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

TECHNICAL ADVISORY COMMITTEE

9:00 AM – 11:00 AM
2nd Floor Conference Room

Renaissance Building
435 N Macomb Street
Tallahassee, Fl. 32301

February 6, 2018

1. AGENDA MODIFICATIONS

2. CONSENT

A. TAC Minutes

The minutes of the January 9, 2018, TAC meeting have been prepared for committee review and approval.

Recommended Action: ***Recommend approval of the January 9, 2018 TAC Meeting Minutes.***

B. Fiscal Year (FY) 2018 – FY 2022 Transportation Improvement Program (TIP) Amendment

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

- CR 159 over Attapulgus Creek Bridge No. 500033 (Project #4286241): Add funding for the construction of a new bridge (Gadsden County)

- SR 61 (Crawfordville Rd (US 319) from Shelfer Rd to SR 61A Gaile Ave/Ridge Rd (Project #4395762): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County)

- SR 363 (Adams St) from Paul Russell Rd to FAMU Way (Project #4395782): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County)

- SR 371 (Lake Bradford Rd) from Levy Ave to Jackson Bluff Rd (Project #4395802): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County)

Recommended Action: ***For TAC recommendation of approval.***

C. Draft CRTPA Public Involvement Plan Update

CRTPA staff has updated the Public Involvement Process Plan for CRTPA review and adoption. The document will be provided to the CRTPA Board for final adoption at its February 20, 2018 Board Meeting.

Recommended Action: ***For TAC recommendation of approval.***

D. CRTPA Safety Targets and Performance Measures

CRTPA staff has drafted proposed safety targets and performance measures to adopt for the CRTPA area as required by the Federal Highway Administration (FHWA). The final adoption of the safety targets and performance measures is scheduled for the February 20, 2018 Meeting of the CRTPA Board.

Recommended Action: ***For TAC recommendation of approval.***

3. PRESENTATIONS/DISCUSSION/ACTION

A. Midtown Plan Study

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

Recommended Action: For committee action.

4. OPEN FORUM FOR PUBLIC COMMENT

Citizens are invited to address the committee.

5. INFORMATION

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

February 6, 2018

COMMITTEE AGENDA ITEM 2 A

MINUTES

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The January 9, 2018 Minutes of the Technical Advisory Committee (TAC) has been attached for review and approval.

RECOMMENDED ACTION

Option 1: Approve the January 9, 2018 Minutes of the TAC.

ATTACHMENTS

Attachment 1 : January 9, 2018 TAC Minutes

ATTACHMENT 1

Meeting Minutes

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

TECHNICAL ADVISORY COMMITTEE

11:30 AM – 1:30 PM,
2nd Floor – Florida Room

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

January 9, 2018

TAC Attendance: Allen Secreast, Ryan Guffey, Melissa Corbett, Chris Muehlemann, Autumn Calder, Cherie Bryant, Andrea Rosser, Heather Whitmore, Jeff Horton, Steve Shafer,

CMAC Attendance: Hans vanTol, JR Harding

Other: Greg Slay, Jack Kostrzewa, Greg Burke, Lynn Barr, Yulonda Mitchell, Suzanne Lex, Megan Doherty

1. **AGENDA MODIFICATIONS** -- NONE

2. CONSENT

A. TAC Minutes

The minutes of the November 7, 2017 committee meetings were provided for committee review and approval.

***TAC Action*:** The TAC passed a motion to approve their minutes unanimously with a quorum present. Mr. Steve Shafer provided the motion which was seconded by Mr. Jeff Horton.

***CMAC Action*:** Due to the lack of a quorum, the CMAC Minutes were tabled until the February Meeting.

3. PRESENTATIONS/DISCUSSION/ACTION

A. Fiscal Year (FY) 2018 – FY 2022 Transportation Improvement Program (TIP) Amendment

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

- US 319 (Woodville Highway/SR 363 to Ramp to Westbound Interstate 10) (Project #4395772): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County).

***TAC Action*:** Mr. Ryan Guffey provided a motion to approve the TIP Amendment which was seconded by Mr. Artie White. The motion passed unanimously with a quorum present.

CMAC Action: Due to the lack of a quorum, the CMAC did not vote on this item.

B. Transportation Alternatives (TA) Subcommittee Volunteers

CRTPA staff expressed a need for volunteers to serve on the TA subcommittee once again to review and recommend a ranking of the CRTPA's TA applications.

***TAC Action*:** The following volunteered to serve from the TAC:
Mr. Ryan Guffey, Mr. Chris Muehlemann, Mr. Allen Secreast, Ms. Melissa Corbett

CMAC Action: The following members volunteered to serve from the CMAC:
Mr. Hans van Tol

C. CRTPA Safety Targets and Performance Measures

CRTPA staff has drafted proposed safety targets and performance measures to adopt for the CRTPA area as required by the Federal Highway Administration (FHWA). The final adoption of the safety targets and performance measures was relayed as scheduled for the February 20, 2018 Meeting of the CRTPA Board.

***TAC Action*:** No committee action was taken.

***CMAC Action*:** No committee action was taken.

D. Draft CRTPA Public Involvement Plan Update

CRTPA staff asked the committees to review the document and to bring any comments to the February committee meetings for consideration before final adoption by the CRTPA Board at its February 20, 2018 Board Meeting. CRTPA staff also shared with the committees that a public meeting for the PIPP would be held on January 24th in the Tallahassee Room of City Hall from 5 pm – 7 pm.

TAC members provided a comment that utilizing the Department of Neighborhood Affairs has been useful for them in sharing information to as many neighborhoods as possible, and that the CRTPA may want to consider adding that source to their e-mail notification list.

***TAC Action*: No formal action was taken.**

***CMAC Action*: No committee action was taken.**

4. OPEN FORUM FOR PUBLIC COMMENT

No citizens were present to speak.

5. INFORMATION

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

The meeting was adjourned at 12:25 PM.

February 6, 2018

COMMITTEE AGENDA ITEM 2 B

FISCAL YEAR 2018 – FISCAL YEAR 2022 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2018 – FY 2022 Transportation Improvement Program (TIP) to add the following projects:

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

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt a resolution amending the FY 2018 – FY 2022 Transportation Improvement Program to reflect the following:

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

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. Subsequent to adoption, the TIP is occasionally 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.

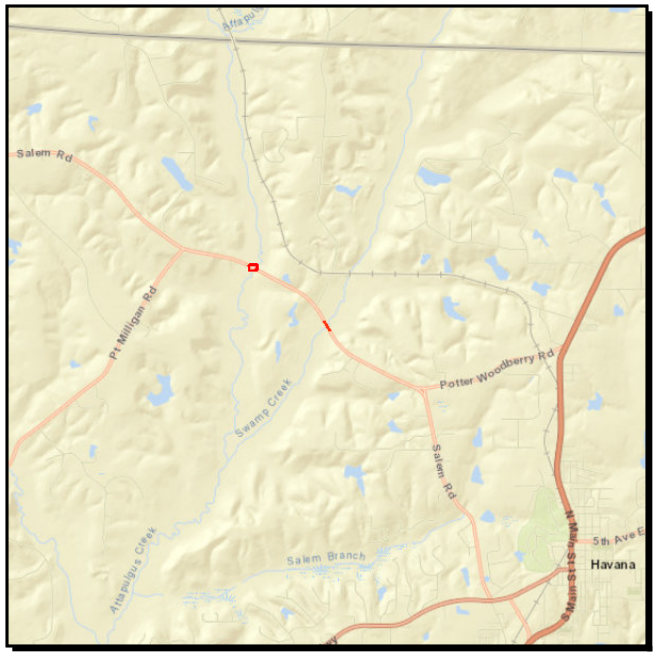
The CRTPA has been contacted by the Florida Department of Transportation to amend the current TIP to reflect the addition of funding for a bridge project in Gadsden County as well as three (3) lighting safety projects in Leon County. All of the projects are funded in FY 2018.

Subsequent to Board approval, the FY 2018 – FY 2022 TIP will be updated to reflect the project's addition.

ATTACHMENT

Attachment 1: TIP project pages

CR 159 OVER ATTAPULGUS CREEK BRIDGE NO. 500033



Project #: 4286241

Work Summary: BRIDGE REPLACEMENT **SIS?:** No

Lead Agency: Managed by FDOT **Length:** .241

County: Gadsden County **LRTP #:** 2040 RMP Maintenance (5.7)

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
ENV	ACSU	140,000	0	0	0	0	**140,000**
CST	ACBZ	4,506,569	0	0	0	0	**4,506,569**
ROW	BRTZ	3,539	0	0	0	0	**3,539**
ROW	ACBZ	72,327	0	0	0	0	**72,327**
PE	BRTZ	41,776	0	0	0	0	**41,776**
ENV	ACBZ	96,019	0	0	0	0	**96,019**
Total		**4,860,230**	**0**	**0**	**0**	**0**	**4,860,230**

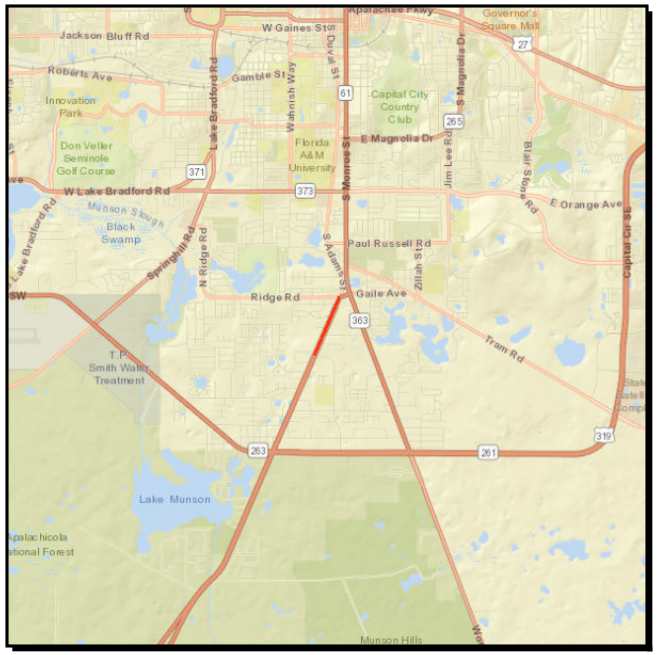
Prior Cost < 2017/18: 892,647

Future Cost > 2021/22: 0

Total Project Cost: 5,752,877

Project Description: Funds the replacement of a bridge over Attapulgus Creek. Additional funding for this project was added at the February 20, 2018 CRTPA meeting through an amendment to the TIP.

SR 61 (US 319) from Shelfer Rd to SR 61A Gaile Ave Ridge Rd



Project #:	4395762		
Work Summary:	LIGHTING	**SIS?:**	No
Lead Agency:	Managed by FDOT	**Length:**	0.6671 MI
County:	Leon County	**LRTP #:**	2040 RMP Maintenance (page 5.7)

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CST	RED	166,915	0	0	0	0	**166,915**
Total		**166,915**	**0**	**0**	**0**	**0**	**166,915**

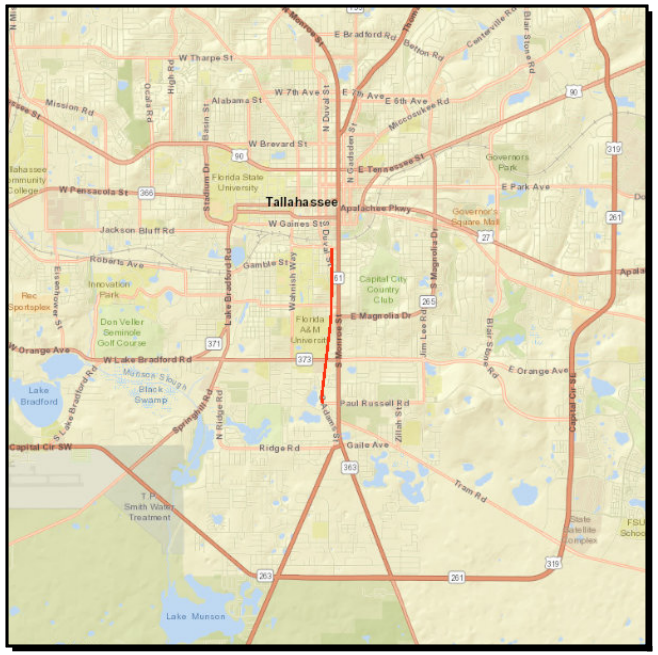
Prior Cost < 2017/18: 0

Future Cost > 2021/22: 0

Total Project Cost: 166,915

Project Description: This project was amended into the TIP at the February 20, 2018 CRTPA meeting and provides funding to add new roadway lighting at all existing signalized intersections.

SR 363 S Adams Street from SR 363 Paul Russell Rd to FAMU Way



Project #: 4395782

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

Lead Agency: Managed by FDOT **Length:** 1.817MI

County: Leon County **LRTP #:** 2040 RMP Maintenance (page 5.7)

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CST	RED	262,082	0	0	0	0	**262,082**
Total		**262,082**	**0**	**0**	**0**	**0**	**262,082**

Prior Cost < 2017/18: 0

Future Cost > 2021/22: 0

Total Project Cost: 262,082

Project Description: This project was amended into the TIP at the February 20, 2018 CRTPA meeting and provides funding to add new roadway lighting at all existing signalized intersections.

