Upgrades
2. Electric Bus Infrastructure
3. Variable Message Signs
4. Automatic Passenger Counters
5. Transit Signal Prioritization
6. Fixed-Route Busses
7. Demand Response Vans
8. Expansion Fixed-Route Vehicles
9. Spare Fixed-Route Expansion Vehicles
10. CK Steele Plaza Renovations
11. South City Transit Center

NEXT STEPS

Upon approval by the CRTPA Board the Connections 2045 RMP will be updated to include the transit projects as approved by the CRTPA Board.

June 1, 2021



COMMITTEE AGENDA ITEM 5 B.1

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
REGIONAL MOBILITY PLAN ROADWAYS
PROJECT PRIORITY LIST**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking a recommendation of approval of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Roadways Project Priority List, provided as ***Attachment No. 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board adopt the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Roadways Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists. Projects contained on this list are consistent with the CRTPA's Connections 2045 Regional Mobility Plan.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) is hosting two public meetings. The first is an in-person meeting in Monticello, Jefferson County. It will be held on June 2, 2021 from 3 pm to 4 pm at the County Courthouse Annex, Commission Chambers, 435 W Walnut Street. The second meeting is scheduled for June 3, 2021 from 3 pm to 4 pm and will provide the public an opportunity to participate virtually and in-person. This meeting will be held in Tallahassee City Hall, Commission Chambers, 300 S. Adams Street, Leon County.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Roadways Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Governing Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2023 – FY 2027 Regional Mobility Plan Regional Roadways Project Priority List

Capital Region Transportation Planning Agency
Draft Roadways Priority Project List
Fiscal Year 2023 - Fiscal Year 2027

ATTACHMENT 1

Draft RMP Roadway Project Priority List												
Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length	Phase ** Funding Sought
1	Woodville Highway ¹ (Capital Circle, SE to Gaile Ave.) (Gaile Ave. to Paul Russell Rd.)	424009-4 424009-5	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	2.1	CST (\$19.5M) CST (\$8.7M)
2	Capital Circle, Southwest ² (Crawfordville Rd. to Springhill Rd.)	219749-2	Phase	2022	2023	2024	2025	2026	Widen to 6 lanes	Leon	2.34	CST (\$32.1M)
			CST									
3	Crawfordville Road (Lost Creek Bridge to East Ivan Rd.)	220495-3	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Wakulla	4.4	ROW(\$33.99M) CST (\$43.8M)
4	Crawfordville Road (N. of Alaska Way to Lost Creek Bridge)	220495-6	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Wakulla	3.6	ROW(\$31.09M) CST (\$50.5M)
			ROW		\$2.6 M							
5	Orange Avenue ² (N Lake Bradford Road to Monroe St) (Capital Circle, SW to N. Lake Bradford Rd)	437902-4	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	4.3	ROW (19.1M)** PE (\$3.2 M)
			PE		\$1.9 M							
6	Thomasville Road (Midtown Plan) ³ (Seventh Ave. to Monroe St.)	0.5	Phase	2022	2023	2024	2025	2026	Corridor Improvements	Leon	0.5	PE
7	Mahan Drive and Capital Circle, NE (Intersection Improvements)	0	Phase	2022	2023	2024	2025	2026	Intersection Improvements	Leon	0	FS
8	Pensacola Street (West Side Student Corridor Gateway ¹)	0.8	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	0.8	PD&E (\$1.6)
* ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study ROW - Right of Way PE - Preliminary Engineering CST - Construction IJR - Interchange Justification Report FDOT provides long-range estimate for funding sought. Additional Information ¹ Blueprint Gateway Project ² Blueprint Regional Mobility Project ³ BP Midtown Placemaking, CRTPA Midtown Area Transportation Plan												
										** ROW Estimate - Springhill Rd. to Monroe Street		

**Capital Region Transportation Planning Agency
Draft Roadways Priority Project List
Fiscal Year 2023 - Fiscal Year 2027**

Draft RMP Roadway Project Priority List												
Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Phase * Funding Sought
9	Crawfordville Road LL Wallace Rd to beginning of 4-lane Wakulla County Line to LL Wallace Rd		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	1.7	PE
											2.1	
10	Lake Bradford Road/Springhill Road ¹ Capital Circle SW to Gaines St		Phase	2022	2023	2024	2025	2026	Corridor Improvements	Leon	3.8	PE
11	Tharpe Street ² Capital Circle NW to Ocala Rd		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	2.7	PD&E
12	Thomasville Road (Midtown Plan) ³ Bradford/Betton Rds to Seventh Ave.		Phase	2022	2023	2024	2025	2026	Corridor Improvements	Leon	0.9	PE
13	Bannerman Road ² Preservation Rd to Qual Commons Dr		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes w/ enhancements	Leon	1.7	CST
14	Northeast Gateway, Welaunee Blvd Extension ¹ Fleischmann Rd to Roberts Rd.	444999-1	Phase	2022	2023	2024	2025	2026	New 4 lane road	Leon	6.5	PE/CST
			LAR		\$1.5 M							
15	Welaunee Blvd./I-10 Interchange		Phase	2022	2023	2024	2025	2026	New Interchange	Leon	-	IJR
* ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study ROW - Right of Way PE - Preliminary Engineering CST - Construction IJR - Interchange Justfication Report FDOT provides long-range estimate for funding sought Additional Information ¹ Blueprint Gateway Project ² Blueprint Regional Mobility Project Bannerman Rd Corridor ³ BP Midtown Placemaking CRTPA Midtown Area Transportation Plan												

June 1, 2021



COMMITTEE AGENDA ITEM 5 B.2

CRTPA FISCAL YEAR (FY) 2023 – FY 2027 REGIONAL MOBILITY PLAN BICYCLE AND PEDESTRIAN PROJECT PRIORITY LIST

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking a recommendation of approval of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian Project Priority List, provided as **Attachment No. 2**.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board adopt the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists. Projects contained on this list are consistent with the CRTPA's Connections 2045 Regional Mobility Plan.

There are two additional projects on the list this year. The reconstruction of S. Monroe Street from Jefferson Street to Park Avenue is added as Priority No. Seven. North Monroe Street, from John Knox Road to Lakeshore Drive, is funded for Design in FY21 and added as Priority No. Six for construction.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) is hosting two public meetings. The first is an in-person meeting in Monticello, Jefferson County. It will be held on June 2, 2021 from 3 pm to 4 pm at the County Courthouse Annex, Commission Chambers, 435 W Walnut Street. The second meeting is scheduled for June 3, 2021 from 3 pm to 4 pm and will provide the public an opportunity to participate

virtually and in-person. This meeting will be held in Tallahassee City Hall, Commission Chambers, 300 S. Adams Street, Leon County.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Governing Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 2: DRAFT FY 2023 – FY 2027 Regional Mobility Plan Bicycle and Pedestrian Project Priority List

Capital Region Transportation Planning Agency
Draft Bicycle and Pedestrian Project Priority List
Fiscal Year 2023 - Fiscal Year 2027

Attachment 2

Draft Bicycle and Pedestrian Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding					Project/Strategy	County	Length (miles)	Phase **	Notes	
1	Monticello Bike Trail Extension <i>US 19 FL GA PKWY from CR 57A David Rd to Martin Rd</i>	403931-3	Phase	2022	2023	2024	2025	2026	Shared Use Path	Jefferson	2.7	CST	CRTPA Monticello Trail Extension Study 2019 PD&E is currently underway.
			PE		\$760,000								
2	Thomasville Rd. Multi-Use Path* <i>Betton Rd to Metropolitan Boulevard</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	2.4	PE	CRTPA Feasibility Study 2021 Feasibility study is currently underway.
3	Bloxham Cutoff Rd. Trail - CC2ST <i>Wakulla Springs State Park to St. Marks Trail</i>	410172-2	Phase	2022	2023	2024	2025	2026	Shared Use Path	Wakulla	4.78	CST	Important connector between two recreational amenities. CRTPA Feasibility study funded.
			PE				\$630,000						
4	Oak Ridge Rd. Trail <i>Crawfordville Rd to Woodville Hwy</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	5.2	PE	Tallahassee -Leon County Greenways Master Plan
			FS										
5	Apalachee Pkwy Trail Connector <i>Sutor Rd to Conner Boulevard</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	0.6	PE	Tallahassee -Leon County Greenways Master Plan
6	N Monroe St Sidewalk <i>John Knox Rd to Lake Shore Dr</i>	445053-1	Phase	2022	2023	2024	2025	2026	Sidewalk	Leon	0.88	CST	Design scheduled to begin in mid-2021. Five foot sidewalk on the west side of Monroe St.
7	S. Monroe St Sidewalk Reconstruction <i>Jefferson St to Park Ave</i>		Phase	2022	2023	2024	2025	2026	Sidewalk	Leon	0.2	CST	Repair and expansion of existing sidewalks, upgrades for for pedestrain safety and ADA.
8	Goose Pond Trail* <i>Mahan Dr/Fort Knox to Weems Rd</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	1.2	PD&E	Tallahassee -Leon County Greenways Master Plan
9	US 90 Trail <i>Midway to Quincy</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Gadsden	10.7	PD&E	SUN Trail Network: Gadsden County to Tallahassee
* Also a Blueprint Intergovernmental Agency project ** ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ROW - Right-of-Way													
													

June 1, 2021



COMMITTEE AGENDA ITEM 5 B.3

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
REGIONAL MOBILITY PLAN REGIONAL TRAILS
PROJECT PRIORITY LIST**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking a recommendation of approval of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Trails Project Priority List, provided as ***Attachment No. 3***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board adopt the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Regional Trails Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists. Projects contained on this list are consistent with the CRTPA's Connections 2045 Regional Mobility Plan.

An addition to the list is the Iron Bridge Road (Bainbridge Road) Trail from Orchard Pond Road to US 27 in Havana. The CRTPA staff plans to coordinate with the Florida Department of Transportation SUN Trails Program to consider the addition of this project to the SUN Trail network. Two projects, the Coastal Trail (St. Marks Trail to Lighthouse Rd.) and Capital Cascades Segment Four, are fully funded in FY24 and FY25 and therefore removed from the Project Priority List. These were Project Priority No. 1 and No. 4, respectively, through last year.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) is hosting two public meetings. The first is an in-person meeting in Monticello, Jefferson County. It will be held on June 2, 2021 from 3 pm to 4 pm at the County Courthouse Annex, Commission Chambers, 435 W Walnut Street. The second meeting is scheduled for June 3, 2021 from 3 pm to 4 pm and will provide the public an opportunity to participate virtually and in-person. This meeting will be held in Tallahassee City Hall, Commission Chambers, 300 S. Adams Street, Leon County.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Regional Mobility Plan Regional Trails Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Governing Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 3: DRAFT FY 2023 – FY 2027 Regional Mobility Plan Regional Trails Project Priority List

Draft Regional Trails Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding					Project/Strategy	County	Length (miles)	Phase**	Notes	
1	US 90 Trail West <i>Pedrick Rd to Leon County Line at Lake Miccosukee</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	13	PD&E	CRTPA Feasibility Study Proposed 10-12 Foot multi-use path.
2	US 90 Trail East <i>Jefferson County Line at Lake Miccosukee to Monticello Trail</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Jefferson	7.1	PD&E	CRTPA Feasibility Study Proposed 10-12 Foot multi-use path.
3	Iron Bridge Road Trail * <i>Orchard Pond Rd to Main St (US 27) Havana</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	5.1	Feasibility Study	Multi-use trail to connect to downtown Havana.
4	Forest Trail North <i>Trout Pond to Lake Henrietta</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon County	6.5	Feasibility Study	A shared use path between Lake Munson and Trout Pond
5	Nature Coast Trail <i>Lighthouse Road to Taylor County Line</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Wakulla & Jefferson	14	Feasibility Study	Multi-use trail - regional connector.
*Coordinating with FDOT SUNTrails to add this trail to the network. ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ROW - Right-of-Way													
<u>Fully Funded Priorities</u> FPID: 440550-1 Coastal Trail East - CC2ST Segment: St. Marks Trail to Lighthouse Rd Funding: \$3.6M for Construction in FY24 FPID: 410172-2 Capital Cascades Trail (Segment 4) Segment: Springhill Rd. to Mill St/St. Marks Trail Funding: \$17.78 M for Construction in FYs 24 and 25													

June 1, 2021



COMMITTEE AGENDA ITEM 5 B.4

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
STARMETRO TRANSIT
PROJECT PRIORITY LIST**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking a recommendation of approval of the CRTPA FY 2023 – FY 2027 StarMetro Transit Project Priority List, provided as **Attachment No. 4**.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board adopt the CRTPA FY 2023 – FY 2027 StarMetro Transit Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists.

Listed projects are consistent with the StarMetro Transit Development Plan. Priority No. Four, Electric Bus Fleet Charging Infrastructure, replaces the prior year No. Four Project Priority, which was operational improvements at C.K. Steele Plaza.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) is hosting two public meetings. The first is an in-person meeting in Monticello, Jefferson County. It will be held on June 2, 2021 from 3 pm to 4 pm at the County Courthouse Annex, Commission Chambers, 435 W Walnut Street. The second meeting is scheduled for June 3, 2021 from 3 pm to 4 pm and will provide the public an opportunity to participate virtually and in-person. This meeting will be held in Tallahassee City Hall, Commission Chambers, 300 S. Adams Street, Leon County.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 StarMetro Transit Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Governing Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 4: DRAFT FY 2023 – FY 2027 StarMetro Transit Project Priority List

Capital Region Transportation Planning Agency
Draft StarMetro Project Priority List
Fiscal Year 2023 - Fiscal Year 2027

Draft StarMetro Project Priority List Project Priority List												
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding					Project/Strategy	County	Phase** and Funding Sought	Notes	
1	South City Transit Center <i>Meridian Rd and Orange Ave</i>		Phase	2022	2023	2024	2025	2026	Construct multi-bay bus Super-Stop	Leon	CST (\$2,000,000)	Superstop to serve the south side of Tallahassee.
2	Planning Feasibility Study <i>Redevelopment of C.K. Steele Plaza</i>		Phase	2022	2023	2024	2025	2026	Access Management Enhancements	Leon	FS (\$500,000)	Redevelop the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility
3	Bus Transit <i>Signal Prioritization</i>		Phase	2022	2023	2024	2025	2026	Intersection Improvement	Leon	PE (\$400,000)	Signal prioritization for transit vehicles to reduce delay if bus is behind schedule.
4	Electric Bus Fleet Charging Infrastructure <i>To support an all-Electric Bus Fleet</i>		Phase	2022	2023	2024	2025	2026	Intersection/Operational Improvement	Leon	PE (\$5,000,000)	Install depot charging for 66 electric buses at StarMetro's bus barn.
* Also a Blueprint Intergovernmental Agency project ** ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ROW - Right-of-Way  												



StarMetro

2023-2027 Project Priority List

1. Construction of multi-bay SuperStop in the South City area of Tallahassee **South City Transit Center** - (Meridian and Orange). This SuperStop will provide an off-street location and possibly on street bus bays for customers to transfer between multiple routes, serve as a layover point for operators, will assist to improve system performance, will have public restrooms, an information booth, supervisor offices, and meeting space. The building will be constructed with solar panels on the roof, overhead charging stations for transit buses and plug in chargers for staff vehicles. In addition, the SuperStop will allow StarMetro to develop neighborhood circulators on the Southside to efficiently provide transportation options for elderly, disabled and low-income individuals located in the area and improve service to the Veteran's Administration Clinic. **Estimated cost for construction - \$2,000,000**
2. **Redevelopment of C.K. Steele Plaza Planning Study** – Initiate an environmental assessment, feasibility study, and preliminary design of C.K. Steele Plaza to identify the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro Administrative Staff; leasable space for office, restaurants, and retail activities; and connections to intercity transportation such as the Gadsden Express, Monticello Express, Greyhound, Megabus, Flixbus. **Estimated cost - \$500,000**
3. **Bus Transit Signal Prioritization** – The City of Tallahassee is starting to replace the existing infrared based traffic signal preemption system for emergency vehicles with a more advanced global positioning system (GPS) based system. This system will allow for a much more efficient routing of emergency vehicles with less disruption to the traffic signal network. The GPS system also allows for adding signal prioritization to transit vehicles. Signal prioritization extends the green time or shortens the red time for approaching buses depending on the system parameters such as a bus running behind schedule. Signal prioritization is shown to improve overall transit system performance and efficiency by at least 10%. It costs approximately \$3,000 per bus for the signal prioritization devices. **Estimated cost - \$400,000**
4. **Charging Infrastructure to support an all-Electric Bus Fleet** - cost estimates for installing depot charging for 66 buses at StarMetro's bus barn including electrical, structural, and civil engineering, design, and remote monitoring. **Estimated cost - \$5,000,000**

June 1, 2021



COMMITTEE AGENDA ITEM 5 B.5

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
TRANSPORTATION SYSTEM MANAGEMENT AND SAFETY
PROJECT PRIORITY LIST**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking a recommendation of approval of the CRTPA FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List, provided as ***Attachment No. 5***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board adopt the CRTPA FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists. Projects contained on this list are consistent with the CRTPA's Connections 2045 Regional Mobility Plan.

Two projects are removed from the list. Previously listed as Priority No. 1, annual funding for the operations of the Regional Transportation Management Center is moved to the recently introduced Intelligent Transportation System Project Priority List. The second project, Thomasville Road Midtown Safety Improvements, is constructed.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) is hosting two public meetings. The first is an in-person meeting in Monticello, Jefferson County. It will be held on June 2, 2021 from 3 pm to 4 pm at the County Courthouse Annex, Commission Chambers, 435 W Walnut Street. The second meeting is scheduled for June 3, 2021 from 3 pm to 4 pm and will provide the public an opportunity to participate virtually and in-person. This meeting will be held in Tallahassee City Hall, Commission Chambers, 300 S. Adams Street, Leon County.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Governing Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 5: DRAFT FY 2023 – FY 2027 Transportation System Management and Safety Project Priority List

Capital Region Transportation Planning Agency
Draft Transportation Systems Management and Safety Project Priority List
Fiscal Year 2023 - Fiscal Year 2027

Draft Transportation Sytems Management and Safety Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding						Project/Strategy	County	Length (miles)	Phase **	Notes
1	Orange Avenue (SR 373)		Phase	2022	2023	2024	2025	2026	Pedestrian Safety Improvements	Leon	1.2	PE/CST	Address safety issues through the addition of a midblock crossing(s) & sidewalk improvements.
2	Pensacola Street (SR 366)		Phase	2022	2023	2024	2025	2026	Access Management Enhancements	Leon	0.3	PE/CST	Address identified high crash rate. Traffic and Operations Analysis by RS&H for the CRTPA
3	Orange Avenue (SR 373)		Phase	2022	2023	2024	2025	2026	Intersection Improvement	Leon	0.1	PE	Address congestion at this intersection. Interim improvement until capacity project constructed.
4	Lake Bradford Rd/Stadium Dr/Gaines St/Varsity Dr		Phase	2022	2023	2024	2025	2026	Intersection/Operational Improvement	Leon	0.1	PE	An Operational Analysis is underway by the CRTPA. RS&H is the consultant firm completing the work.
* Also a Blueprint Intergovernmental Agency project													
** ABBREVIATIONS:													
FS - Feasibility Study													
PD&E - Project Development and Environment Study													
PE - Preliminary Engineering													
CST - Construction													
ROW - Right-of-Way													
													



June 1, 2021



COMMITTEE AGENDA ITEM 5 B.6

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
INTELLIGENT TRANSPORTATION SYSTEM
PROJECT PRIORITY LIST**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking a recommendation of approval of the CRTPA FY 2023 – FY 2027 Intelligent Transportation System Project Priority List (PPL), provided as **Attachment 6**.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board adopt the CRTPA FY 2023 – FY 2027 Intelligent Transportation System Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists.

The Regional Transportation Management Center develops this list, which was developed for the first time last year. The No. One priority project, Operations funding for the Regional Transportation Management Center, was previously on the Transportation System Management list. . Projects contained on this list are consistent with Intelligent Transportation System Master Plan. Consistent with the five-year Work Program, the Intelligent Transportation System PPL is presented for each fiscal year.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) is hosting two public meetings. The first is an in-person meeting in Monticello, Jefferson County. It will be held on June 2, 2021 from 3 pm to 4 pm at the County Courthouse Annex, Commission Chambers, 435 W Walnut Street. The second meeting is scheduled for June 3, 2021 from 3 pm to 4 pm and will provide the public an opportunity to participate virtually and in-person. This meeting will be held in Tallahassee City Hall, Commission Chambers, 300 S. Adams Street, Leon County.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Intelligent Transportation System Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Governing Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 6: DRAFT FY 2023 – FY 2027 Intelligent Transportation System Project Priority List

**Capital Region Transportation Planning Agency
Draft Intelligent Transportation System Project Priority List
Fiscal Year 2023 - Fiscal Year 2027**

Draft Intelligent Transportation System Safety Project Priority List												
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding						County	Phase **	Funding Sought	Notes
1	Annual Operations and Maintenance <i>COT Regional Transportation Management Cntr.</i>	219785-2	Phase	2022	2023	2024	2025	2026	Leon	OPS	\$500,000	Annual funding request for operations and maintenance.
					\$500,000	\$500,000						
2	I-10 Trailblazers <i>Major Arterials - Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	3.26 M	FDOT has completed a cost analysis and provided the project estimate.
3	Advanced Traffic Management System Software Upgrades <i>Major Arterials - Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$60,000	Request funding amount biennially beginning in FY 23.
4	Cabinet Upgrades <i>Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$1M	Request funding amount annually for five years beginning in FY23. Total project cost estimated 5.3 M.
5	Transit Signal Priority ¹ Software Integration <i>Various Locations on StarMetro Transit Routes</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$400,000	The hardware for the signal prioritization is installed. Project is listed as priority No. 3 on StarMetro Project List.
</												

June 1, 2021



COMMITTEE AGENDA ITEM 5 B.7

**CRTPA FISCAL YEAR (FY) 2023 – FY 2027
TALLAHASSEE INTERNATIONAL AIRPORT
PROJECT PRIORITY LIST**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking a recommendation of approval of the CRTPA FY 2023 – FY 2027 Tallahassee International Airport Project Priority Project List (PPL), provided as **Attachment 7**.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board adopt the CRTPA FY 2023 – FY 2027 Tallahassee International Airport Project Priority List.

BACKGROUND

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing the Annual Work Program FDOT consults the adopted CRTPA Project Priority Lists.

The Tallahassee International Airport develops this list. Projects contained on this list are consistent with Tallahassee International Airport Master Plan. Consistent with the five-year Work Program, the Tallahassee International Airport PPL is presented for each fiscal year.

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) is hosting two public meetings. The first is an in-person meeting in Monticello, Jefferson County. It will be held on June 2, 2021 from 3 pm to 4 pm at the County Courthouse Annex, Commission Chambers, 435 W Walnut Street. The second meeting is scheduled for June 3, 2021 from 3 pm to 4 pm and will provide the public an opportunity to participate virtually and in-person. This meeting will be held in Tallahassee City Hall, Commission Chambers, 300 S. Adams Street, Leon County.

NEXT STEPS

Subsequent to Board adoption of the CRTPA FY 2023 – FY 2027 Tallahassee International Airport Project Priority List, the list will be provided to the FDOT for consideration in the development of the Draft Five-Year Tentative Work Program. The Draft Tentative Work Program is scheduled to be presented to the CRTPA Governing Board in the Fall of 2021.