SR 371 Lake Bradford Rd from Levy Ave to Jackson Bluff



Project #:	4395802		
Work Summary:	LIGHTING	**SIS?:**	No
Lead Agency:	Managed by FDOT	**Length:**	0.751 MI
County:	Leon County	**LRTP #:**	2040 RMP Maintenance (page 5.7)

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CST	HSP	174,639	0	0	0	0	**174,639**
Total		**174,639**	**0**	**0**	**0**	**0**	**174,639**

Prior Cost < 2017/18: 0

Future Cost > 2021/22: 0

Total Project Cost: 174,639

Project Description: This project was amended into the TIP at the February 20, 2018 CRTPA meeting and provides funding to add new roadway lighting at all existing signalized intersections.

February 6, 2018

Committee AGENDA ITEM 2C

Final CRTPA Public Involvement Process Plan

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

CRTPA staff has revised the Public Involvement Process Plan (PIPP) for the CRTPA to satisfy requirements by the Federal Highway Administration pursuant to the 2017 TMA Certification Review. The revisions are predominantly formatting in nature, with other revisions involving the addition of a CRTPA Organizational Chart for CRTPA staff, reflecting the existing committee and CRTPA Board structures, and specifying 21 days as a public review period for the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) before adoption.

The PIPP is currently in its public review period during which the public and interested agencies may provide comments and recommendations for further revision. Final adoption of the proposed 2018 PIPP is scheduled to take place at the February 20, 2018 CRTPA Board Meeting, where public comment may still be received.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the proposed update, the Final 2018 PIPP.

HISTORY AND ANALYSIS

In June of 2014, the current CRTPA PIPP, was adopted by the CRTPA Board. Since that time, many changes have occurred in the CRTPA planning environment, including the physical relocation of the CRTPA offices, personnel changes in CRTPA staff, restructuring of the CRTPA committees, meeting date change of the CRTPA Board, and the signing into law of the FAST ACT. Additionally, the CRTPA recently completed its Certification Review in which amendments to the adopted PIPP were required. The Update to the CRTPA PIPP brings the document up to date with the current structure of the CRTPA staff and advisory committees and the current planning legislation in effect.

The CRTPA Board approved the Draft 2018 PIPP at their January 16, 2018 CRTPA Board meeting. Subsequent to the CRTPA Board meeting, an open house public meeting was held on the Draft PIPP from 5pm – 7 pm in Tallahassee's City Hall, Tallahassee Room (2nd floor). One citizen attended the

public meeting and met with CRTPA staff for approximately 30 minutes but did not have any comments specific to the Draft 2018 PIPP itself. Through conversations he indicated that he valued the interactive workshop types of public meetings for mobility projects.

NEXT STEPS

Public comment will be received and considered up through the date of Final adoption, scheduled for Tuesday, February 20, 2018 at the CRTPA Board Meeting.

ATTACHMENT

Attachment 1: CRTPA proposed Final 2018 Public Involvement Process Plan (PIPP)

ATTACHMENT 1

Capital Region
Transportation Planning Agency
CRTPA

Connecting People and Places….

2018
PUBLIC INVOLVEMENT PROCESS PLAN

DRAFT

CRTPA

Tel 850.891.8600

300 South Adams Street, Box A-19
Tallahassee, FL 32301

www.crtpa.org

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CRTPA Public Involvement Overview

The Capital Region Transportation Planning Agency (CRTPA) seeks and values public involvement in the development of its work products from EVERYONE in the CRTPA region. In keeping with this, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Additionally, the CRTPA embraces the principles of Environmental Justice in its planning processes and in doing so identifies and addresses the effects of its policies, programs, and potential projects on, "low-income and minority populations."

To facilitate the ability for all to have an equal opportunity to participate in the CRTPA's decision-making process, the CRTPA holds its meetings in facilities that are compliant with the American with Disabilities Act (ADA), and provides, upon request, appropriate aids and services leading to effective communication for persons with disabilities so they can participate equally in CRTPA programs, services, and activities. This includes qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments. Persons who require special accommodations under ADA or persons who require translation services (free of charge) are asked to please contact the CRTPA at least seven days before a meeting with your request by calling 850.891.8600 or by visiting our webpage at www.crtpa.org

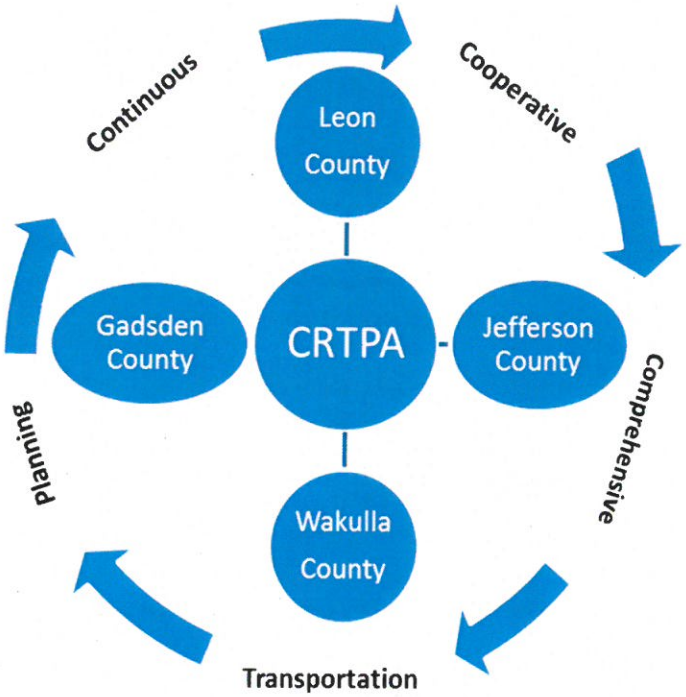
Additionally, CRTPA staff provides the translation of documents into other languages, upon request, for persons with limited English proficiency. To request any special accommodations such as those listed above, interested persons can contact the CRTPA at (850) 891-8600, or visit the CRTPA web page at www.crtpa.org to request such accommodations.

CRTPA Overview

What is the CRTPA?

The Capital Region Transportation Planning Agency (CRTPA) is a multi-jurisdictional metropolitan planning organization (MPO) mandated by federal and state law to provide continuous, cooperative, and comprehensive transportation planning for the Capital Region.

As such, the CRTPA is responsible for the regional transportation planning that guides the future growth and development of Gadsden, Jefferson, Leon, and Wakulla Counties.



What is a Metropolitan Planning Agency?

A Metropolitan Planning Agency (MPO) is an area-wide, multi-jurisdictional agency mandated by federal and state law for urbanized areas of more than 50,000 people to provide a continuing, cooperative, and comprehensive regional transportation planning process. An MPO is responsible for planning and programming in cooperation with local transportation agencies and the Florida Department of Transportation (FDOT), as well as for the expenditure of federal and state transportation funds in an effort to enhance the statewide and regional multimodal transportation system. To achieve this objective, MPOs develop a 20-year Long- Range Transportation Plan to guide future transportation decision-making and a 5-year Transportation Improvement Program to prioritize transportation projects for federal, state, and local funding within their regions.

History of the Capital Region Transportation Planning Agency

Initially, the Tallahassee-Leon County Transportation Study, using input from government officials, technical experts, and private citizens, guided transportation planning in the Tallahassee-Leon County area. The Tallahassee Urban Area Transportation Study (TALUATS) was organized in 1965 as a joint undertaking between the City of Tallahassee, Leon County, and the State of Florida. The federal government participated through the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and the Environmental Protection Agency.

Consistent with guidelines developed by the Federal Highway Administration and the Federal Transit Administration, the Tallahassee Urban Area Transportation Study Policy Committee was reorganized into the Tallahassee-Leon County Metropolitan Planning Organization in early I977, and was reconstituted on December I0, I979, in conformance with Florida Statute 334.215. The Metropolitan Planning Organization was composed of the Leon County Board of County Commissioners, the Tallahassee City Commissioners, and a representative from the Leon County School Board.

In 2004, based on data from the 2000 Census, the Tallahassee-Leon County MPO was expanded to include the urbanized portions of Gadsden and Wakulla Counties and was renamed the Capital Region Transportation Planning Agency (CRTPA) to more accurately reflect its new regional focus. In 2008, the MPO planning boundaries were again expanded, and now the CRTPA planning boundary includes all of Gadsden, Jefferson, Leon, and Wakulla Counties.

CRTPA Board Members & Voting Structure

The CRTPA Board is comprised of elected representatives from Gadsden County, Jefferson County, Leon County, Wakulla County, the City of Tallahassee, the Leon County School Board, and Gadsden County Municipalities. Combined, the Board has a total of 100 points, which are shared among the voting members according to the number of points allocated to each voting location. Increasing members for a particular location does not increase the number of points a jurisdiction receives, it merely reduces the weight of each individual vote for that particular location. The City of Tallahassee and Leon County are permitted to change the number of designated voting members they have once per year.

Capital Region Transportation Planning Agency Board		
Meet on a regular basis (3rd Tuesday of the month from 1:30 pm-3:30 pm) to establish transportation policies and evaluate transportation needs in the 4-county area.	Voting Members are all elected officials.	**(Number of voting members varies, but points per jurisdiction remains constant)** Gadsden County (9 *points*) Gadsden County Municipalities (5 *points*) Jefferson County (*4 points*) Leon County (*37 points*) Leon County School Board (*1 point*) City of Tallahassee (*37 points*) Wakulla County (*7 points*)

CRTPA Duties

The CRTPA Board works with its planning and transportation agency partners within the region, as well as the Florida Department of Transportation (FDOT), various citizen and technical committees, organizational staff, and the public to:

- Identify and evaluate transportation needs in the region;
- Determine the types of studies, strategies, and improvements needed; and to
- Develop short- and long-term programs and plans that include schedules, improvement needs, and funding sources.

CRTPA Regular Meetings

The CRTPA Board meets on a regular basis to provide direction and make decisions needed to implement transportation projects and strategies. The CRTPA typically meets on the **third Tuesday** of the month, six times a year. Meetings are scheduled to begin at **1:30 p.m.** in the City of Tallahassee or Leon County Commission Chambers, and typically last between one and two hours. The schedule and agendas for the CRTPA Board meetings are posted on the CRTPA website located at www.crtpa.org. Additionally, the meetings are televised live on WCOT. Past recordings of the meetings can be viewed on the CRTPA website as well.

CRTPA Special Meetings

The CRTPA can elect to call special meetings at any time deemed necessary to discuss specific issues of interest and importance to the region. These meetings are typically decided on with enough advance forethought that they can and will be advertised in the local newspapers with at least one-week advanced notification when possible. These meetings will also be noticed on the CRTPA webpage at www.crtpa.org. and sent out in mass e-mail notifications to the contacts listed in the regional contact database maintained by the CRTPA for general and specific public involvement notifications.

Emergency Meetings

Infrequently, the CRTPA may need to call an emergency meeting to address issues that require immediate action, and which must take place so quickly that they cannot be noticed in the newspaper in advance of the meeting. In instances where notification in the media is not possible due to an emergency meeting being called too late to meet media deadlines, notification will be placed on the CRTPA webpage at www.crtpa.org and also sent out in mass e-mail notifications to the contacts listed in the regional database maintained by the CRTPA for general and specific public involvement notifications. Whenever possible, emergency meetings will be advertised in the local media with at least 24-hour notification of the meeting.

CRTPA COMMITTEES



In addition to citizen input, the CRTPA Board receives input from three standing committees. These committees are mandated and created by state law. The CRTPA Advisory Committees are as follows:

- **Technical Advisory Committee (TAC);**
- **Citizen's Multimodal Advisory Committee (CMAC); and the**
- **Transportation Disadvantaged Coordinating Board (TDCB).**

TECHNICAL ADVISORY COMMITTEE

The **Technical Advisory Committee (TAC)** provides technical advice to the CRTPA Board with regard to plans and programs they are considering. Pursuant to section 339.175(6)(d), Florida Statutes, the membership of the TAC must include, whenever possible, planners; engineers; representatives of local aviation authorities, port authorities, and public transit authorities or representatives of aviation departments, seaport departments, and public transportation departments of municipal or county governments, as applicable; the school superintendent of each county within the jurisdiction of the CRTPA or the superintendent's designee; and other appropriate representatives of affected local governments. The TAC membership is appointed by the local agencies providing their expertise.

TAC Meetings

The TAC typically meets six (6) times a year, and typically on the first Tuesday of the month, from 9 am – 11am. The most up to date meeting location and times are posted on the webpage at www.crtpa.org under committees, and can also be verified by calling the CRTPA offices at850-891-8600.

CITIZEN'S MULTIMODAL ADVISORY COMMITTEE

The **Citizen's Multimodal Advisory Committee (CMAC)** is comprised of a cross-section of appointed citizens and governmental representatives from the four-county region. Pursuant to Section 339.l 75(e), Florida Statutes, the membership on this committee must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented. The CMAC has a maximum of 15 voting members, all of which are appointed by the CRTPA Board as a whole. Members elect their own Chair and Vice-Chairpersons from the current membership at the last meeting of each year, which is typically held in November or December.