After the release of the Draft Work Program, CRTPA staff will initiate development of the CRTPA FY 2023 – FY 2027 Transportation Improvement Program (TIP) incorporating the transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 7: DRAFT FY 2023 – FY 2027 Tallahassee International Airport Project Priority List

Fiscal Year 2023						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Design	190,000		1,710,000	1,900,000
2	442109-1	Terminal PLB Acquisition and Installation	546,754	546,754		1,093,508
3	442109-7	Parking Area Improvements	1,000,000	1,000,000		2,000,000
FY23 Total			1,736,754	1,546,754	1,710,000	4,993,508

Fiscal Year 2024						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1		Terminal Modernization	1,200,000	1,200,000		2,400,000
FY24 Total			1,200,000	1,200,000	0	2,400,000

Fiscal Year 2025						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	500,000	500,000	9,000,000	10,000,000
2		Terminal Modernization	1,104,620	1,104,620		2,209,240
FY25 Total			1,604,620	1,604,620	9,000,000	12,209,240

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2023 - 2027

Fiscal Year 2026						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	450,000	450,000	8,100,000	9,000,000
FY26 Total			450,000	450,000	8,100,000	9,000,000

Fiscal Year 2027						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1		Air Carrier Apron Improvements	1,450,000	1,450,000		2,900,000
2		Taxiway Charlie, Zulu and T-Hangar Rehabilitation & Lighting and Helicopter Parking (design)	175,000	175,000	3,150,000	3,500,000
FY27 Total			1,625,000	1,625,000	3,150,000	6,400,000

June 1, 2021



COMMITTEE AGENDA ITEM 5 C

CRTPA FISCAL YEAR (FY) 2022 – FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking a recommendation of approval of the CRTPA FY 2022 – FY 2026 Transportation Improvement Program, provided as ***Attachment No. 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Governing Board adopt the CRTPA FY 2022 – FY 2026 Transportation Improvement Program.

BACKGROUND

The CRTPA Transportation Improvement Program identifies regional transportation projects (roadway, bicycle and pedestrian, transportation systems management & safety, transportation enhancement, public transportation, aviation, resurfacing and bridge projects) that have received funding in the Florida Department of Transportation's (FDOT) Draft Five-Year Work Program. The TIP is developed in accordance with 23 U.S.C. 134(h), 23 CFR 450 and Chapter 339.175(7), F.S., and is one of the annual requirements of the metropolitan transportation planning process for the CRTPA.

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) that have received funding during the next five-year period (FY 2022 – FY 2026) within our region (Gadsden, Jefferson, Leon and Wakulla counties). Projects contained within the FY 2022 – FY 2026 TIP are consistent with the projects presented to the CRTPA Board at the February 16, 2021 meeting during a discussion of the Draft FY 2022 – FY 2026 Five-Year Work Program. Highlights of new projects by county are as follows.

Gadsden County

Roadway Resurfacing

Emphasis on maintaining existing network with \$9,932,000 for new resurfacing projects.

- Hardaway Hwy. from Atwater Rd. to US 90 (5.9 Miles) – Widen and Resurfacing
- US 90/Washington St. from Jackson Co. Line to Bates St. (1.01 Miles)
- Ben Bostic Rd. from I-10 Overpass to SR 10/US 90 (2.4 Miles)
- North Ave. from SR 10 (US 90) to Gretna Treatment Plant Entrance (.43 Mile)
- Stewart Ave. Phase II from Stewart Elementary to SR 10 (US 90) (.21 Mile)

Project: Bridge Repair/Rehabilitation

- Salem Road over Swamp Creek (.64 Miles)

Project: Sidewalks

- US 90/Jefferson St. Sidewalk in Quincy from Chalk St. to Strong Rd, to be constructed on the South side of the road. This was the C RTPA's No. 1 Transportation Alternative Program. (.21 Mile)

Jefferson County

Roadway Resurfacing

Emphasis on maintaining existing network with \$9,204,000 for new resurfacing projects.

- US 319/N. Jefferson St. from US90/Washington St. to Georgia State Line (8.3 Miles)
- Ashville Hwy. from St. Margaret Church Rd. to Bassett Dairy Rd. (2.4 Miles) – Widen and Resurfacing
- Boston Hwy. from US319/FL-GA Parkway to Still Rd. (2.8 Miles) – Widen and Resurfacing

Bridge Replacement

- CR 257 over Aucilla River (.28 Miles)
- CR 259/ Waukeenah Hwy over SCL Railroad Bridge (.03 Mile)

Leon County

Roadway Resurfacing

Emphasis on maintaining existing network with \$27,862,000 for new resurfacing projects.

- US 90/W. Tennessee St. from Aenon Church Rd. to Ocala Rd. (3.9 Miles)
- US 319/ Capital Circle SE from Woodville Hwy. to Tram Rd. (2.29 Miles)
- US 90/Mahan Dr. from Capital Circle NE to E. of Buck Lake Rd. (.94 Mile)
- US 319/ Capital Circle SE from Apalachee Pkwy. to Park Avenue (1.1 Miles)
- Woodville Hwy. from Briandav St. to Sunday Court (1.3 Mile)

Intelligent Transportation Systems

ITS Project Priority No. 1 CCTV Camera Upgrades at Various Locations

Bridge Replacement

- Miccosukee Rd. over Unnamed Branch (.15 Miles)

Wakulla County

Roadway Resurfacing

Emphasis on maintaining existing network with \$17,538,000 for new resurfacing projects.

- US98/Coastal Hwy. from W. of Wakulla River Br. to Bloxham Cutoff Rd. (4.6 Miles)
- Tiger Hammock Rd. from US 319/Crawfordville Rd. to SR61/Shadeville Rd.
- Whidden Lake Rd. from US 319/Crawfordville Rd. to Stokely Rd. (1.1 Miles)
- Lonnie Raker Lane from E. Ivan Rd. to Bloxham Cutoff Rd. (2.4 Miles)
- Bloxham Cutoff Rd. from Leon Co. Line to Woodville Rd. (12.7 Miles)

Bridge Replacement

- Surf Rd. over Otter Creek Rise (.05 Miles)

Safety

- Bloxham Cutoff Rd. at CR 61/Wakulla Springs Rd. Intersection Improvement (.4 Mile)

PUBLIC INVOLVEMENT

The Capital Region Transportation Planning Agency (CRTPA) is hosting two public meetings. The first is an in-person meeting in Monticello, Jefferson County. It will be held on June 2, 2021 from 3 pm to 4 pm at the County Courthouse Annex, Commission Chambers, 435 W Walnut Street. The second meeting is scheduled for June 3, 2021 from 3 pm to 4 pm and will provide the public an opportunity to participate both virtually and in-person. This meeting will be held in Tallahassee City Hall, Commission Chambers, 300 S. Adams Street, Leon County.

NEXT STEPS

Subsequent to CRTPA Board adoption of the TIP, staff will transmit the document to state and federal review agencies.

ATTACHMENT

Attachment 1: DRAFT CRTPA FY 2022 – FY 2026 Transportation Improvement Program



COMMITTEE AGENDA ITEM 5 D

TRANSPORTATION PERFORMANCE MEASURES – BICYCLE AND PEDESTRIAN SAFETY

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Capital Region Transportation Planning Agency (CRTPA) staff will be making a presentation regarding Bicycle and Pedestrian Safety relating to the FDOT Transportation Performance Measures.

BACKGROUND

Transportation Performance Management (TPM) provides a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data.

The Federal Highway Administration (FHWA) defines Transportation Performance Management as “a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Transportation Performance Management:

- Is systematically applied, a regular ongoing process.
- Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes.
- Improving communications between decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information.”

Performance-based planning ensures efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven (7) national goals:

Improving safety;
Maintaining infrastructure condition;
Reducing traffic congestion;
System reliability;
Freight movement and economic vitality;

Protecting the environment; and
Reducing delays in project delivery.

The Moving Ahead for Progress in the 21st Century Act (MAP-21, signed into law by President Obama on July 6, 2012) requires state departments of transportation (DOT) and metropolitan planning organizations (MPO), such as the CRTPA, conduct performance-based planning in seven (7) areas: safety, pavement condition, highway performance, bridge condition, freight movement, traffic congestion, and on-road mobile sources.

This agenda item is specifically presenting materials regarding “Safety” with details provided below.

Safety. Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted its own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is the target for all the safety performance measures.

The safety information provided by the FDOT is voluminous (this was presented to the CRTPA in [February](#)). However, this information has a database (Signal 4 Analytics) that can be accessed and is based on crash reports provided by law enforcement agencies across the state and with each MPO area. In the CRTPA Region, the reporting law enforcement agencies include:

- Florida Highway Patrol
- Leon County Sheriff’s Office
- Tallahassee Police Department
- Florida State University Police
- Quincy Police Department
- Monticello Police Department
- Chattahoochee Police Department
- Havana Police Department
- Wakulla County Sheriff’s Office

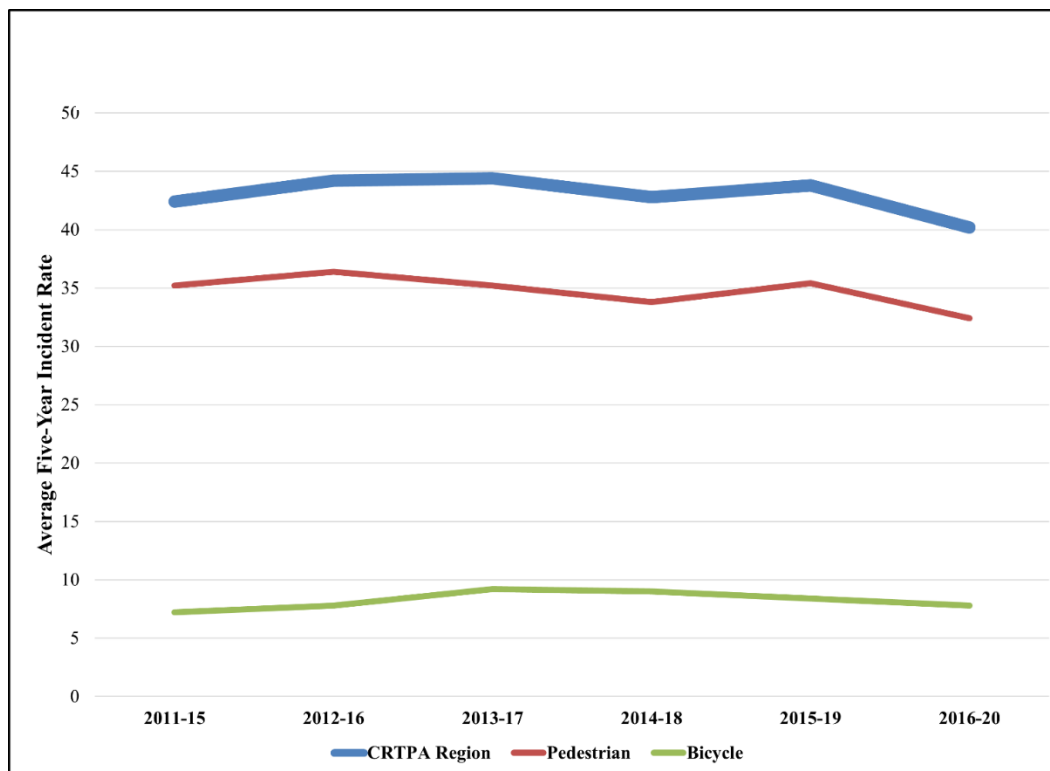
In reviewing the Non-Motorized (bicycle and pedestrian) safety data, specifically, “Fatalities (within 30 days)” and “Serious Injuries,” there is a significant difference between the two modes, fatalities and serious injuries, and the counties in the CRTPA region. By grouping the bicycle and pedestrian data, the results are skewed due to pedestrian serious fatalities and serious crashes being much higher than the bike data. Therefore, CRTPA staff reviewed the data to understand the bikes versus motorized vehicles, pedestrian versus motorized vehicles, and the factors that contributed to crashes.

TPM Bike and Pedestrian Data

The initial information (combined Bicycle and Pedestrian Fatalities and Serious Injuries) reported to the CRTPA for non-motorized transportation is shown as the “blue” line in **Chart 1**. The “red” line represents the pedestrian data and the “green” line bicycle data. The red and green lines were added by CRTPA to show how these two modes combine to be represented by the blue line. Anyone

reviewing this data, as it was provided, could assume, for example, that the bicycle crash rate is horrible in the region based upon the location of the blue line being at 42.4 in 2011-2015. However, the actual bike rate is 7.2. While anything above “0” is not what we are striving to accomplish, the difference between 42.4 and 7.2 is significant and does not represent what is occurring in the region from a bicycle perspective. For this reason, CRTPA staff has separated the Bicycle and Pedestrian modes with further subdivision between Fatalities and Serious Injuries.