The CMAC is tasked with providing input to proposed transportation plans from a citizen' s perspective to the CRTPA Board. Through an integration of land use and transportation issues, the committee provides a meaningful discussion of the transportation planning process and provides much needed guidance on important projects such as the Regional Mobility Plan (RMP), which is the long range transportation plan for the region.

CMAC Meetings

The CMAC typically meets six (6) times a year, and typically on the first Tuesday of the month, from 11:30 am – 1:30 pm. The most up to date meeting location and times are posted on the webpage at www.crtpa.org under committees, and can also be verified by calling the CRTPA offices at850-891-8600.

If this committee sounds interesting to you and you reside in Gadsden, Jefferson, Leon, or Wakulla County, the CRTPA invites you to serve on the committee! An application may be down loaded from the CRTPA website at :www.crtpa.org . The application can also be found in ***Appendix B*** of this document. Questions about the CMAC can be referred to the CRTPA's Public Involvement Coordinator /Title VI Officer / Mobility Coordinator, Lynn Barr, at lynn.barr@talgov.com or by calling 850.891.8600.

TRANSPORTATION DISADVANTAGED COORDINATING BOARD

The **Transportation Disadvantaged Coordinating Board (TDCB)** is the only CRTPA committee that does not act in an advisory capacity to the CRTPA. The TDCB acts as advisors to the State of Florida Commission for the Transportation Disadvantaged, a commission appointed by and under the auspices of the Executive Office of the Governor.

A CRTPA board member serves as the chairman for the TDCB and approves its citizen members. The role of the TDCB in addition to advising the state, is to discuss coordination issues among the agencies providing transportation for those who cannot secure their owns means of transportation. It also serves to resolve grievances between riders, carriers, and the Community Transportation Coordinator. Reports from the TCDB are provided to the full CRTPA at each CRTPA meeting.

TDCB members representing agencies are appointed by the agencies they represent. This comprises most of the membership. There are two citizen openings, one for a visually handicapped user of the system and one for an elderly user of the system. When one of these vacancies is open, the position is advertised in the local newspapers of the CRTPA region. Regardless of their membership in the CRTPA, each County, by Florida Statute, must maintain its own Coordinating Board.

TDCB Meetings

All meetings adhere to Florida Sunshine Laws and are duly advertised. The meeting schedule for the TDCB is located on the CRTPA website which is www.crtpa.org and it can also be verified by calling a staff member at the CRTPA offices at 850-891-8600.

GUIDING LEGISLATION

Public Involvement is so important to transportation planning efforts that it is specifically addressed in federal law. For example, the Intermodal Surface Transportation Efficiency Act of 1991 (***ISTEA***), the Transportation Equity Act for the 21st Century (***TEA-21***), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (***SAFETEA-LU***), and the Moving Ahead for Progress in the 21st Century Act (***MAP-21***) require a proactive public involvement processes as integral parts of the transportation planning and project development processes used by Metropolitan Planning Organizations. To this end, the public involvement processes used by the CRTPA must provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. The federal legislation is outlined below.

ISTEA / TEA-21 / SAFETEA-LU / MAP-21

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) include the following requirements for Metropolitan Planning Organizations (MPOs) regarding public involvement:

- Provide timely information about transportation issues and procedures to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects
- Provide reasonable public access to technical and policy information used in the development of plans and Transportation Improvement Programs and open public meetings where matters related to the federal-aid highway and transit programs are being considered; and
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low-income, and minority households.

On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. MAP-21 creates a streamlined, multi-modal program that is performance-based to address the many facets of the transportation system such as improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and of freight movement. MAP-21 is a continuation of the existing metropolitan and statewide transportation planning processes previously in place but also enhances the program through the requirement to incorporate performance goals, measures, and targets into the process of identifying transportation improvement needs and programmed projects for funding. Public involvement remains important in the planning process in MAP-2 I (as it is in all MPO planning processes) as well and will also be measured throughout the process of identifying transportation improvement needs, projects, and expenditures.

Fixing America's Surface Transportation (FAST) Act became law in December of 2015 and furthers the initiatives under MAP-21 focusing on performance based planning with an emphasis on safety, security, and increasing mobility for people and for freight. Enhancing the integration and connectivity of the transportation system between modes for people and freight is a key aspect of the FAST ACT.

ENVIRONMENTAL JUSTICE

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations provides that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations." ***Executive Order 12898: includes the following two fundamental principles of environmental justice***:

1. To ensure that public involvement includes low-income and minority groups in decision-making; and

2. To prevent disproportionately high and adverse impacts of decisions on low income and minority groups.

This means that for any program / activity for which any federal funds will be used, the agency receiving the federal funds (including states, cities and MPOs) must:

- Make a meaningful effort to involve low-income and minority populations in the decision-making process about the use of federal funds; and

- Evaluate the nature, extent, and incidence of adverse human health or environmental impacts of the program or activity upon minority or the underserved population areas in the County.

The CRTPA is committed to the development of equitable policies that avoid disproportionately negative effects on minority and/or low-income populations. The CRTPA works continuously to ensure the full participation of all affected communities in the transportation planning process. This plan identifies goals and objectives for engaging those traditionally underserved by the transportation planning process. These goals and objectives can be found in ***Appendix C*** of this document.

LIMITED ENGLISH PROFICIENCY

What is Limited English Proficiency?

Limited English Proficiency (LEP) is a term used to describe individuals who are not proficient in the English language. Within the CRTPA region, there are small pockets of individuals who, according to Census data, are identifiable as being LEP, largely within Gadsden County. It is important that CRTPA staff closely monitor the presence of LEP individuals and be innovative and proactive in engaging them in the planning process.

Title VI of the Civil Rights Act of 1964 and related federal and state laws and regulations prohibit the recipients of Federal financial assistance from discriminating against persons based on national origin. Moreover, Executive Order 13166 -*Improving Access to Services for Persons with Limited English Proficiency,* as well as US Department of Transportation directives require recipients to take affirmative steps to plan for and provide meaningful access to

recipient programs, services, and activities for those who do not speak English proficiently.

CRTPA believes that the best transportation decisions are inclusive and address the needs of the entire community. CRTPA also finds that a diversity of cultures and backgrounds make for unique community that is reflected in its transportation systems. However, CRTPA recognizes that the inability to speak English proficiently may create a barrier to participation in or access to the organization's programs, services and activities. CRTPA is committed to providing meaningful access to everyone. As such, it will follow the following action plan for providing oral and written translation to LEP citizens:

Oral Interpretation

CRTPA will utilize bilingual staff to provide LEP services in Spanish, the second most prevalent language in the community. Currently, Greg Burke, of CRTPA staff, is the first point of contact for LEP citizens, as he is the CRTPA 's bi-lingual staff member. Although not as fluent as a professional translator, he serves as the CRTPA first point of contact person.

The CRTPA will reach out to its faith-based, community, and government partners to ensure proficient interpretation is always available. The organization maintains a list of its LEP service partners and regularly updates the list to add new resources and languages. If CRTPA is unable to provide meaningful access using these sources, it will utilize professional translation services.

The CRTPA is constantly looking for new opportunities and ways of reaching LEP populations, including using foreign language publications in the area, and foreign language ads in English speaking or print media. The organization requests assistance in enhancing and expending its LEP services. Anyone wishing to volunteer language services or suggest methods of LEP outreach should contact Lynn Barr, of the CRTPA at 850-891-8600.

Written Translation

The CRTPA follows US Department of Justice and US Department of Transportation guidelines in providing translation of its documents into languages other than English. Using data collected from the Census, environmental screening tools, its advisory committees and the Panhandle Area Consortium, the CRTPA will assess each of its document s in light of:

1. The number or proportion of LEP persons in the organization's service area;

2. The frequency with which the organization encounters LEP individuals;

3. The nature and importance of the program, service or activity in question; and

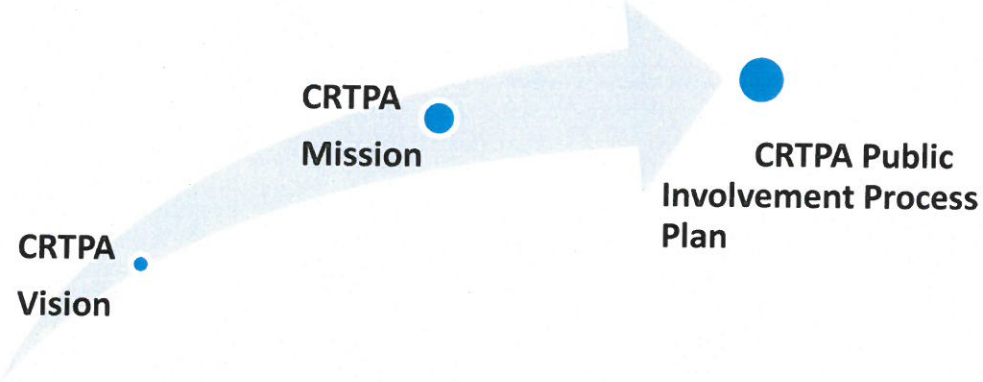
4. The resources available to the organization.

To ensure appropriate and competent translation, CRTPA will utilize professional translation services or the language departments of its university partners.

The CRTPA recognizes that the community's current demographics may not require extensive translation of its written documents. However, because the community is always changing, the organization is committed to constantly reassessing LEP needs. Furthermore, CRTPA does not intend that the four factor analysis should prevent meaningful access to its documents. Anyone in need of assistance or accommodation in reviewing organization documents may contact Lynn Barr, the CRTPA's LEP Coordinator, at 850-891-8600.

CRTPA PUBLIC INVOLVEMENT PROCESS PLAN

The development of a Public Involvement Process Plan (PIPP) is one of the main responsibilities of the CRTPA. The PIPP guides the overall development of the CRTPA's work tasks ranging from the Long Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and other projects the CRTPA undertakes (such a safety studies, corridor studies, etc.). The PIPP is one of the mechanisms used to carry out the vision and mission of the CRTPA Board.



CRTPA VISION

Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively, and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns.

CRTPA MISSION

Act as the principal forum for collective transportation policy discussions that result 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.

The PIPP is developed through public participation and provides the framework for advancing the CRTPA's vision and mission by:

- **Educating and informing the public** about the urban transportation planning process, and the major work tasks of the CRTPA that guide the shape of the region's transportation network;

- Outlining an open and responsive public involvement process to carefully **collect and consider public input** in the transportation decision-making process;

- **Outlining various methods** the CRTPA will use **to increase public awareness** of how transportation systems are planned and constructed, **and to increase public input, interest and participation in transportation planning projects**; and by

- **Outlining methods to promote, measure, and evaluate the equity** in the **accessibility of public involvement opportunities** throughout the CRTPA planning boundary, **and measuring the responsiveness of efforts to capture and engage the involvement of citizens from the underserved and minority populations of the region.**

Appendix C provides a complete Public Involvement Guide identifying the Goals, Objectives, and Performance Indicators for the PIPP. The Goals are shown below.

GOAL 1: EQUITY	Provide an equitable opportunity for participation in transportation decision-making.
GOAL 2: INFORMATION & EDUCATION	Inform and educate the public early, clearly, and continuously throughout the transportation decision-making process.
GOAL 3: METHODS OF PUBLIC ENGAGEMENT ARE EFFECTIVE	Identify and utilize a variety of methods to most effectively inform and engage the public.
GOAL 4: *RESPONSIVENESS*	Carefully consider public input in transportation decision-making.

CRTPA WORK PRODUCTS

The CRTPA is required by federal law to produce certain planning documents on an annual basis. These planning documents include the ***Unified Planning Work Program (UPWP)*** and the ***Transportation Improvement Program (TIP)***. In addition to these two documents, the CRTPA is required to develop a Long Range Transportation Plan (LRTP) every five years. The LRTP for the CRTPA is known as the, ***"Regional Mobility Plan,"*** or ***RMP*** for short. These three work products guide the expenditure of state and federal funds in a collaborative way, and are thereby important for citizens to fully understand so that they can engage themselves s in the creation, adoption, and implementation of transportation planning in the region.

Each of the federally mandated work tasks is outlined on the following pages to provide basic information on the purpose, development, and extent to which the public can expect to be involved in the creation/adoption of each. Additionally, the ***Public Involvement Process Plan (PIPP)*** has been added to the list because it too is a document that must be created through public participation, and which is important for the public to fully understand.

All of the CRTPA planning documents are available in alternative formats (i.e., Braille, compact disk, audio tape or other applicable sources for those people with limited English or physical abilities) upon request. Refer to Appendix A for information on how to contact CRTPA staff should you seek one of these formats. Each of the documents is also available on the CRTPA web page located at www.crtpa.org or you may contact the CRTPA staff to obtain copies by phone, e-mail, mail, or through stopping by.

An organizational chart for CRTPA Staff, along with information on how to contact them is provided on the following page.