Chart 1 - Combined TPM Rates



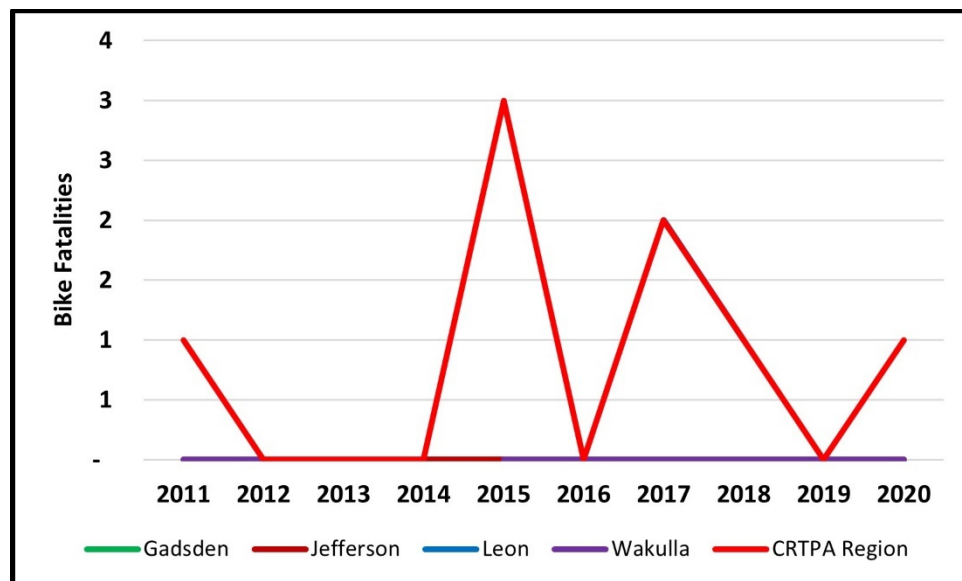
Time Periods

Staff evaluated the entire data set from 2011–2020 to determine any trends. For more specific data relating to the TPM, the 2016–2020 data set was utilized. The 2016–2020 time period is not generated by the FDOT in the TPM report, it is generated by CRTPA staff using the 2020 data from Signal 4 Analytics. The time period for the reporting of the data will be noted in the discussion.

Bicycle Fatalities

All the bicycle fatalities that have occurred in the CRTPA Region happened in Leon County. Given the population, density and opportunities available for bicycle use in Leon County there would be a natural expectation to have a higher rate than other counties for all bicycle and pedestrian data. In total (2011-2020) there were eight (8) fatalities, with four (4) occurring in the 2016-2020 time period. The Bicycle Fatalities from 2011-2020 is shown as **Chart 2** and detailed in **Table 1**. It should be noted that in early 2021 there was a bicycle fatality in Wakulla County.

Chart 2 – CRTPA Region Bicycle Fatality By County and Region



Contributing Factors to Bicycle Fatalities

The contributing factors by bicyclists to these fatalities included not being visible, improper turning/merging, in the roadway improperly, failing to yield right of way, and failure to obey traffic signs, signals or officers. This is the only area of fatalities and serious injuries where only one group contributed to these incidents. It should be noted that there is one fatality where the contributing factors are unknown.

Alcohol and Drugs

Alcohol and drugs contributed to three (3) of the bicycle fatalities (2011-2020) and one (1) in the 2016-2020 time period.

Table 1 - Bicycle Fatalities by County and Region

Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	-	-	-	-	-	-	-	-	-	-
Jefferson	-	-	-	-	-	-	-	-	-	-
Leon	1				3		2	1		1
Wakulla	-	-	-		-	-	-	-	-	-
CRTPA Region	1	-	-	-	3	-	2	1	-	1

Other Factors

These factors include Time of Day (**Chart 3**), Lighting (**Chart 4**), Age of Fatality or Seriously Injured (**Chart 5**) and Age of Driver (**Chart 6**). The “Time of Day” factor can help identify locations that have higher incident locations at high user times to potentially add safety improvements to those areas. Lighting is always an issue that may need to be improved in locations for all users. Pinpointing locations for these improvements are key to reducing conflicts. The ages of the bike, pedestrian or vehicle operator can point to educational safety improvements such as Public Service Announcements, signage, or intersection at key locations.

Maps of Bicycle Fatalities

Maps can be found using the links below. It should be noted that there was a bike Fatality at the end of 2020 that has not been updated to the maps and therefore is not included.

[2017 Bike Fatalities](#)

[2018 Bike Fatalities](#)

[Combined Fatalities Map](#)

Chart 3 – Bike Fatalities By Time of Day (2011-2020)

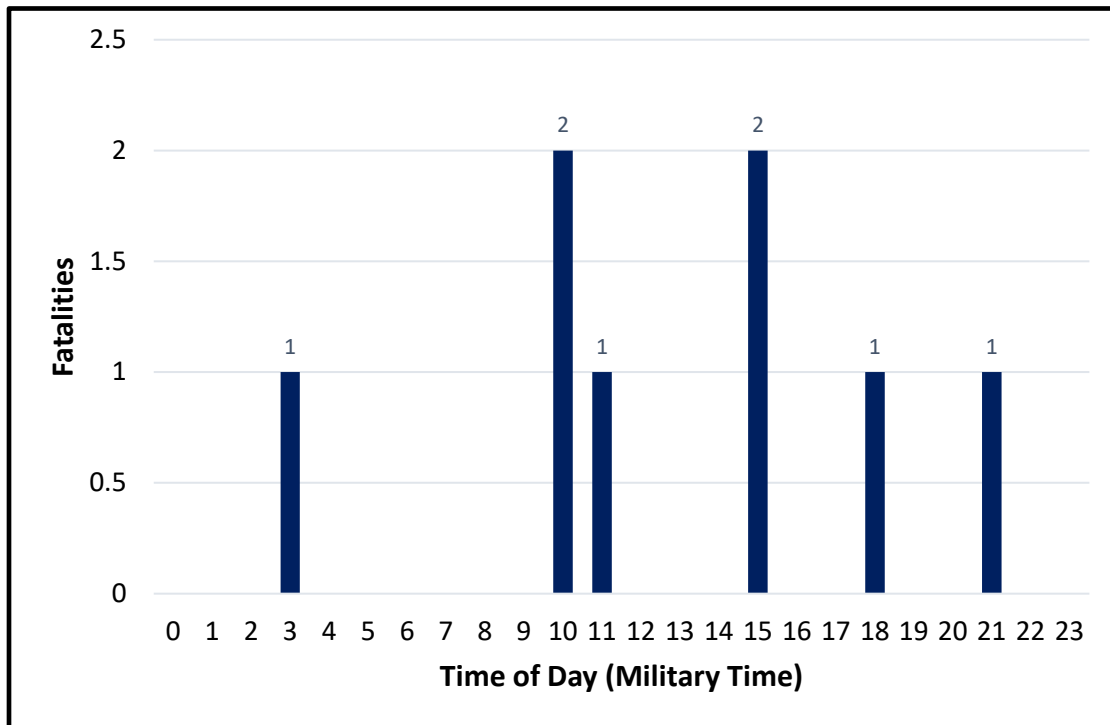


Chart 4 - Bike Fatalities By Lighting Conditions (2011-2020)

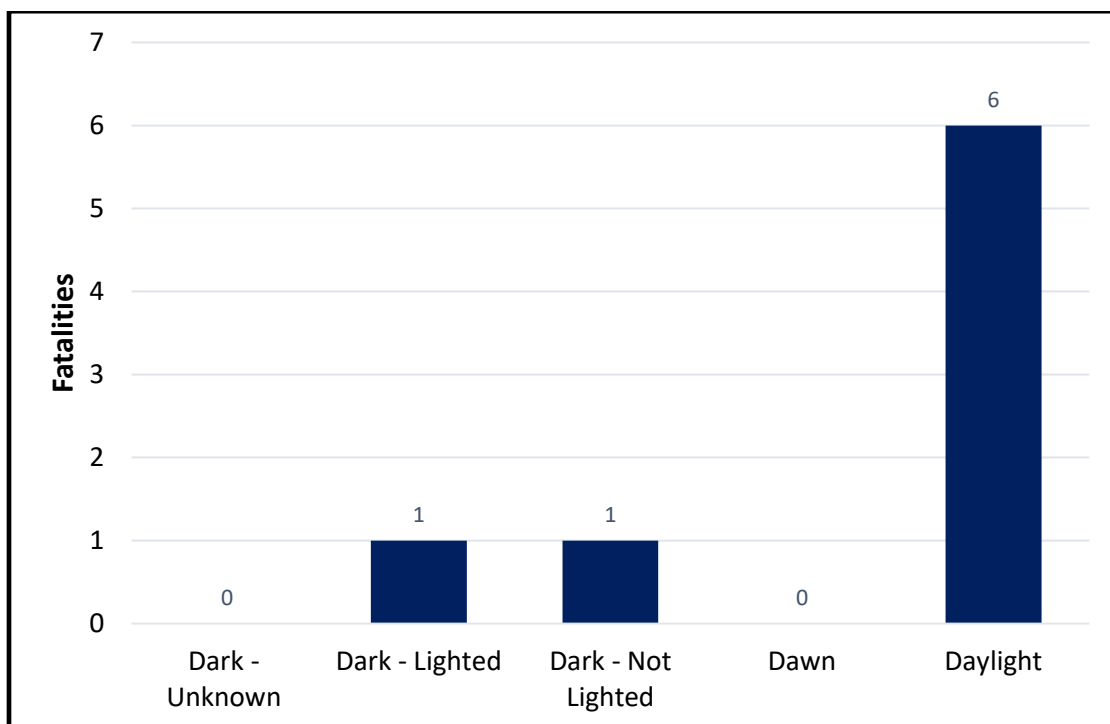


Chart 5 - Bike Fatalities By Age (2011-2020)