CONTACT THE CRTPA STAFF

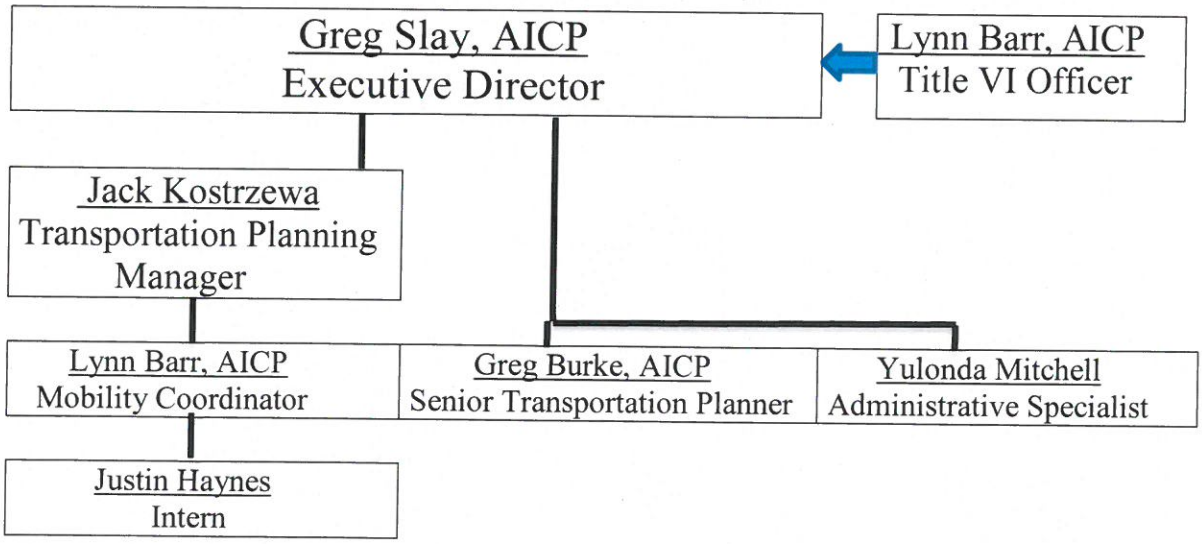
The CRTPA's Public Involvement Coordinator and Title V1 Officer is Lynn Barr. To learn more on how you can become involved in the CRTPA planning process, or to request assistance with any of the CRTPA documents or public involvement processes, please do not hesitate to contact Ms. Barr or any other CRTPA staff member via any method outlined below:

Physical Address: Capital Region Transportation Planning Agency
300 South Adams Street
Tallahassee, FL 32301

Mailing Address: Capital Region Transportation Planning Agency
300 South Adams Street , Box A-19
Tallahassee, FL 32301

Telephone: 850.891.8600 ***webpage***: www.crtpa.org

CRTPA Staff Organizational Chart



Public Involvement Process Plan (PIPP)

Purpose:

The PIPP is a guidebook for the CRTPA and public to quickly identify how the CRTPA plans and programs will be developed. The PIPP identifies CRTPA legal requirements, goals and objectives, the CRTPA planning processes and documents, CRTPA staff and how to contact them, and a general overview of the types of projects, programs, and outreach the public can anticipate in the coming years.

Requirements:

23 CFR 450.316 requires that the CRTPA provide early and easy access to the PIPP and the documents/plans it governs. Prior to final adoption of the PIPP or any amendments thereto, a 45-day review period shall be provided.

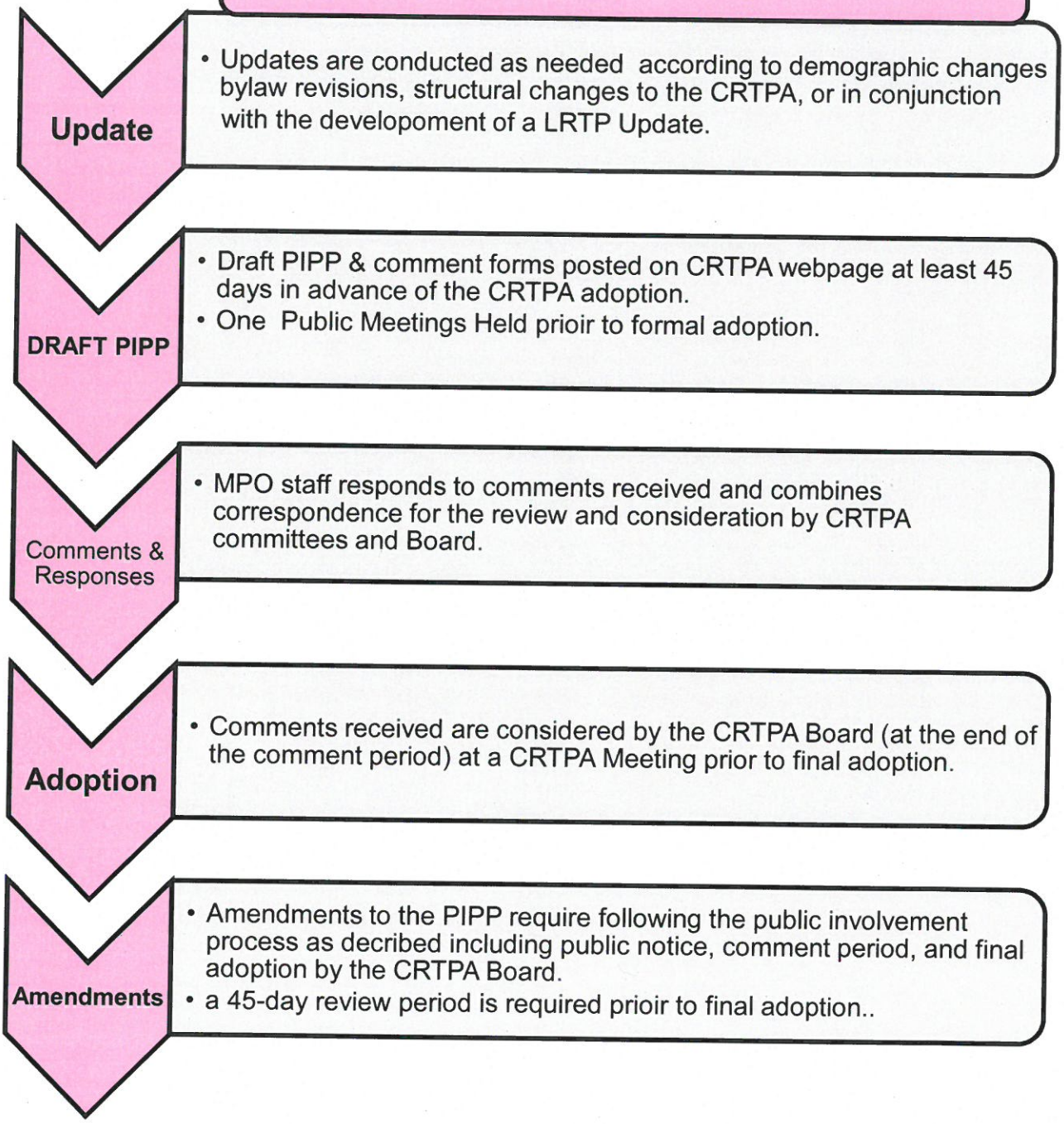
Review:

The PIPP and its amendments are placed on the CRTPA webpage at least 45 days prior to adoption by the CRTPA Board. In addition, the CRTPA committees provide a review and comments/recommendations to the CRTPA Board prior to adoption. The CRTPA also holds a public meeting on the proposed PIPP prior to final adoption and within the 45-day review period. Comments received from the public are provided to the CRTPA advisory committees and CRTPA Board for consideration prior to final adoption.

Amendments:

The PIPP may be amended as needed, and is typically updated no less than every five (5) years in conjunction with the updates to the Long Range Transportation Plan development. A public meeting on the Draft PIPP will be advertised on the CRTPA webpage and via e-mail blast prior to final adoption. A 45 day review period is provided.

PIPP Public Involvement Process



Transportation Improvement Program (TIP)

Purpose

The TIP provides a list of locally funded projects for informational purposes. Projects within the TIP include aviation, bicycle/pedestrian, bridge, major roadway, public transportation, resurfacing and transportation systems management projects. The TIP provides a staged, five-year listing of regionally significant transportation improvements within the CRTPA region that are funded by state and federal funds. All projects included within the TIP are consistent with the CRTPA's Regional Mobility Plan.

Arrangement

Projects in the TIP are grouped by type and jurisdictional responsibility and can include both long-range projects (constructing a new bridge or road) and short-term improvements (intersection improvements, etc.). Each listed project, for all modes of transportation, will include a project delineation/location, and will have the funding for the project identified by **type, year, and project phase**.

Funding

The TIP is developed each year by updating existing information within the previous year's document and adding a new year of funding consistent with project information contained within the State Work Program. The TIP also includes locally funded projects contained within its member governments adopted capital budgets (for information purposes). The various sources of funding within the TIP require the CRTPA to work closely with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT).

TIP Continued

Prioritization:

Projects that receive state and federal funding are prioritized and adopted by the CRTPA before inclusion in the TIP each year.
The proposed priority project lists are reviewed by the CRTPA ' s advisory committees, [Transportation Technical Advisory Committee (TAC) and the Citizen' s Multimodal Advisory Committee (CMAC)] prior to CRTPA adoption in September of each year.

Importance:

The adoption of a project into the TIP is essentially the mechanism that changes a projects status from "being identified for needing funding" to "having reserved funding." Reviewing the TIP allows the local public to have an idea of the transportation changes that will be taking place in their community in the next five years.

Regional Significance

The TIP is important because it conveys the transportation priorities of the region from a funding perspective. Through annual adoption of priority project lists (PPL's), the CRTPA conveys to the FDOT its priorities for their consideration in scheduling improvements on the State Highway System. The TIP, in essence, sets in motion the funding of projects in the community's long- range transportation plans and other capital improvement plans.

TIP Continued

Requirements:

Public Involvement & LRTP consistency

Florida Statutes 339.175. provides that MPO's are required to develop a TIP with prioritized projects, complete with a financial plan, and consistent with the locally adopted long range transportation plan. The public must be provided with an opportunity to comment on the document before adoption by the MPO

Public Involvement

23 CFR 450.316(a) provides that all interested persons shall be provided with a reasonable opportunity to comment on the TIP.

Public Involvement

23 CFR 450.324 (b) provides that the MPO will provide no less than 1one (1) public meeting during the development of the TIP.

Public Involvement & LRTP consistency

MAP-21 Section 1201(j) provides that the MPO will provide an opportunity for public comment during the development of the TIP and that projects included in the TIP shall be consistent with the LRTP and which reflect investment priorities.

Public Involvement

23 CFR 450.104 provides the difference between an Amendment and an Administrative Modification. The two actions require different treatments in public involvement.

TIP Continued

Administrative Modification

An Administrative Modification does not require public review & comment. These modifications include minor project cost changes by entirety or phase, minor changes in funding source, or minor changes in project/project phase initiation dates.

Amendment:

An Amendment to the TIP is reserved for major changes, including adding or deleting a project, a major change in design concept (changing project limits, etc.), a major change in project / project phase costs, or a major change in project / project phase initiation dates. ***An amendment requires public review and comment.*** *The FDOT MPO Program Management Handbook (Chapter 5) provides more details.*

WAYS FOR THE PUBLIC TO GET INVOLVED IN TIP DEVELOPMENT



The TIP frequently changes and evolves. As a result, opportunities for public involvement are continuous. This includes not just public involvement associated with the document's annual development, but also public involvement opportunities associated with the document's amendment. The following page outlines entry points into TIP Development Public Involvement.

TIP Development

Public Involvement

Early Development:

TIP development originates in the development of other plans and documents, such as the Regional Mobility Plan (long range transportation plan), transit development plans, sector plans, local government planning and transportation studies and initiatives, etc. Getting involved in the local government planning process is the first step toward being involved in the development of the TIP.

Mid-Development:

Between the months of March to June, the CRTPA's annual Priority Project Lists (PPL's) are developed. This process occurs at the CRTPA committee and board meetings, which are open to the public and advertised on the CRTPA webpage at www.crtpa.org The PPL process allows members of the public the opportunity to provide input into what projects they believe should receive funding priority, and PPL Meetings are held throughout the CRTPA region (typically in May).

Subsequent to adoption of the CRTPA's PPLs, the FDOT matchs available state and federal funding with the CRTPA's project priorities as it proceeds with development of the State Work Program. CRTPA projects included within the State Work Program are then added to the TIP.

TIP Development

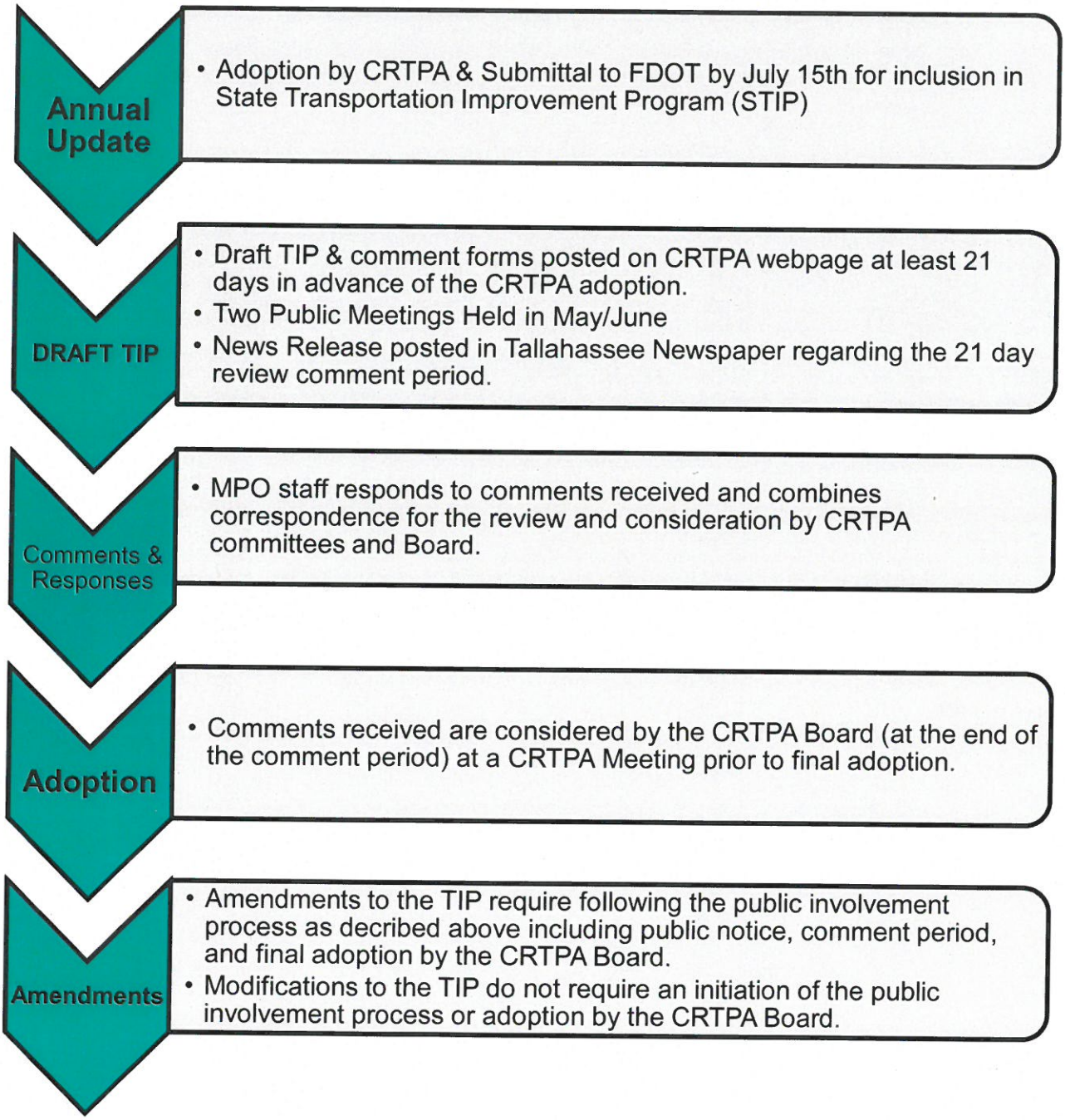
Public Involvement continued

Late Development

The TIP is adopted in June of each year with public meetings typically held in May prior to adoption. These meetings are frequently held in concert with the adoption of the agency's priority project lists (which will be used in development of the next year's TIP). Jointly holding the TIP and PPL meetings provides an opportunity to discuss with the public the interrelatedness of both work projects in the regional transportation planning process. Frequently, the public meetings are held in each of the four (4) CRTPA counties. However, at a minimum, two (2) public meetings will be held with one meeting occurring in Tallahassee given its central location to the region as well as access to transit. Location of the other meeting is rotated amongst the other counties of the region.

The public meetings are advertised in the major newspapers of the CRTPA as well as a through an email blast and fliers distributed throughout the region in areas known to be frequented by targeted populations which are traditionally under-represented in the planning process. Furthermore, information regarding the meetings is placed and highlighted on the agency's website (www.crtpa.org).

TIP Public Involvement Process



Long Range Transportation Plan (LRTP)

Purpose

The Regional Mobility Plan (RMP) is the CRTPA's long range transportation plan (LRTP) and capital improvement program developed to guide the effective investment of public funds in multi-modal transportation facilities over a twenty-year horizon. The intent and purpose of the RMP is to encourage and promote the safe and efficient management, operation, and development of a cost feasible intermodal transportation system that will serve the mobility needs of people and freight within and through urbanized areas of this state, while minimizing transportation-related fuel consumption and air pollution. The LRTP planning process includes consideration of all modes of transportation, preserving existing infrastructure, connecting people and places across various modes of transportation, increasing mobility options, enhancing safety and security, and prioritizing needs to program funding for suitable projects.

Development

When and how is it developed?

The Capital Region Transportation Planning Agency (CRTPA) reviews and updates the RMP every five (5) years and completed the most recent update in November of 2015. The adopted RMP is referred to as the *Connections 2040 Regional Mobility Plan.* The schedule for the five-year update of the RMP is determined cooperatively by the MPO, the Florida Department of Transportation (FOOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). During these updates, the CRTPA confirms the plan's validity and its consistency with current and forecasted transportation and land use conditions and trends and extends the planning horizon to at least 20 years.

Long Range Transportation Plan (LRTP)

Regional Significance:

The RMP is the most important document the CRTPA produces for improving the transportation system in the region. All transportation projects that the CRTPA pursues for funding through the state and federal governments must be included in the RMP. It is this document that lays out the plan for the future transportation infrastructure of the region. The Plan provides the community with a blueprint and plan for where and what type of transportation expenditures need to be made so that land use decisions can responsibly follow and produce the desired community of tomorrow.

Requirements:

Horizon and Public Involvement

Florida Statutes 339.175. provides that the CRTPA will develop a LRTP based on a twenty-year horizon, and with an incorporated public involvement plan specific for the LRTP.

Requires the CRTPA to provide interested parties with a reasonable opportunity to comment on the development of the LRTP (includes the public, public agencies, transportation agencies, private transportation providers, public transit representatives, and representatives of freight and shipping).

Public Involvement

23 CFR 450.332 provides that all interested persons shall be provided with a reasonable opportunity to comment on the LRTP.

Public Involvement & Update Frequency

MAP-21 Section 1201(i) provides that the MPO will hold meetings at convenient and accessible locations and times, and that the data will be relayed in easily accessible formats in clear, easy to understand ways. Visualization techniques and electronic formats must be used.

Requires the CRTPA to update the LRTP every five (5) years.

LRTP Continued

Administrative Modification

An Administrative Modification does not require public review & comment. [23 CFR 450.104] These modifications include minor cost changes by entirety or phase, minor changes in funding source, or minor changes in project/project phase initiation dates.

Amendment:

An Amendment to the LRTP is reserved for major changes, including adding or deleting a project, a major change in design concept (changing project limits, etc.), a major change in project / project phase costs, or a major change in project / project phase initiation dates. ***An amendment requires public review and comment and compliance with the adopted LRTP Public Involvement Plan and overall PIPP as well as demonstrating fiscal constraint. [23 CFR 450.104]***

NOTE: The FDOT MPO Program Management Handbook (Chapter 4) provides more details as to what constitutes an Amendment vs a Modification.

WAYS FOR THE PUBLIC TO GET INVOLVED IN LRTP (RMP) DEVELOPMENT



The CRTPA seeks to maximize public communication and participation during the development and adoption process of the RMP. In keeping with this desire, the CRTPA ensures that there are a number of different ways all throughout the development process of the RMP in which the public can become engaged in the project development.

LRTP Development

Public Involvement

Early Development:

In the early development of the RMP, the CRTPA calls for the development of a separate Public Participation Plan (PIP) that specifically addresses how the consultant will interact with the public as well as outlining, in general, the meetings and events that will be held to both educate and solicit ideas from the public during the development of the RMP. Citizen participation is available during the development of the RMP PIP through the review by the CRTPA committees [Technical Advisory Committee (TAC) and the Citizen's Multimodal Advisory Committee (CMAC)]. Citizens are encouraged to attend these committee meetings and are afforded an opportunity to provide formal public comment there if they wish. The committee meeting dates and agendas are posted on the CRTPA website www.crtpa.org. (Additionally, if you wish to become a member of the CMAC, an application is provided in ***Appendix B*** of this document, as well as being available on-line at the CRTPA website.)

All of the RMP meetings and workshops are held with advance public notification via various methods (examples include any combination that could include newspaper ads, flyers, brochures at civic events, webpage advertising, e-mail blasts, Facebook, Twitter, etc.) and are posted prominently on the CRTPA 's website www.crtpa.org. Public meetings are advertised at least 1O days prior to the meeting date and at least half of these meetings and presentations are held in minority communities or near traditionally underserved populations to ensure that there is an inclusive public involvement process.

LRTP Development

Public Involvement

Mid-Development:

Mid-way through the development of the RMP, public meetings are held to gather public opinion on the state of the existing system and the potential alternatives or opportunities that could be used to improve the transportation system. A "Needs Plan", or "Opportunities Plan" is typically developed during this stage of project development to identify a suggested collection of regional transportation projects that could provide for the anticipated transportation demand of the region in the future. The "Needs Plan" or "Opportunities Plan" is followed by the development of a Financial Document and a proposed "Cost Feasible Plan" which together outline funding sources that could be available to fund the needs of the region, as well as the proposed projects that the region would like to see funded with the money.

Members of the public are given an opportunity at key stages of plan development to directly indicate where they would like the government to spend the limited transportation funding in their region. A method that has been used in the past has involved handing out "play money" to citizens, and have them place the money on different projects or scenarios in the region to y, and also to teach the public the true cost of the projects and forms of transportation.

Workshops and public meetings are typically held at this stage of the plan development to gather input on the DRAFT "Needs Plan" or "Opportunities Plan" and "Cost Feasible Plan" development before the CRTPA Board takes formal action. Public meetings will be advertised at least 10 days prior to the meeting date on the CRTPA webpage at www.crtpa.org

LRTP Development

Public Involvement continued

Late Development

A public hearing is held after the Cost Feasible portion of the RMP has been developed, but before it has been adopted by the CRTPA, in which feasible long-term, transportation improvements are identified. Draft copies are made available prior to the meetings and are available for public inspection throughout the entire plan development process.

The public hearing is advertised in the major newspapers of the CRTPA as well as a through an email blast and fliers distributed throughout the region in areas known to be frequented by targeted populations which are traditionally under-represented in the planning process. Furthermore, information regarding the meetings is placed and highlighted on the agency's website (www.crtpa.org).

The adoption and amendment process for the RMP calls for a ***public comment period of 30*** days for citizen review and input prior to final adoption. Towards the end of the comment period, the CRTPA will hold advertised public meetings and hearings to review and obtain final comments from the public. Additionally, comments can be made on the CRTPA's website at www.crtpa.org The RMP is then reviewed by the CRTPA committees for their final comments and then their recommendations are forwarded to the CRTPA for consideration before adoption at the next scheduled meeting.

Following the adoption of the RMP, the public can still comment on the document at the CRTPA Board meetings and as necessary during the development of the TIP. The RMP is a dynamic document that can be addressed at any meeting. The meeting schedule for the CRTPA and its committees can be found on the CRTPA website at www.crtpa.org You may also contact CRTPA staff directly at 850-891-8600 to gather this information.

LRTP Public Involvement Process

Update

- Major update initiated every 5 years for 20-year planning horizon

Meetings Workshops

- Held for the public at key points during development of LRTP
- Notices for public meetings provided at least 10 days in advance of the meetings by webpage and e-mail blast.
- Public comment taken at all workshops and meetings.

Comments & Responses

- Public comment perid of 30 days prior to adoption of the final cost feasible plan.
- Comment forms available on CRTPA webpage and through QR code on informational flyers.
- MPO staff responds to comments received and combines correspondence for the review and consideration by CRTPA committees and Board.

Adoption

- Comments received are considered by the CRTPA Board (at the end of the comment period) at a CRTPA Meeting prior to final adoption.

Amendments

- Amendments to the LRTP require following the public involvement process as decribed above including public notice, comment period, and final adoption by the CRTPA Board.
- Modifications to the LTRTP do not require an initiation of the public involvement process or adoption by the CRTPA Board. They will be provided as informational items to the CRTPA Board and advisory committees.

The FDOT MPO Program Management Handbook (Chapter 4) provides more details regarding thresholds for Amendments vs. Modifications.

Unified Planning Work Program (UPWP)

Purpose:

The Unified Planning Work Program (UPWP) defines the tasks and anticipated funding requirements for the Capital Region Transportation Planning Agency (CRTPA) during the fiscal period beginning July 1, of any given year, and ending June 30, two year later. The UPWP essentially outlines the operating budget of the CRTPA staff for routine and special transportation projects.

Requirements:

Work tasks and budgeting

Florida Statutes 339.175 provides that the CRTPA will work in conjunction with FDOT and the local partnering transit agency to develop the UPWP – detailing the planning tasks to be undertaken with an estimated dollar amount for each in compliance with state and federal law.