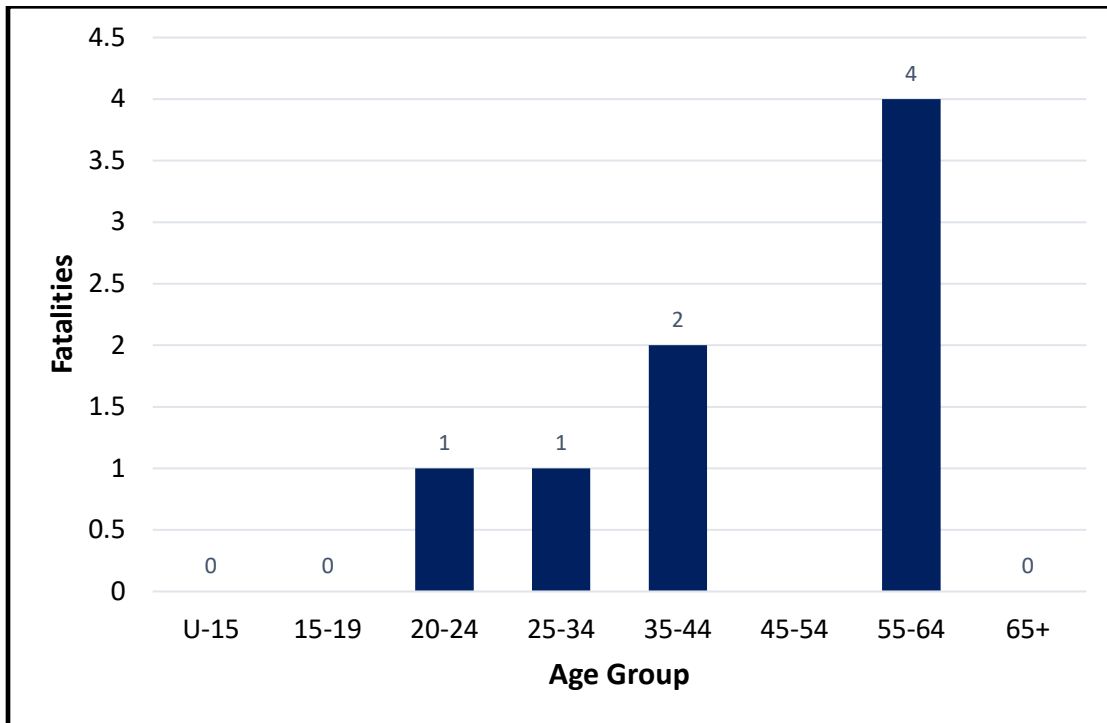
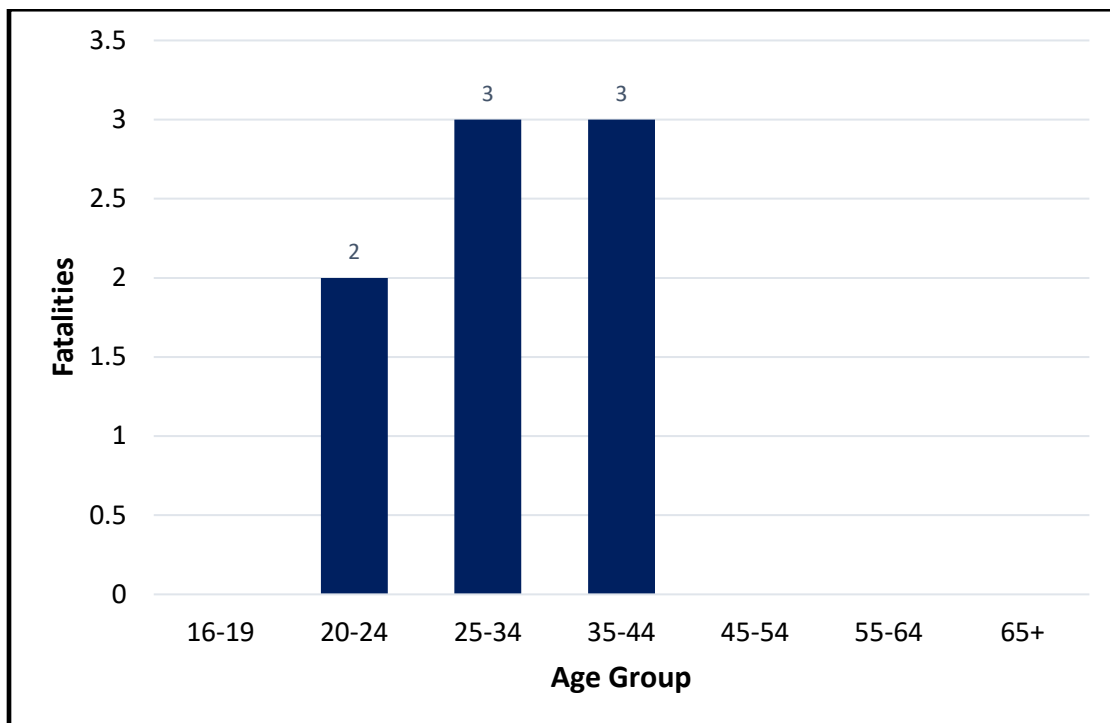


Chart 6 - Bike Fatalities By Driver Age 2011-2020



Bicycle Serious Injuries

There were fifty-seven (57) bicycle serious injuries throughout the region in the 2011-2020 period. In the 2016-2020 period there were thirty-two (32) occurrences that were limited to Leon County (31) and Wakulla County (2). The Bicycle Serious Injuries from 2011-2020 is shown as **Chart 7** and detailed in **Table 2**.

Contributing Factors to Bicycle Serious Injuries

The contributing factors by bicyclists to serious injuries include failure to yield right of way (7 times), riding the wrong way (6 times) and not being visible (5 times). In some instances, multiple factors were identified as contributing to the incident. The contributing factors by drivers included failure to yield right of way (10 times) and operating the vehicle in a careless or negligent manner.

Alcohol

There were three (3) instances, between 2011 and 2020, where the **bicyclist** had an alcohol level over the legal limit. There were no instances of the **driver** being intoxicated.

Distracted Driving

In between 2011 and 2020, there was one (1) instance that a **bicyclist** was distracted and contributed to the incident while distracted driving was a contributing factor seven (7) times by **drivers**.

Hit and Run/Unknown

There was one (2) instance where the bicyclist was a hit and run victim, and four (4) instances where it was unknown what contributed to the incident involving the bicyclist.

Chart 7 – Bicycle Serious Injury Rates

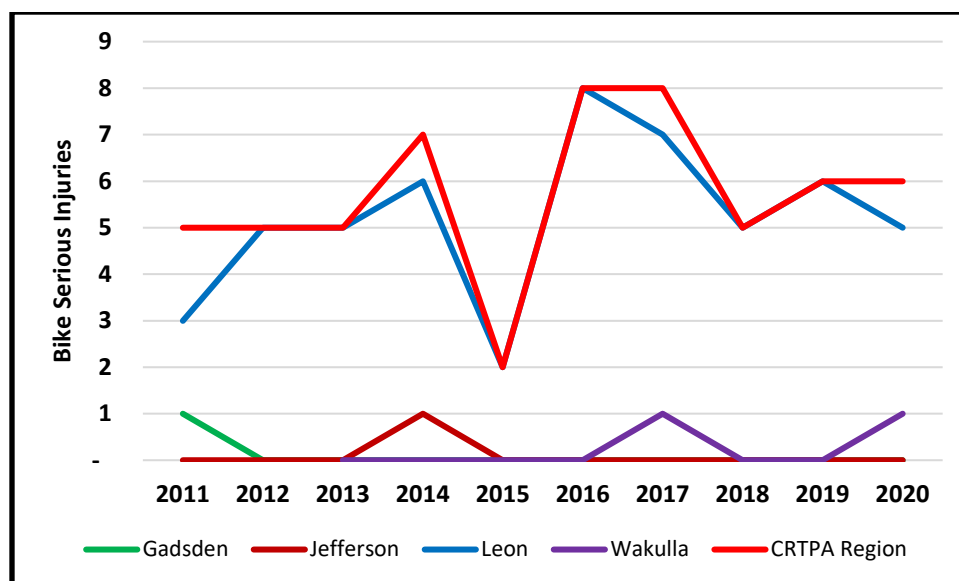


Table 2 - Bicycle Serious Injuries by County and Region

Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	1	-	-	-	-	-	-	-	-	-
Jefferson	-	-	-	1	-	-	-	-	-	-
Leon	3	5	5	6	2	8	6	5	7	5
Wakulla	1		-	-	-	-	1	-	-	1
CRTPA Region	5	5	5	7	2	8	7	5	7	6

Other Factors

These factors include Time of Day (**Chart 8**), Lighting (**Chart 9**), Age of Fatality or Seriously Injured (**Chart 10**) and Age of Driver (**Chart 11**). The Age of Driver category does not equal 57 (the number of serious bike injuries, because of 4 unknown drivers.

Maps of Bicycle Serious Injuries

Maps can be found using the links below.

[2016 Bike Serious Injuries](#)

[2017 Bike Serious Injuries](#)

[2018 Bike Serious Injuries](#)

[2019 Bike Serious Injuries](#)

[2020 Bike Serious Injuries](#)

[Combined Bike Serious Injuries](#)

[Inset Bike Serious Injuries](#)

Chart 8 - Bike Serious Injuries By Time of Day (2011-2020)

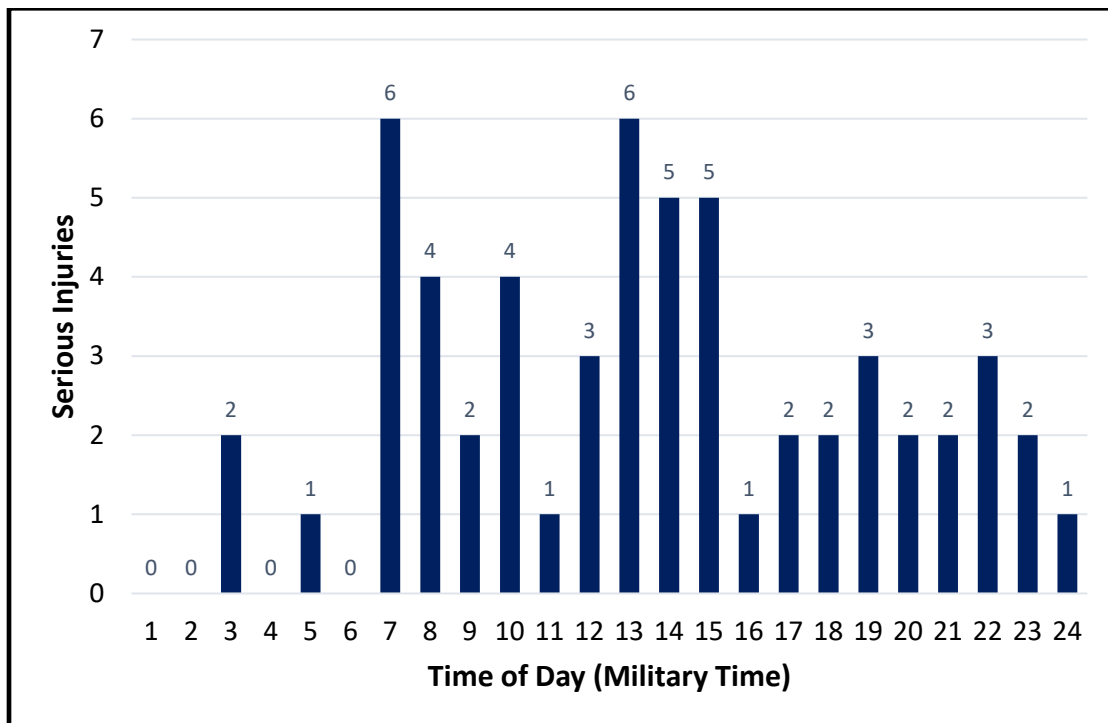


Chart 9 - Bike Serious Injuries By Lighting Conditions (2011-2020)

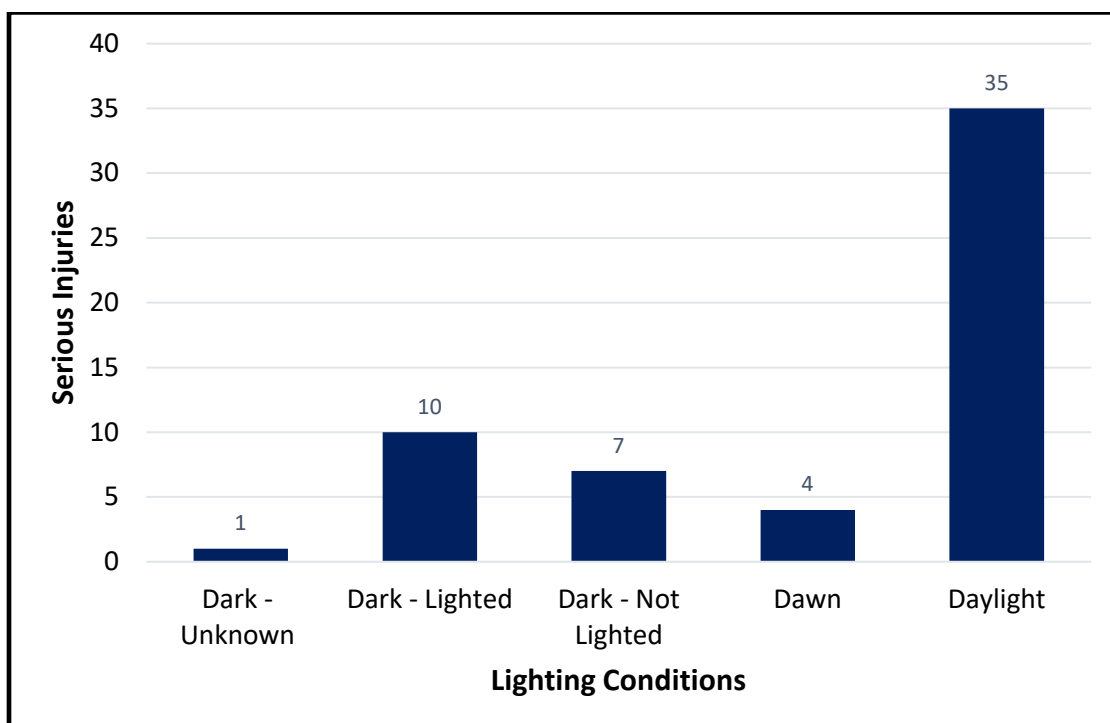


Chart 10 – Bike Serious Injuries by Age (2011-2020)

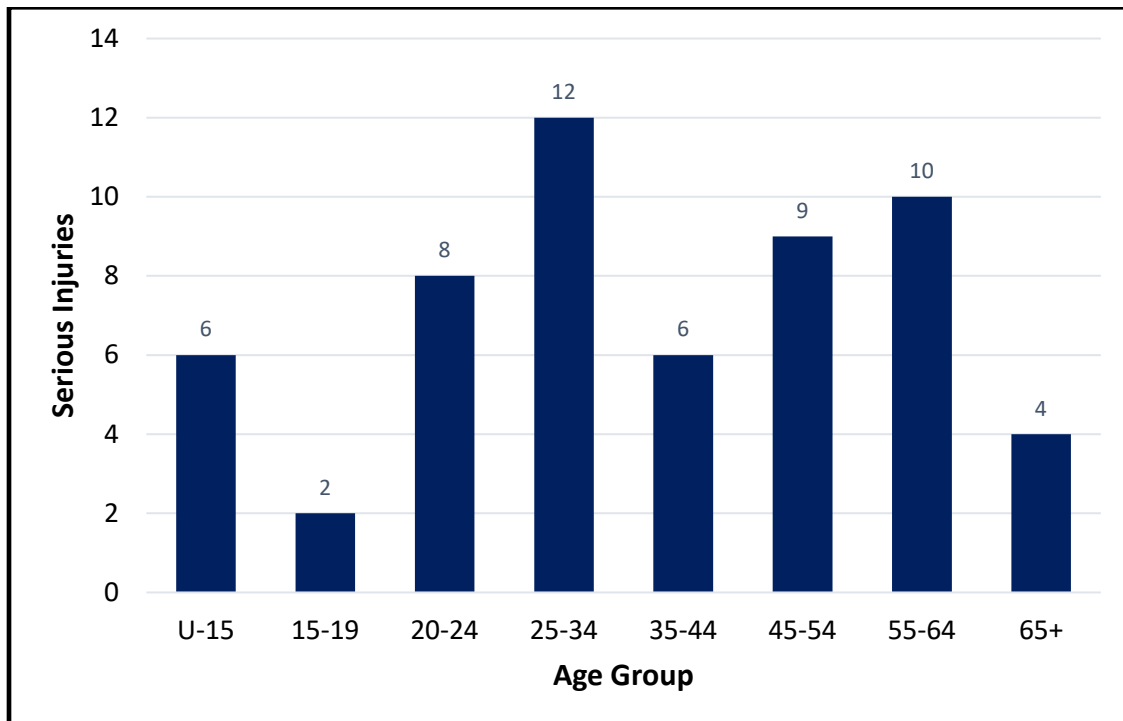
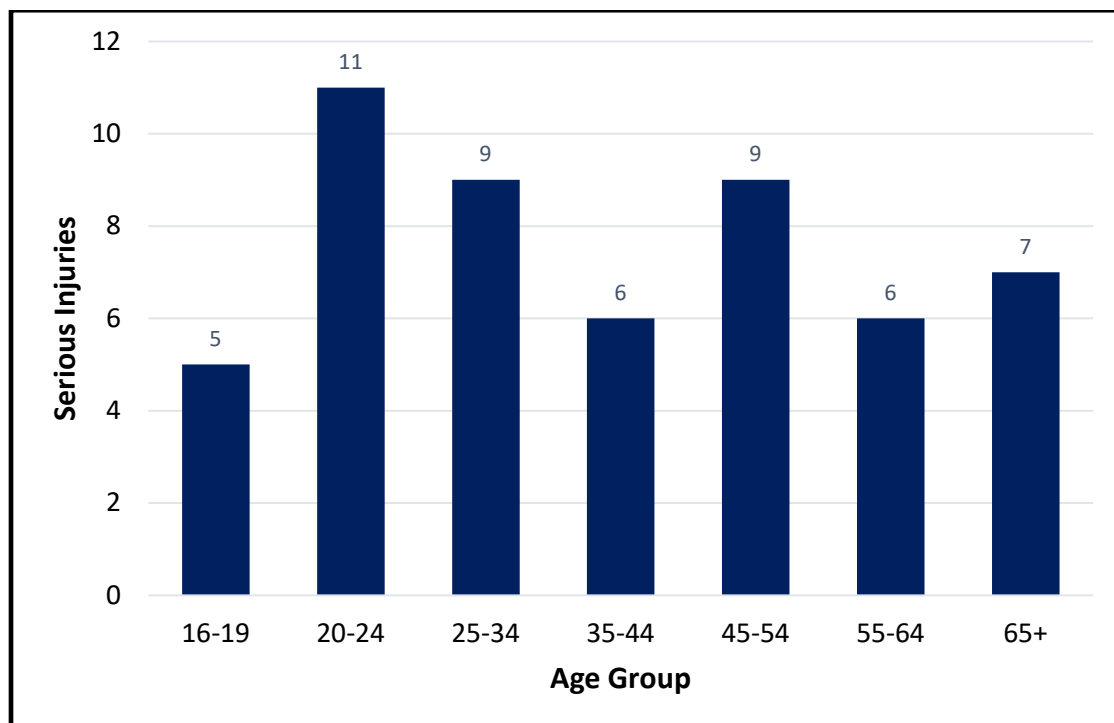


Chart 11 - Bike Serious Injuries By Driver Age (2011-2020)



Pedestrian Fatalities

In total, there were ninety-two (92) pedestrians killed in the 2011-2020 period with fifty-three (53) occurring between 2016 and 2020. The Pedestrian Fatalities from 2011-2020 is shown as **Chart 12** and detailed in **Table 3**.

Contributing Factors to Pedestrian Fatalities

The contributing factors by pedestrians to fatalities (2011-2020) includes being in the roadway improperly (34 times), not being visible (14 times), failure to yield right of way (12 times) and dashing/darting (11 times). The contributing factors by drivers included operating the vehicle in a careless or negligent manner (7 times), failure to stay in proper lane (7 times) and ran off the road (4 times).

Alcohol and Drugs

The single largest contributor to pedestrian fatalities was alcohol and drugs, or both. **Pedestrians** contributed (2011-2020) to nine (9) incidents due to alcohol and thirteen (13) to drugs. **Drivers** contributed one time (1) via alcohol and five (5) times due to drugs. There was even one instance where both the pedestrian and driver had alcohol and drugs in their systems.

Distracted Driving

There was only one (1) instance in the 2011-2020 period where the **Driver** was distracted driving.

Hit and Run/Unknown

In addition to the other factors, there were seven (7) hit and runs and four (4) unknown instances of the pedestrian being killed. In three (3) of the “hit and run” crashes, the driver was later identified.

Other Factors

These factors include Time of Day (**Chart 13**), Lighting (**Chart 14**), Age of Fatality or Seriously Injured (**Chart 15**) and Age of Driver (**Chart 16**). The Age of Driver category does not equal 92 (the number of pedestrians killed, because of 4 unknown drivers).

Maps of Pedestrian Fatalities

Maps can be found using the links below.

[2016 Pedestrian Fatalities](#)

[2017 Pedestrian Fatalities](#)

[2018 Pedestrian Fatalities](#)

[2019 Pedestrian Fatalities](#)

[2020 Pedestrian Fatalities](#)

[Combined Pedestrian Fatalities](#)

[Inset Pedestrian Fatalities](#)

Chart 12 – Pedestrian Fatalities By County and Region

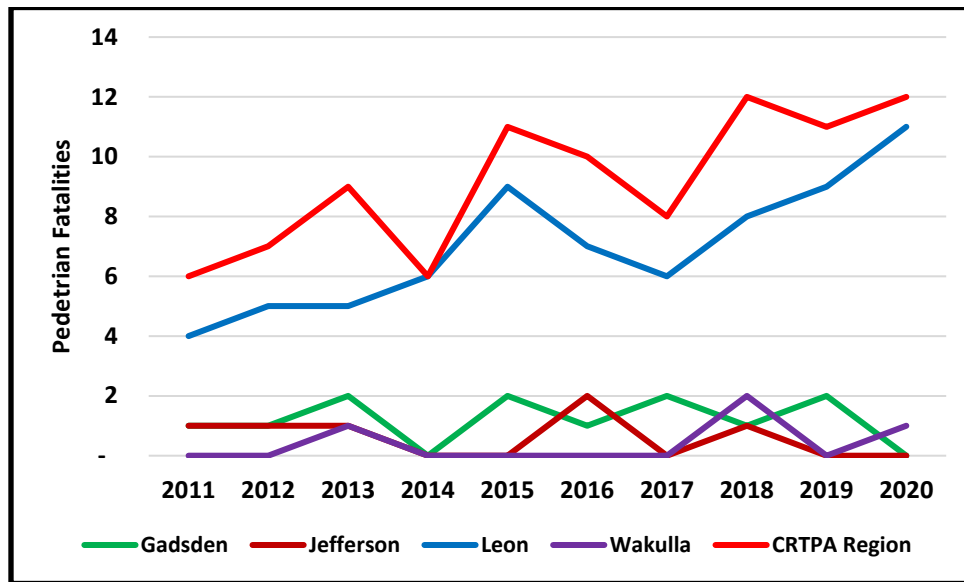


Table 3 - Pedestrian Fatalities by County and Region

Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	1	1	2	-	2	1	2	1	2	-
Jefferson	1	1	1	-	-	2	-	1	-	-
Leon	4	5	5	6	9	7	6	8	9	11
Wakulla	-	-	1	-	-	-	-	2	-	1
CRTPA Region	6	7	9	6	11	10	8	12	11	12

Chart 13 - Pedestrian Fatalities By Time of Day (2011-2020)

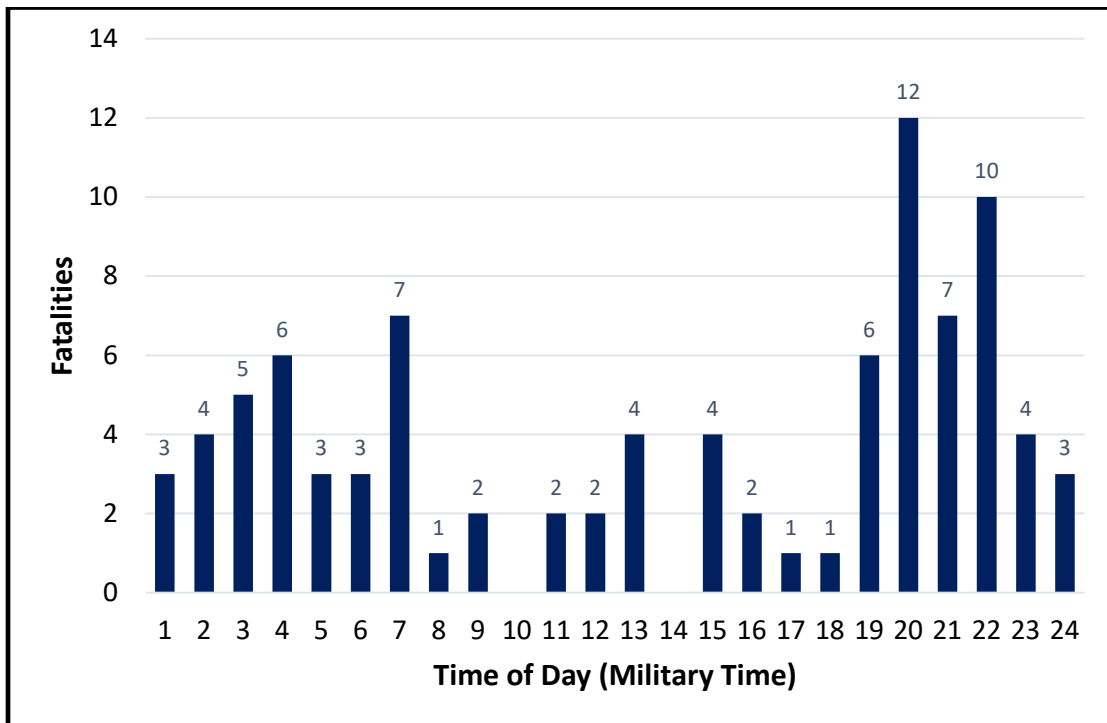


Chart 14 - Pedestrian Fatalities By Lighting Conditions (2011-2020)