Work tasks

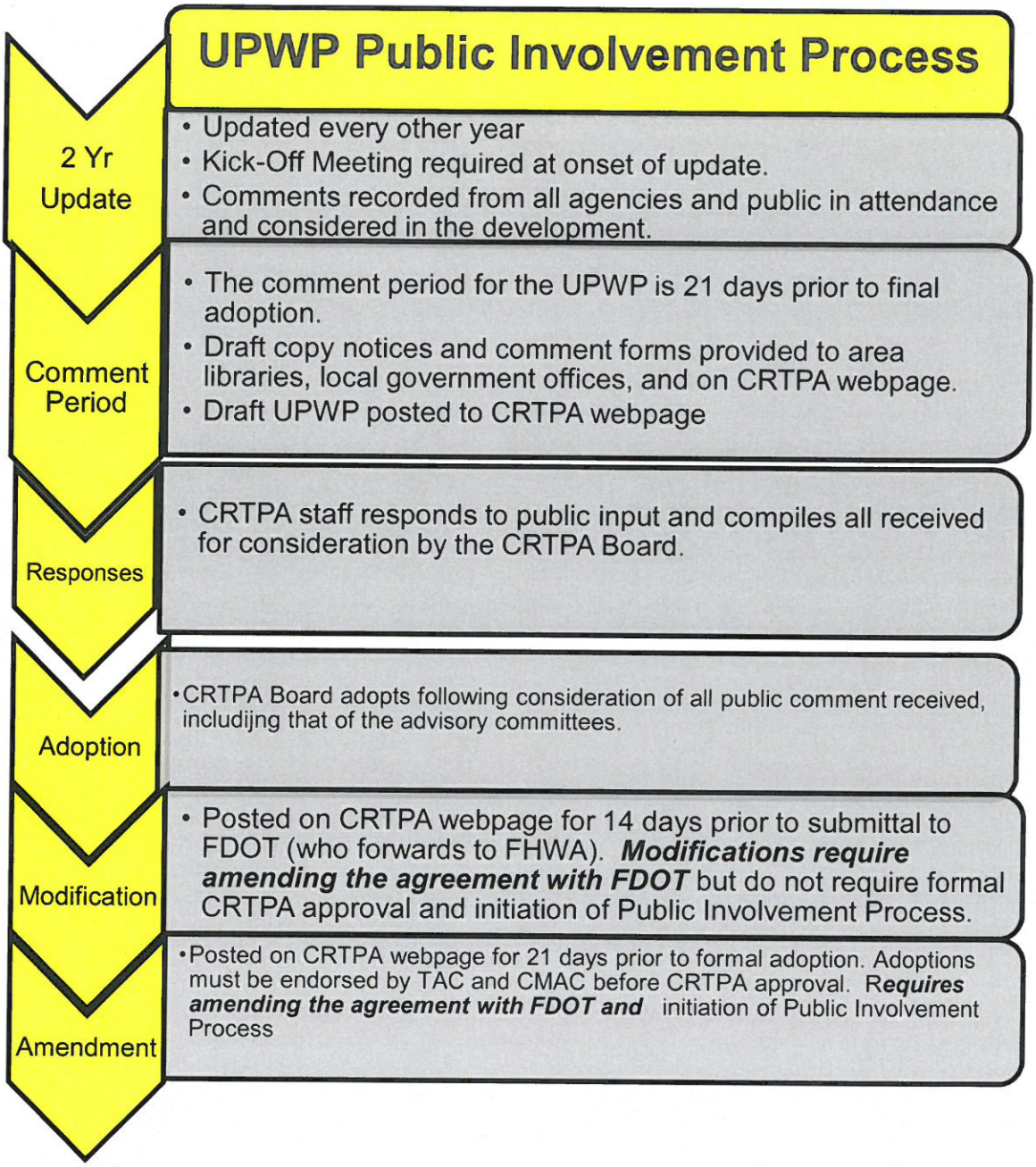
23 CFR 450.308 requires that the UPWP include descriptions of the anticipated work that will be done, when, and by whom for the next two years.

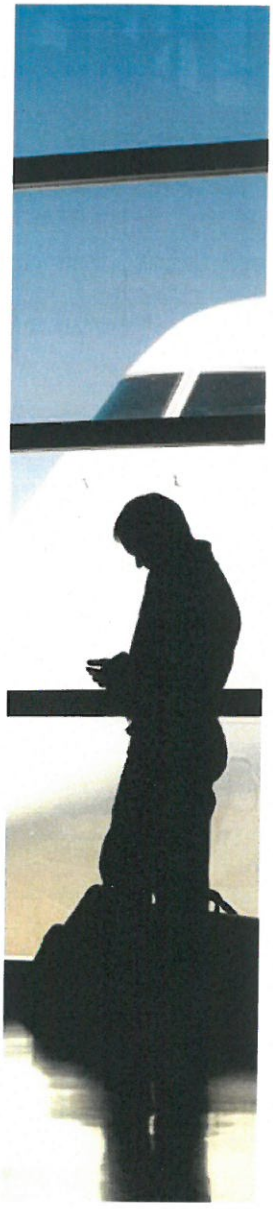
Modifications:

These revisions do not change the approved FHWA budget, or do not delete a work task, or do not change the scope of an approved task. Formal approval is not required for a modification, however, notification to FHWA and FDOT should be done.

Amendments:

Amendments to the UPWP must be approved by FHWA. Amendments include those actions that either delete a work task, change the scope of a task, or change the approved budget within the UPWP.


UPWP Public Involvement Process
2 Yr Update
• Updated every other year
• Kick-Off Meeting required at onset of update.
• Comments recorded from all agencies and public in attendance and considered in the development.
Comment Period
• The comment period for the UPWP is 21 days prior to final adoption.
• Draft copy notices and comment forms provided to area libraries, local government offices, and on CRTPA webpage.
• Draft UPWP posted to CRTPA webpage
Responses
• CRTPA staff responds to public input and compiles all received for consideration by the CRTPA Board.
Adoption
•CRTPA Board adopts following consideration of all public comment received, includijng that of the advisory committees.
Modification
• Posted on CRTPA webpage for 14 days prior to submittal to FDOT (who forwards to FHWA). Modifications require amending the agreement with FDOT but do not require formal CRTPA approval and initiation of Public Involvement Process.
Amendment
•Posted on CRTPA webpage for 21 days prior to formal adoption. Adoptions must be endorsed by TAC and CMAC before CRTPA approval. Requires amending the agreement with FDOT and initiation of Public Involvement Process



Where in the world will CRTPA Public Involvement take you?

Anywhere you want to go.

Public Involvement Techniques Used By The CRTPA

It is the intention of this document to stimulate an even greater level of citizen participation. This can be accomplished by examining some of the more difficult areas in the transportation planning process. One such area is the channel of communication between elected officials, technical personnel, and the general public within the CRTPA area. The ability of the public to have access to, and to understand the written material is an important aspect of the public involvement process. The CRTPA will continue to implement an ongoing program that provides adequate information for the public to make informed decisions on transportation issues through various channels. Public comments and suggestions for improving this process are welcomed, and will be evaluated and incorporated as appropriate into this section in future updates of this document.

Determining Methods of Involvement

The CRTPA has identified many different ways on the following pages to share information, provide education and outreach, and to meet with the public to promote public involvement in the transportation planning process. While lengthy, this list is not exhaustive, and it is also not specific to which projects they will be used for and when -- this is intentional. Different public involvement efforts will be prescribed for different CRTPA transportation projects based on factors such as project location in the region, locations of public involvement events planned for the project, location and type of audience targeted, and past experience with both the public involvement for the project and public involvement with the target audiences.

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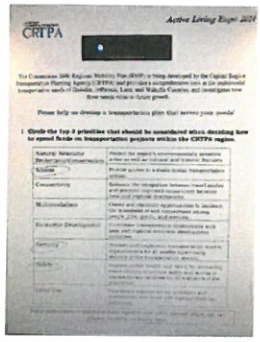
Workshops



Workshops are particularly helpful during project development phases of CRTPA projects as they serve as informal two-way learning experiences educating the public about its inner workings and allowing CRTPA staff to hear opinions and values expressed by the public.

Activities: Corridor Studies, Master Plans, Long Range Transportation Plans, and other major CRTPA projects employ the use of workshops.

Community Conversations



Community Conversations are events targeting specific groups of people by employer, special interest, or geographic area. Community Conversations can be initiated by request of the community group, or initiated by the CRTPA through the identification of the community group as representative of a stakeholder in a particular CRTPA project. Examples of Community Conversations in the past have been with Senior Centers, Civic organizations, or university groups, and are helpful in getting the viewpoints of a representative group of a community at their convenience. If you would like a Community Conversation, please contact Lynn Barr of the CRTPA at 891-8600.

Activities: Corridor Studies, Long Range Transportation Plans, and other major CRTPA projects employ the use of Community Conversations.

Community Events



For busy individuals who do not typically attend project-specific meetings or who do not belong to organizations that may receive Community Conversations, Community Events offer an opportunity for easy access to information, exposure for the CRTPA to members of the programs thereof, and to engage a wide variety of community members in a casual atmosphere at the leisure of the public. This type of event would involve a variety of exhibits: maps, photos, models, slide shows, videos, and/or give-away items. The CRTPA has been active in Community Events such as Bike To Work Week, Helmet Safety Events, Ground Breaking Ceremonies, and the Active Living Expo among others. If you know of a Community Event that would perfect for engaging a broad audience in

Leon, Gadsden, Jefferson, or Wakulla County, please contact Lynn Barr of the CRTPA at 891-8600.

Activities: Bike to Work Week, Active Living Expo, Transportation Safety Week, Teen Driving Awareness Week are events the CRTPA has routinely attended.



Plan Reports & Project Newsletters

These documents are published by the CRTPA at regular intervals in the development of major projects such as the long range transportation plan, corridor studies, master plans, and other roadway or trail projects. These documents provide the public with the latest developments and draw their attention to the latest opportunity to make comments and recommendations and can be found on the CRTPA webpage, project-specific web pages, and can be provided via e-mail blast. All CRTPA mandated work products are available in alternative formats (i.e., Braille, audio tape or other applicable sources for those people with limited English or physical abilities) and are available on the webpage at www.crtpa.org.

Activities: Plan reports are made available to interested persons on the CRTPA webpage and individual project project pages.



CRTPA Facebook Page

Alternative Media

These tools offer additional ways (other than television, newspaper & radio) for the CRTPA to disseminate and gather information, such as via Currently the CRTPA has a website which includes information such as meetings, applications, and reports. The web address is www.crtpa.org . The availability of the site allows staff to more effectively distribute surveys concerning various CRTPA programs, projects, and documents and to provide reports and informational items to the public. Many CRTPA Projects also have their own social media outlets such as project specific videos, Facebook Pages, and links to Twitter, all of which are indicated on the CRTPA webpage at www.crtpa.org

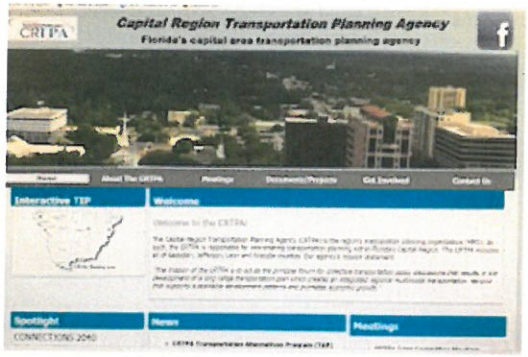
Activities: *Facebook pages for the CRTPA and individual projects such as the Regional Mobility Plan and Capital Area to Sea Trail. Major projects will have their own Facebook Pages to provide a more interactive ongoing conversation with interested parties.*

CRTPA Master Database for Electronic Communications

The CRTPA keeps an electronic database of attendees at public meetings, homeowners association members, interested businesses, civic organizati0ns, etc on hand in order to disseminate information quickly.

Activities: *Notifications are sent to the groups that have expressed interest in a certain project or which appear to have a reasonable connection to a project.*

CRTPA webpage



The CRTPA web site (www.crtpa.org) is a user-friendly tool intended to provide the public with access to transportation information that will increase awareness of transportation planning activities in the area. This site includes information about the metropolitan transportation planning process, upcoming meeting agendas and other topics pertaining to the transportation planning process. Over the years the Internet has become a frequently used tool for sending and retrieving information; however, the CRTPA recognizes that traditional forms of public outreach will continue to be important, achieving meaningful participation. These traditional methods will be continually used by the CRTPA, but staff will continue its efforts to find the most efficient and effective ways to distribute information to citizens.

Activities: *Publications such as the TIP, the LRTP, the UPWP, the various Bicycle - Pedestrian Master Plans, as well as this document, will be accessible directly from the site.*

Public Meetings

The CRTPA utilizes public meetings to gather and share information with the public and elected officials. All meetings are ADA accessible and open to the public and are advertised on the CRTPA webpage as well as provided via e-mail blast. To be placed on our e-mail blast distribution list, simply contact a CRTPA staff person at 850.891.8600.

Activities: *Meetings are held throughout the year and advertised on the CRTPA Calendar on the webpage at www.crtpa.org Agendas for the CRTPA Board and Advisory Committees can be accessed through the webpage as well. Other public meetings for various other projects are also noticed on the webpage.*

Appendix A: Definitions / Acronyms

DEFINITIONS / ACRONYMS

Americans with Disabilities Act of 1990 (ADA): Federal law that requires that public facilities and transportation services be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

Citizen's Multimodal Advisory Committee (CMAC) - Representatives of the community and select agencies who provide and gauge public reaction to planning proposals and provide recommendations to the CRTPA regarding transportation needs of the community.