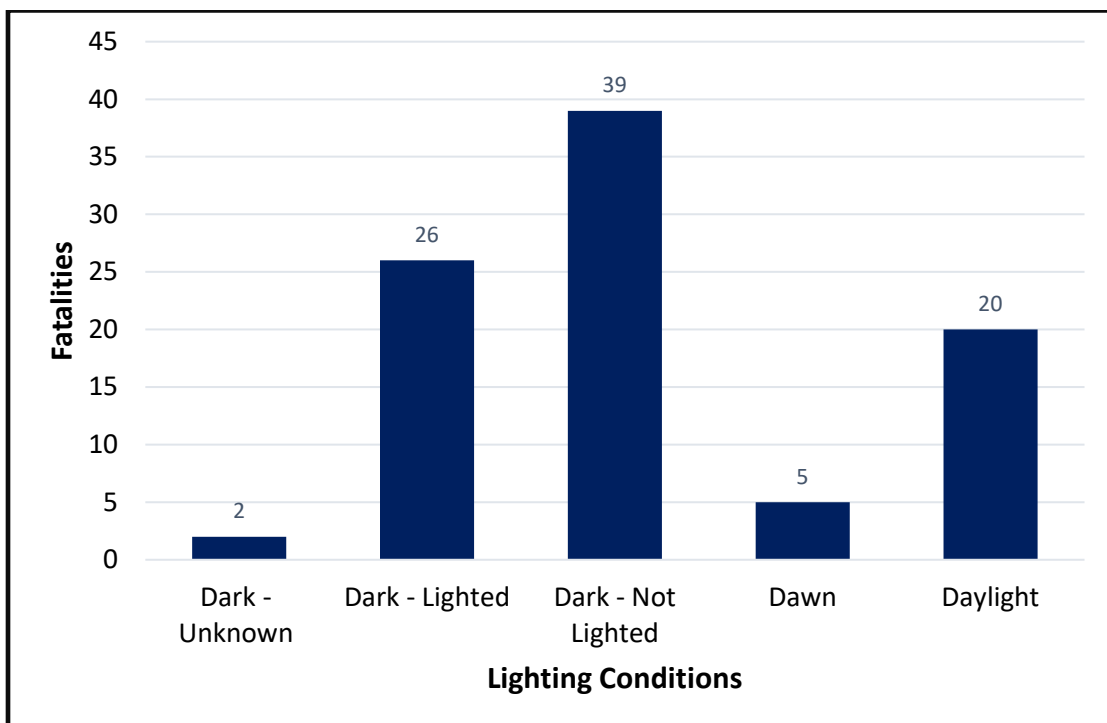


Chart 15 - Pedestrian Fatalities By Age (2011-2020)

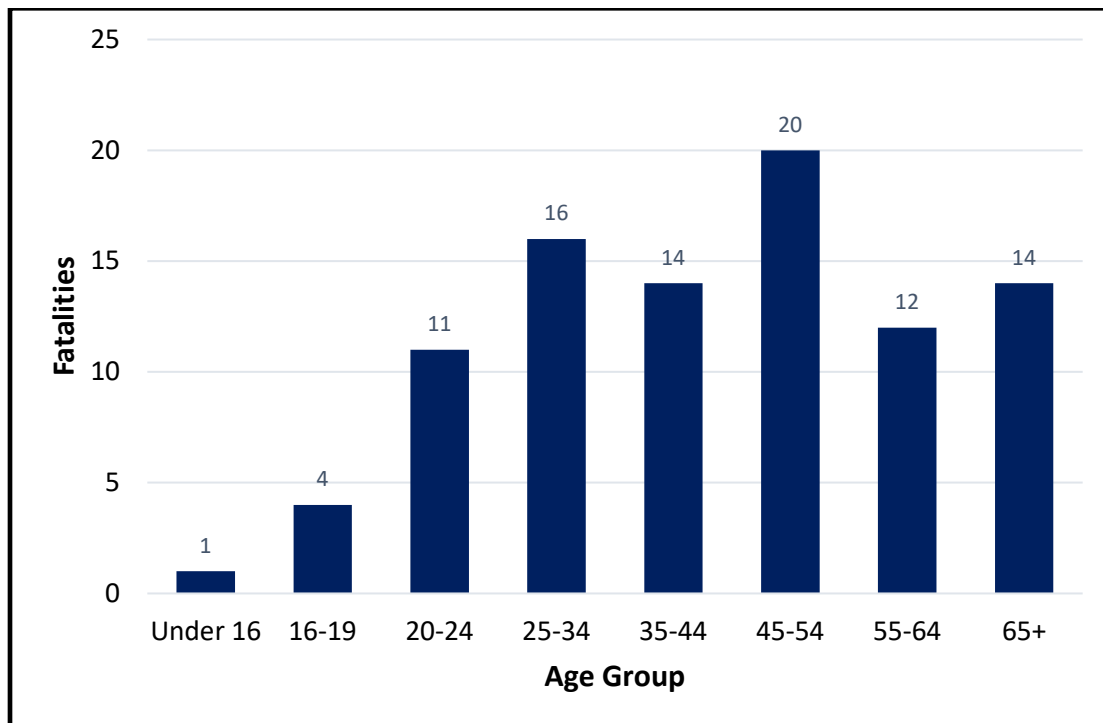
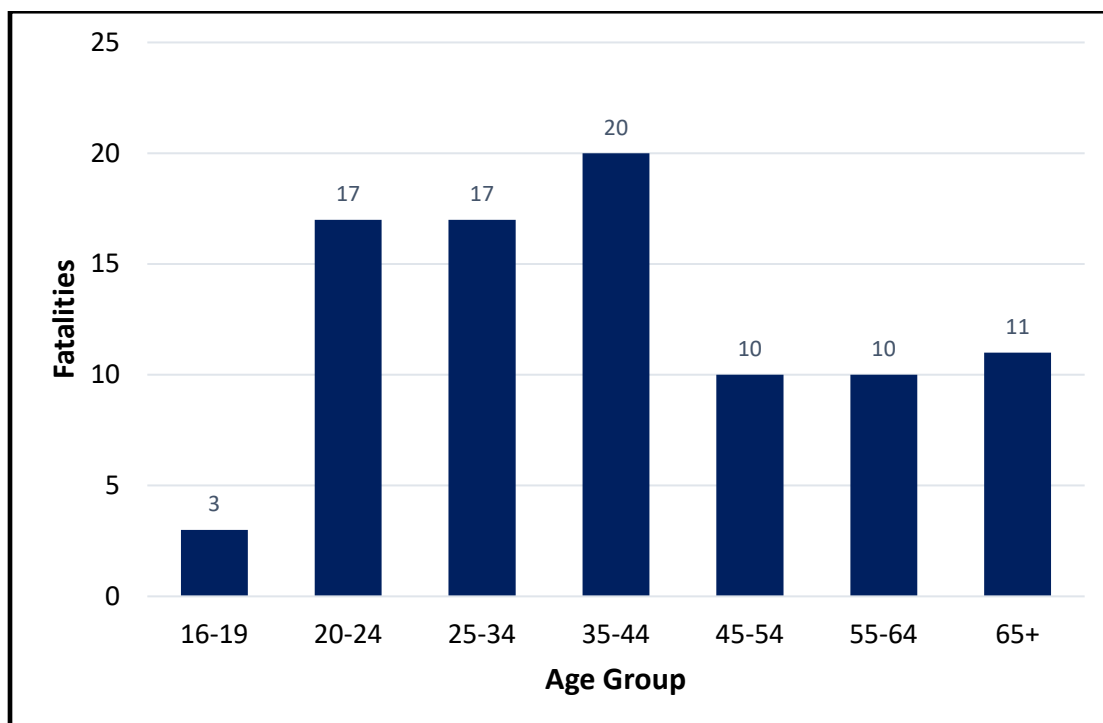


Chart 16 - Pedestrian Fatalities By Driver Age (2011-2020)



Pedestrian Serious Injuries

In total, there were 196 pedestrians seriously injured in the 2011-2020 period with 105 occurring between 2016 and 2020. The Pedestrian Serious Injuries is shown as **Chart 17** and detailed in **Table 4**.

Contributing Factors to Pedestrian Serious Injuries

The contributing factors by pedestrians to serious injuries (2011-2020) included dashing and darting (37 times), being in the roadway improperly (35 times), and failure to yield right of way (23 times). The contributing factors by drivers included operating the vehicle in a careless or negligent manner (28 times) and failure to yield right of way (10 times).

Alcohol and Drugs

The single largest contributor to pedestrian serious injuries was alcohol and drugs, or both.

Pedestrians contributed (2011-2020) to thirty-three (33) incidents due to alcohol and seven (7) to drugs. **Drivers** contributed three (3) times to crashes due to alcohol use.

Distracted Driving

There were nine (9) instances in the 2011-2020 period where the **Driver** was distracted driving.

Hit and Run/Unknown

In addition to the other factors, there were fifteen (18) hit and runs and twenty-five (15) unknown instances of the pedestrian being seriously injured.

Chart 17 – Pedestrian Serious Injury By County and Region

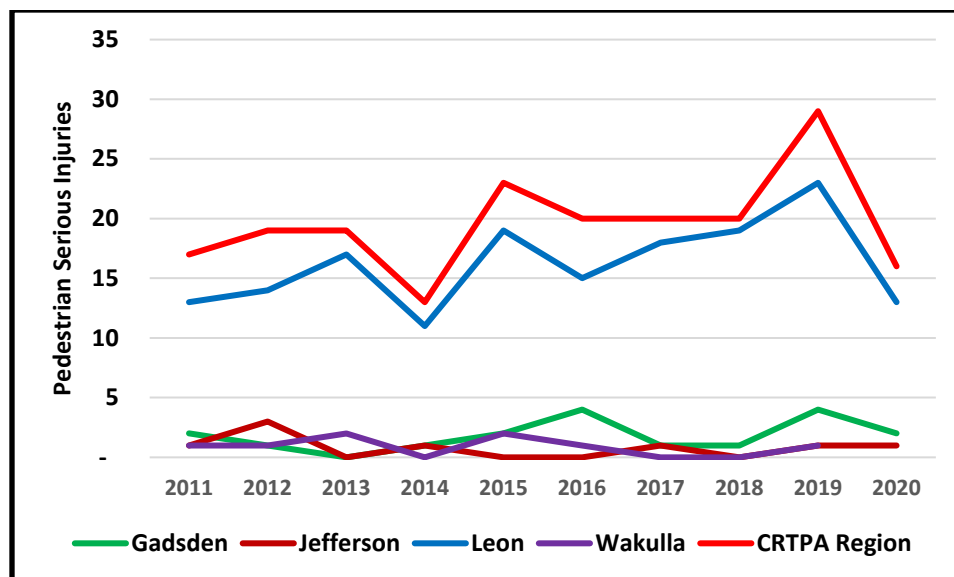


Table 4 - Pedestrian Serious Injuries by County and Region

Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Gadsden	2	1	-	1	2	4	1	1	4	2
Jefferson	1	3	-	1	-	-	1	-	1	1
Leon	13	14	17	11	19	15	18	19	23	13
Wakulla	1	1	2	-	2	1	-	-	1	
CRTPA Region	17	19	19	13	23	20	20	20	29	16

Other Factors

These factors include Time of Day (**Chart 18**), Lighting (**Chart 19**), Age of Fatality or Seriously Injured (**Chart 20**) and Age of Driver (**Chart 21**).

Records from Gadsden, Jefferson and Wakulla

There were six (6) incidents that did not have detailed information regarding the age of the driver or contributing factors to the crashes. Therefore, the basic details of the incidents were incorporated into the data.

Maps of Pedestrian Serious Injuries

Maps can be found using the links below.

[2016 Pedestrian Serious Injuries](#)

[2017 Pedestrian Serious Injuries](#)

[2018 Pedestrian Serious Injuries](#)

[2019 Pedestrian Serious Injuries](#)

[2020 Pedestrian Serious Injuries](#)

[Combined Pedestrian Serious Injuries](#)

[Inset Pedestrian Serious Injuries](#)

Chart 18 - Pedestrian Serious Injuries By Time of Day (2011-2020)

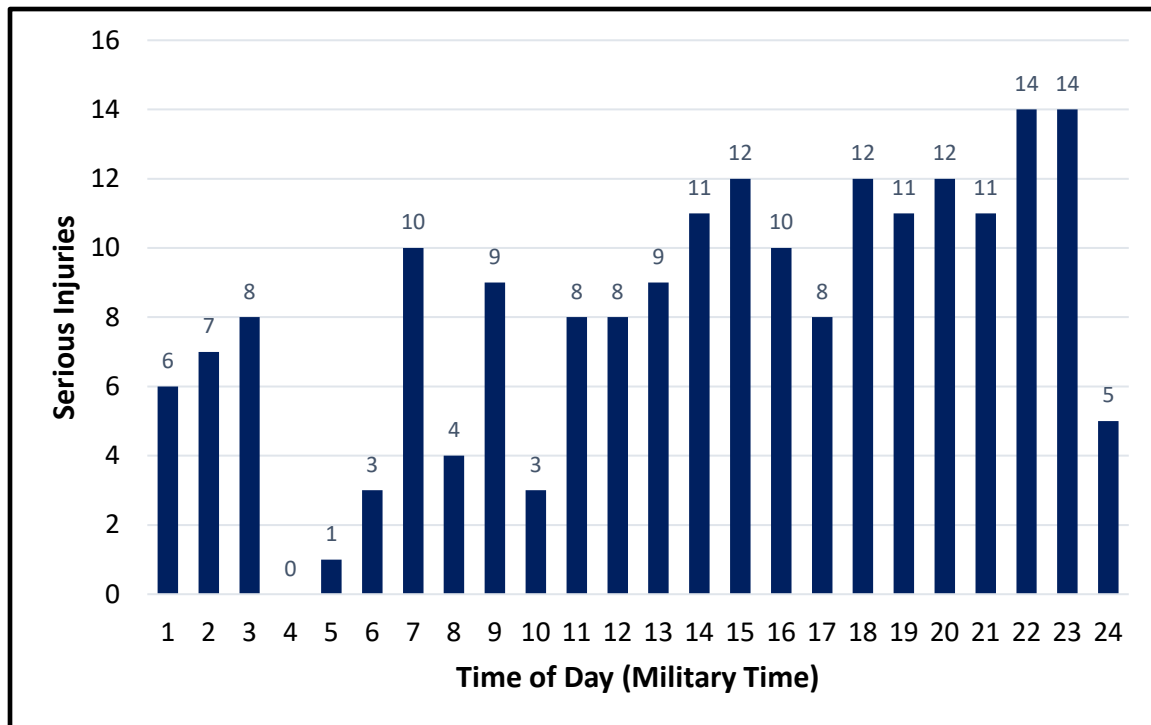


Chart 19 - Pedestrian Serious Injuries By Lighting Conditions (2011-2020)

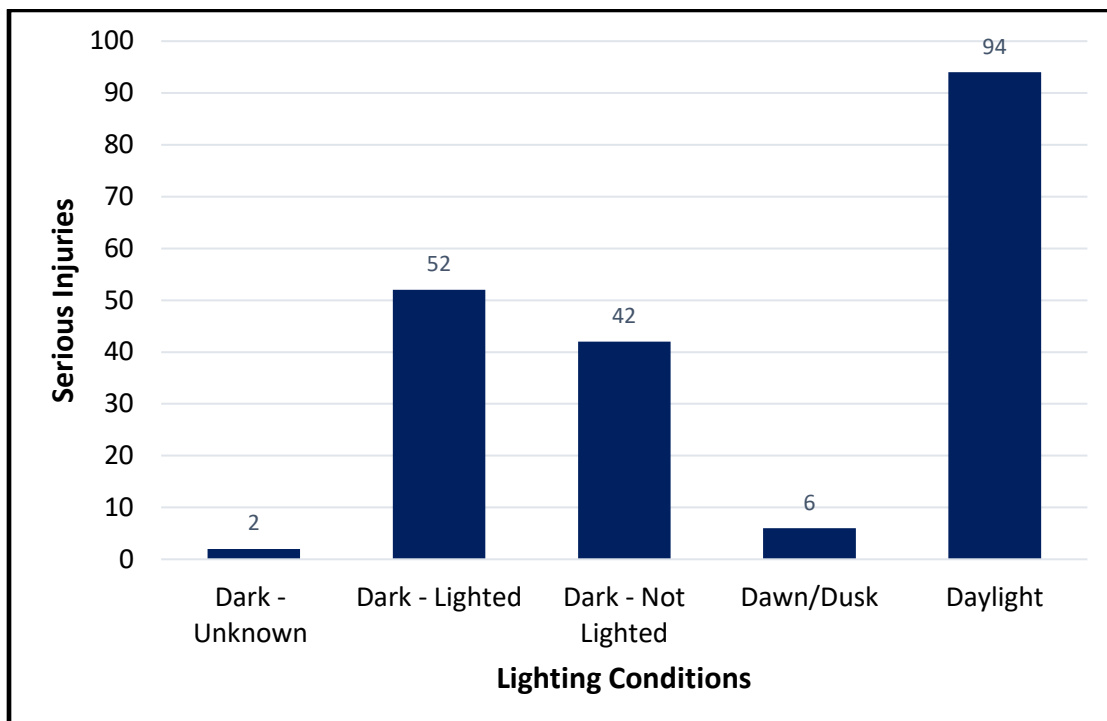


Chart 20 - Pedestrian Serious Injuries By Age (2011-2020)

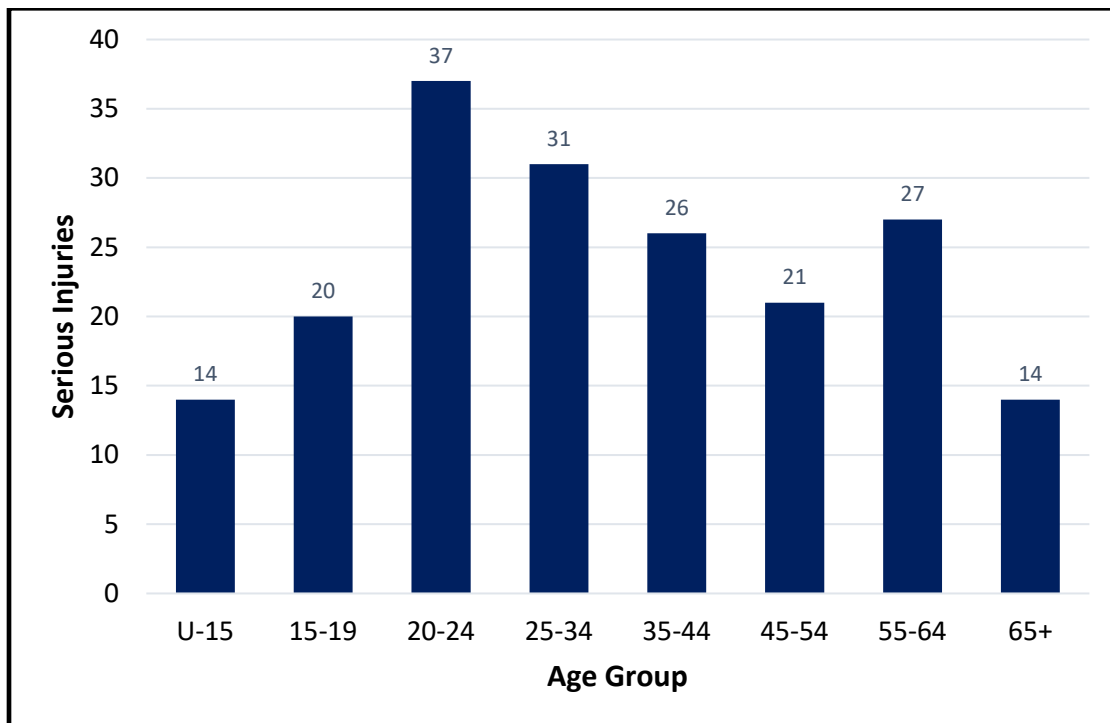
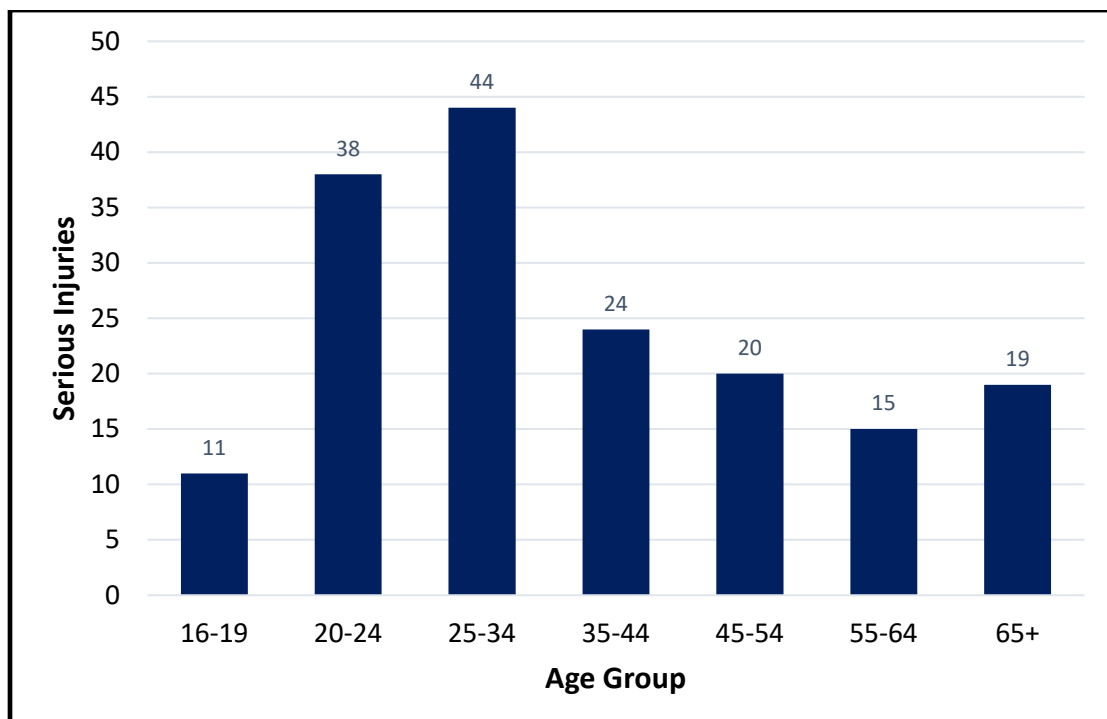


Chart 21 - Pedestrian Serious Injuries By Driver Age (2011-2020)



NEXT STEPS

Having the data to identify potential safety issues is step one in a process to begin making improvements to address bicycle and pedestrian safety problems. There are multiple approaches that CRTPA will take to identify and develop a series of projects that will begin to provide a safer bike and pedestrian environment. These approaches include the identification of high incident locations (which are potentially corridor review than spot specific), develop projects for the General Planning Consultants to evaluate the locations, incorporate projects into the Congestion Management Plan for consideration, and create a safety plan. Additionally, CRTPA staff will be reviewing the recently completed Pedestrian and Bicycle Safety High Visibility Education and Enforcement Campaign (performed by the Tallahassee Police Department) to determine the effectiveness of the program and the potential to continue the effort.



June 1, 2021

COMMITTEE AGENDA 6 A

2021 FUTURE COMMITTEE MEETINGS CALENDAR

2021 Meeting Dates	TAC Time	CMAC Time
September 7	9 AM – 11 AM	11:30 AM -1:30 PM
October 5	9 AM – 11 AM	11:30 AM -1:30 PM
November 2	9 AM – 11 AM	11:30 AM -1:30 PM
December 7	9 AM – 11 AM	11:30 AM -1:30 PM