Community Transportation Coordinator (CTC) - Responsible for coordinating transportation services for disadvantaged individuals.

Environmental Justice - refers to efforts to avoid disproportionate negative impacts on minority or low-income populations from any federally funded program or activity.

Federal Aviation Administration (FAA) - An administration within the USDOT responsible for federal guidance and funding of aviation issues.

Florida Department of Transportation (FOOT) - The state agency granted the legislative authority to develop and maintain state transportation facilities and services.

Federal Highway Administration (FHWA) - An administration within the USDOT responsible for federal guidance and funding for federal and state highway facilities.

Federal Transit Administration (FTA) - An administration within the USDOT responsible for federal guidance and funding for public transportation facilities.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) - The federal transportation appropriation bill established to develop a national intermodal transportation system that is economically efficient and environmentally sound, encourages citizen participation, provides the foundation for the nation to compete in a global economy, and moves people and goods in an energy efficient manner.

Limited English Proficiency (LEP) - Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP." These individuals may be entitled to language assistance with respect to a particular type or service, benefit, or encounter.

Long Range Transportation Plan (LRTP) - A federally mandated 20 - 25 year transportation plan, which provides guidance in the development of an efficient, multimodal transportation system.

Metropolitan Planning Organization (MPO) - An agency created under federal and state law to provide a forum for cooperative decision-making with regard to regional transportation issues. Membership includes elected and appointed officials representing local jurisdictions and transportation agencies.

Multi-modal Transportation System - A comprehensive transportation system which includes travel options for cars, transit, truck, airplane, motorcycle, bicyclists & pedestrians.

Project Development & Environmental Study (PD&E) - A study performed to determine the feasibility of a road improvement by identifying possible alternatives and evaluating the social, economic, and environmental impacts associated with them.

Technical Advisory Committee (TAC) - A regional representation of local and state planners, engineers, transit operators, and School Superintendents or representatives thereof who provide technical input regarding transportation plans and programs and makes recommendations to the CRTPA.

Title VI - Refers to a segment of the Civil Rights Act of 1964, requiring that no person be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program/ activity receiving federal financial assistance from the U.S . Department of Transportation on the grounds of race, color, sex, or national origin.

Transportation Disadvantaged - Refers to those persons who because of physical or mental disability, income, age, or who for other reasons are unable to transport themselves or to purchase transportation. They may be dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or may be children who are handicapped or high-risk

Transportation Disadvantaged Coordinating Board (TDCB) - TDCB is responsible for identifying the needs of those who cannot secure their own means of transportation, bringing those needs to the attention of the Community Transportation Coordinator (CTC), and monitoring the amount of Transportation Disadvantaged Funds being received locally.

Transportation Improvement Program (TIP) - Incorporates, and coordinates the transportation capital budgets of the FDOT, Gadsden County, Jefferson County, Leon County, Wakulla County, and the City of Tallahassee, delineating project activity, location , estimated costs, and proposed funding sources.

Unified Planning Work Program (UPWP) - A federally mandated report that documents the planning and resource activities of the MPO.

United States Department of Transportation (USDOT) - The federal department responsible for guidance and funding for all federally supported transportation activities.

Appendix B: Committee Application

Capital Region Transportation Planning Agency (CRTPA)
CITIZEN'S MULTIMODAL ADVISORY COMMITTEE (CMAC)
APPLICATION

Please return in person to:		This application will remain in active files for two years.
Capital Region Transportation Planning Agency 300 S. Adams St., 3rd Floor Tallahassee, Florida 32301 **Or mail to:** CRTPA 300 S. Adams St, Box A-19 Tallahassee, Fl. 32301	Capital Region Transportation Planning Agency CRTPA • 300 S. Adams St., 3rd FLOOR • TALLAHASSEE, FL 32301	Please contact the CRTPA to advise of any changes regarding the information on this application. Email: lynn.barr@talgov.com PHONE: 850-891-8600

Name:		Date:
Work Phone:	Home Phone:	Email:

Please list your specific employer/occupation if employed by a State, Federal, or local government:

Employer:

Please provide your home and work address (if applicable). Please check that box of your preferred mailing address.

☐ Home Address:

City/State/Zip:

☐ Work Address:

City/State/Zip:

The Capital Region Transportation Planning Agency strives to ensure that its citizens multimodal advisory committee is representative of the community's demographic makeup. To assist in this endeavor, please provide the following information (voluntary).

Please also note if you are physically challenged. ☐ Yes ☐ No

Race: ☐ American Indian or Alaskan Native ☐ Black ☐ Other
☐ Asian or Pacific Islander ☐ Hispanic ☐ White

Gender: ☐ Female ☐ Male

Identify any potential conflicts of interest that might occur were you to be appointed:

Do you ride the bus?	☐ Yes ☐ No	Do you bicycle to work/shopping?	☐ Yes ☐ No
Do you drive a car?	☐ Yes ☐ No	Do you bicycle for recreation?	☐ Yes ☐ No
Please circle your age bracket 18 – 25 / 26 - 35 / 36 - 49 / 50 and over		Do you walk to work/shopping? Do you walk for recreation?	☐ Yes ☐ No ☐ Yes ☐ No
Can you serve a multi-year term?	☐ Yes ☐ No	Can you regularly attend meetings? Conflicts:	☐ Yes ☐ No

Please circle any special population interests you may represent:

Minorities, Road Cyclists, Off-Road Cyclists,	Transit Riders	Transportation Disadvantaged
Child, Youth, or Senior Pedestrian Advocates	Students	Persons with Disabilities, Seniors

CITIZEN'S MULTIMODAL ADVISORY COMMITTEE APPLICATION

Please tell us something about yourself! This information will help us create an advisory board that is reflective of a broad spectrum of the community. If you have any interests, hobbies, community activities, previous experience on committees, or anything else you would like us to know in consideration of your application please write it here. You may also attach this information.
How did you hear about us????

All statements and information provided in this application are true to the best of my knowledge.

Signature: _____

If you have a disability requiring accommodations, or need assistance filling out this application, please contact the Capital Region Transportation Planning Agency at 850-891-8600.

The telephone number for the Florida Relay TDD Service is #711 or 1-800-955-8771.

(Updated January 2018)

Appendix C: PIPP Evaluation Guide

The mission of the CRTPA public involvement plan is to ensure that all interested parties have an opportunity to fully participate in the transportation decision-making process and that the input from the public is carefully considered and reflected in the work of the CRTPA.

To achieve the mission of the public involvement plan, four key goals must be met. These four goals are supported by accompanying objectives and performance indicators. While the goals identify specific outcomes that the public involvement program is designed to produce, the supporting objectives outline a plan of how to get there. The performance indicators listed below each set of goals and objectives are to be used as targets to reach in varying public involvement activities. While most of these targets evaluate how effective the public involvement efforts are at reaching the goals and objectives of the plan, an evaluation of how well these targets are met in each public involvement effort provides an indication of how effectively the public involvement plan is being implemented.

GOAL 1: EQUITY

PROVIDE AN EQUITABLE OPPORTUNITY FOR PARTICIPATION IN TRANSPORTATION DECISION-MAKING.

Description: This Goal addresses the desire to ensure that all interested persons, including those with disabilities, within the underserved populations (minority, low-income, and elderly), with limited English proficiency, who reside or work in the periphery of the CRTPA boundary, and those who rely on transit services, walking, or cycling as their means of transportation, have as equitable an opportunity as others in the CRTPA boundary to participate in transportation decision-making for the region.

For this goal to be met, the CRTPA must ensure the following seven (7) target actions are met:

1. All persons, including those with disabilities, must have access to notification, information and participation opportunities;
2. Information must be provided in languages other than English and in formats suited for persons with disabilities if requested;
3. The meetings/events must be near public transportation if available.
4. The meetings or events must be held at convenient times and locations, taking into consideration work-home commute times in the outlying CRTPA areas;
5. The public involvement opportunities are geographically dispersed;
6. The public involvement efforts must be designed as accessible to the underserved populations; and
7. Public Involvement events/committees/meetings must be targeted to attract and reflect the demographic make-up of the region.

EQUITY

OBJECTIVES AND PERFORMANCE INDICATORS:

The objectives and performance indicators designed to support the Goal of, "Equity" in the public involvement plan are described below.

OBJECTIVE E.1: The Capital Region Transportation Planning Agency will identify traditionally underserved populations within the region, including minority, low income and elderly populations, and plan public involvement and outreach efforts for these segments of the population with their unique needs in mind to promote their participation.

Description: This objective aims to promote involvement by populations that are traditionally underrepresented in the transportation decision-making process by identifying the location of these populations and tailoring outreach and involvement efforts to capture their participation. Because these populations are unique and vary by location and limitations, each CRTPA work project will be presented to these populations in ways that appear most appropriate for the area.

Performance Indicators:

A. Public involvement efforts are held in areas within or convenient to concentrations of the underserved populations, including the elderly, handicapped, minority, low-income, and limited language populations.

B. Information and meeting notifications are distributed in common areas such as libraries within or serving the underserved areas.

C. Input will be solicited by conducting one-on-one interviews with community leaders to gain information.

D. Diversity of participation is being achieved.

E. Participation by the underserved populations in the region is being witnessed.

Data and Measurement: The Census Block Group data will be used as a foundation to identify the traditionally underserved population areas. At a minimum, the CRTPA will identify minority, low-income, elderly, handicapped, and language limited population concentrations in the region. Outreach activities will be tailored to involve individuals from these populations in the transportation planning process.

When assessing participation by the underserved populations, zip codes data can be requested on citizen sign-in sheets to help track if the citizen may be coming from an area of the region representative of an underserved population concentration. Census Block Group data can be used to determine if the zip code overlaps an underserved population area. This method of determining participation is very speculative, but due to privacy concerns, this may be the best indicator of reaching representatives of these areas.

OBJECTIVE E.2: The CRTPA will maintain a regional database identifying key representatives of professional organizations and underserved segments of the region's population and solicit their participation in CRTPA transportation-related work products. The database should include, but is not limited to a list of the community leaders from the various churches, neighborhoods, civic organizations, and service organizations for disabled or elderly and other organizations that are located within the traditionally underserved areas within the region.

Description: This objective aims to promote citizen involvement, including populations that are traditionally underrepresented in the transportation decision-making process, by identifying representatives of underserved populations and community leaders throughout the region to assist in the CRTPA outreach and involvement efforts. This database of contact information will be utilized in mail-outs and as a starting point for mass notifications of upcoming workshops, and meetings.

Performance Indicators:

A. On a yearly basis, CRTPA staff updates the regional contact database and its committees to add new community leaders or groups within the region to the notification and public involvement solicitation contact list.

B. At least as frequently as every update to the long range transportation plan, the regional profile for the CRTPA area will be updated to identify the locations of the underserved populations and changes to that demographic.

C. The regional profile database, maps and CRTPA mailing list will be used for distribution of agendas; public notices and any other CRTPA related activities that are part of the public participation program.

Data and Measurement: The Census Block Group map will be used as a foundation to identify the traditionally underserved population areas. Outreach will be tailored to involve individuals from these communities in the transportation planning process. In addition, CRTPA staff will actively solicit input from these areas by conducting one-on-one interviews with community leaders to gain information and solicit their participation or recommendations for community representation.

OBJECTIVE E.3: Provide diversity and seek representation on the CRTPA citizen-based committees (Citizens Multimodal Advisory Committee) that reflects the demographics of the region when possible as well as the interests of the underserved populations.

Description: This objective stresses the importance in achieving representation and consistent participation by a set of individuals that are representative of the broader public, and particularly the underserved populations.

Performance Indicators:

A. The membership of the CRTPA committees represent the demographics of the CRTPA region and maintains the integrity of its purpose.

B. The CRTPA committee membership and attendance records are reviewed annually, to monitor how closely the demographic composition of the CRTPA advisory committees mirrors that of the demographics on record with the CRTPA region database, and if the interest of the minority, handicapped, elderly, and low- income populations are being represented on the committees.

C. CRTPA staff seeks interested parties who can adequately represent the interests of the underserved to serve in an advisory capacity when vacancies exist and when that segment of the population is underrepresented on a committee

Data and Measurement: At least as often as every update to the long range transportation plan, census data will be updated for the region that will provide the framework for the desired demographics of the Citizen's Multimodal Advisory Committee (CMAC). As membership applications are reviewed for consideration in filling vacancies to the committee, the demographics or representation characteristics, which are lacking will be taken into consideration when seeking an appropriate committee member candidate.

OBJECTIVE E.4: Geographically disperse public hearings and workshops throughout the CRTPA region to equalize the accessibility to information and participation across the region.

Description: This objective tracks whether access to public involvement opportunities is being distributed across the planning area equally.

Performance Indicators:

A. At least one meeting or opportunity is located in each county of the CRTPA region for work tasks that are of interest to the entire region.

B. Meeting location s are alternated along the study corridor for projects that are specific to a sub-area within the CRTPA region, and not of special concern to the entire region.

Data and Measurement: This could be tracked through a record keeping of meeting or event locations in relation to projects or actions. It would vary according to the type and nature of the work project...special transportation projects may only involve specific area of the region (such as specific corridor studies) whereas other projects, such as the long- range transportation plan, may involve the entire region. For roadway improvement projects, the objective would be to spread successive meeting locations along the corridor, whereas with widespread work tasks, the objective would be to spread meeting locations throughout the region.

OBJECTIVE E.5: Meeting sites will be selected which are convenient and more easily accessible to traditionally underserved populations.

Description: This objective pertains to the suitability of event locations to most effectively serve the underserved populations. Whenever possible, the general public should be able to use public transportation to attend public involvement events. Limitations include the service area of the transit or paratransit provider. The locations must be accessible to persons with disabilities, with emphasis placed on identifying locations that offer sidewalks, adequate lighting, and which are a short walking distance (less than a quarter of a mile) from available transit.

Performance Indicators:

A. The majority of participants feel the event is held at a convenient location.

B. Public involvement efforts are held in areas identified as within or convenient to concentrations of the underserved populations, including the elderly, handicapped, minority, low-income, and limited language populations.

C. Public involvement opportunities are held in locations that are accessible to persons with disabilities.

D. Public involvement locations are served by transit or are accessible by means other than the automobile when these amenities are present in the desired location for public involvement events.

E. Public involvement events are within paratransit service areas, or are held concurrent with events / meetings that have a large attendance by the elderly or disabled, such as Local Coordinating Board meetings.

Data and Measurement: Satisfaction with meeting/event location would be measured largely by responses to surveys administered at the meeting or distributed via the web or by mail. Surveys need to be administered to a large sample of the invitee list

(including those who did not attend) to ensure that a representative opinion of meeting location is discerned from the survey.

Responses to the surveys will be utilized to determine if changes need to be made in the location of future events. Assessments of citizen attendance at events will be made immediately following the events/meetings to assess if changes need to be made to future meetings to capture better participation.

Regarding accessibility to transit services, the meeting locations can be planned within a quarter mile of transit services, unless no transit service is available within the affected area. Records should be kept of suitability of different locations used, as well as surveys conveying the satisfaction from the attendees with regard to the amenities of the location. In addition, locating meetings in areas that have the availability of ADA complementary paratransit service or other coordinated transportation (dependent on available non-sponsored funding) will help ensure that the elderly or disabled population can attend

OBJECTIVE E.6: The CRTPA meetings/events will be held at times designed to be convenient to capture the highest level of public involvement.

Description: This objective aims to ensure that those individuals participating or those invited but not participating feel that the public involvement opportunities are offered at a convenient time. Different areas of the region may require different meeting times to be convenient for the population within that area. For example, evening meetings may be perceived as less convenient in areas with a high proportion of retirees or night-workers, but may be preferred in areas with a high percentage of daytime workers. Those with long commute times to and from work may need even later meeting times than those living and working within close proximity of each other. When possible, meetings should be held at staggered times to increase overall opportunities for participation.

Performance Indicators:

A. The majority of participants felt the meeting/event was held at a convenient time.

B. The majority of invited persons surveyed who did not attend, expressed reasons other than inconvenient time for not attending the event / meeting.

C. Meetings / Events are held at different times during the day, or over the course of several days/weeks/months to capture more participants.

Data and Measurement: Satisfaction with meeting / event time would be measured by responses to surveys administered at the meeting or distributed via the web or by mail. Surveys need to be administered to a large sample of the invitee list (including those who did not attend) to ensure that a representative opinion of meeting time is discerned from the survey.

Responses can be utilized to determine if changes need to be made in the scheduling times in different areas of the region. Assessments of citizen attendance at meetings and events will be made immediately following the events/meetings to assess if changes need to be made to future meetings to capture better participation.

OBJECTIVE E-7: CRTPA information is available in alternate formats for the handicapped, and in languages other than English when the need is made known.

Description: This objective addresses the need to be able to provide alternate methods of information to the public when requested, or when the need is foreseeable. This includes providing information in Braille, large print, audio reproduction, and in languages other than English when requested or when the need is apparent. This is particularly important in areas with large immigrant populations who speak English as a second language, and in pockets of the elderly and handicapped populations.

Performance Indicators:

A. Information is provided in languages other than English where the affected population comprises a high proportion of non-English speakers.

B. Information is provided in alternate formats for the elderly and handicapped /vision impaired citizens of the region.

C. The majority of disabled persons that requested accommodations were satisfied with efforts made to accommodate their needs

Data and Measurement: This indicator requires a determination of whether an affected area contains a high proportion of non-English speakers that will likely require information in another language or potentially need translation services, and if specific areas of the region have other alternate format needs as well. Pockets of elderly may require the foresight to provide materials in large print, for example. Census Block Group data will be used to identify areas of the region where the need to provide information in non-typical formats is greater. After a need has been identified, then CRTPA staff will track if written materials and media announcements related to transportation projects and actions in these areas were translated into languages other than English, or provided in other alternate formats. Records will be kept of requests made and accommodated for alternate formats of information.

GOAL 2: INFORMATION & EDUCATION

INFORM AND EDUCATE THE PUBLIC EARLY, CLEARLY, AND CONTINUOUSLY THROUGHOUT THE TRANSPORTATION DECISION-MAKING PROCESS.

Description: Effective public involvement requires the open-two-way sharing of information. To participate effectively, people must be kept informed early and continuously throughout the decision-making process. Public information materials must also be clear and understandable to the target audience. This means that public involvement infom1ational materials will need to be shared in different ways with different population groups to be effective. The public must also have a clear understanding of who the CRTPA is, what the organization does, and have complete confidence in the staff.

The following group of objectives and performance indicators aims to ensure that the public is adequately notified about on-going and potential transportation projects and that those interested in participating in the decision-making process are kept informed and have confidence in the public involvement process. The following targets must be met to satisfy the Information and Education Goal of the public involvement plan:

- Information is conveyed to the public regarding the role the CRTPA plays in transportation decision-making in the region;
- Project information/education is conveyed clearly and made available to all interested persons in the planning region; and
- Adequate public noticing of involvement opportunities is provided.

INFORMATION

OBJECTIVES AND PERFORMANCE INDICATORS:

OBJECTIVE I-1: Provide clear and complete information to the public about the CRTPA, the transportation decision- making process, work tasks of the CRTPA, and public involvement opportunities.

Description: This objective aims to ensure that CRTPA information is provided to the public in an easy-to-understand manner, and that it is comprehensive enough in scope to give them the ability to participate meaningfully in the transportation decision-making process.

Performance Indicators:

A. The CRTPA has provided a comprehensive, up to date, easy to navigate web page to share information with the public. CRTPA contact information, agendas, materials, and schedules are easy to find on the web site. Additionally, all CRTPA related meeting dates, advertisements of public hearings, meetings, or workshops related to transportation planning are included on the web site. All draft and adopted CRTPA documents are easy to download off the site. The web site address is included in all printed materials.

B. Informational sheets/pamphlets/brochures/newsletters are created to explain CRTPA work tasks, and efforts are made to distribute them to the citizens in the CRTPA region, including those within the underserved populations. Newsletters are sent out to those on the regional profile database contact list as well as made available at libraries, grocery stores, meetings, the Internet and other various locations through the community.

C. The majority y of persons surveyed, who have received CRTPA information agree that the information provided is clear and that they know where to seek additional information.

D. The majority of persons surveyed, who have received CRTPA information agree that the information provided is explained adequately such that they understand the work task/public involvement opportunity y, and how to get involved further.

E. Advertisement / public notice material is given with adequate advance notification and is easy to understand.

Data and Measurement: The primary data source would be responses to questionnaires that are distributed to participants at meetings, via the web page or by mail. Information on the public reaction to the amount of notification, clarity and completeness of information provided on informational materials and CRTPA presentations would be sought. Responses to the surveys would be used to determine if improvements need to be made in various forms of agency communications with the public, and if so, to which populations within the CRTPA region.

OBJECTIVE I-2: Seek opportunities to educate the public about the different ways they can influence the transportation improvements for the future, and how they can get involved to shape the future of transportation in the region.

Description: This objective speaks to the need for the CRTPA to engage itself with the public to raise the visibility of the CRTPA and its function, and also to raise the awareness and understanding of the public of the transportation decision-making process. This multi-faceted objective aims to increase the confidence level of the public in the CRTPA staff such that public involvement efforts become more proactive and cooperative than reactive and suspicious in nature.

Performance Indicators:

A. The CRTPA participates in many different outreach avenues to educate and to elicit participation from the public on various work tasks of the CRTPA.

B. CRTPA staff takes steps to maintain the continued involvement of citizens in the transportation decision-making process once they have been engaged in the process.

C. Assistance is provided, such as training, coordination, or the provision of resources, to community and special interest groups, especially those dedicated to transportation issues to increase public awareness of the CRTPA and to provide outreach and assistance.

Data and Measurement: The primary data source would be a record of the outreach and coordination efforts that the CRTPA took part in. Additionally, data on the number of citizen encounters and new repeat participants in public involvement activities would be a good indicator of the successes in introducing new participants to the transportation decision-making process.

GOAL 3: METHODS OF PUBLIC ENGAGEMENT ARE EFFECTIVE

IDENTIFY AND UTILIZE A VARIETY OF METHODS TO MOST EFFECTIVELY INFORM AND ENGAGE THE PUBLIC.

Description: An effective public involvement process involves the citizenry early and often in the decision-making process so their knowledge and concerns can be considered in project development. Although public meetings are a versatile involvement technique, they should be used in combination with a number of other activities to widen the appeal of participating to others within the region. It is crucial to understand the audience and to tailor the methods of public involvement to their specific and unique needs. In particular, efforts to engage the traditionally underserved populations (elderly, disabled, low-income, language limited, to name a few) often require more personal levels of engagement such as neighborhood meetings and one-on-one introductions to be highly effective.

The following group of objectives and performance indicators are intended to produce effective public involvement throughout the CRTPA region. The following targets must be met to satisfy the Methods of Effective Public Engagement Goal:

- Participants must be involved using multiple techniques;
- Interested persons must feel they had an adequate opportunity to participate; and
- Interested persons must see value in their participation opportunities

METHODS OF ENGAGEMENT

OBJECTIVES AND PERFORMANCE INDICATORS:

OBJECTIVE M-1: Use a variety of methods to engage the public and solicit their comments on the plans and projects of the CRTPA in a meaningful way.

Description: This objective requires the use of multiple methods of public involvement to increase the rate of public participation in the CRTPA area. Using a variety of methods recognizes that people respond to different types of public involvement with varying levels of comfort and willingness to participate. Therefore, providing a variety of different types of participation opportunities increases the likelihood that a broader range of the public will become engaged in a meaningful way. Methods to be considered among the possibilities include public meetings, charrettes, neighborhood meetings, professional organization presentations, one-on-one meetings, webpage comment fom1s, and surveys to name a few.

Performance Indicators:

A. Public Involvement Invitees are involved using multiple techniques.

B. Public Involvement participants feel that the methods of involvement are meaningful.

C. CRTPA staff will utilize email to solicit comments on transportation planning materials and the meaningfulness the participants placed on their involvement in the decision-making process.

Data and Measurement: The number of involvement techniques used per project per area of the CRTPA region can be easily tracked in a record log, and the number of participants reached using multiple techniques can be cross-checked by reviewing sign-in sheets of multiple meetings. To determine the perceived "meaningfulness" of the methods of involvement , surveys will need to be conducted on the invitees.

OBJECTIVE M-2: Provide adequate advance notification and an adequate opportunity to participate in the decision-making process.

Description: This objective aim to ensure that the public involvement activities provide adequate notification (such that individuals can plan to attend participation opportunities) and opportunities to participate in the decision-making process. It also conveys that the CRTPA wants those who participate in the decision-making process to feel that the methods used by the CRTPA to engage them were valuable tools and worth repeating.

Performance Indicators:

A. The majority of interested persons feel that they have an adequate opportunity y to participate in the decision-making process.

B. The majority of interested persons feel that they have adequate advance notification to be able to participate in the decision-making process.

Data and Measurement: The primary data source is responses to questions in surveys administered at meetings, via the web, or by mail on the value of the public participation strategies employed for that specific project. The responses will provide an indication of which public involvement methods are perceived by the public as being most valuable. This information can then be further broken down into which populations of the CRTPA respond better to different methods of involvement. This second tier of evaluation would require the gathering of zip-code information at public involvement opportunities, and then the cross referencing of zip codes to Census Block Group data to have a clear picture of what methods work best for different segments of the region .

OBJECTIVE M-3: Maintain interest and enthusiasm in the transportation planning process by ensuring that proper techniques for public involvement are used to convey and collect relevant information within the region. Closely monitor the involvement levels from the traditionally underserved population groups, to evaluate which techniques for public involvement are most effective.

Description: This objective speaks to the need to maintain the interest of participants in continued public participation with the CRTPA. This continued participation raises the knowledge base of those in the public involvement activities and strengthens the relationship between the citizenry and CRTPA staff. Increased knowledge and continuity of involvement leads to heightened confidence level in the public participation process and overall citizen voice in the transportation decision-making process. Additionally, it stresses the importance of monitoring the results of public involvement efforts to further their effectiveness.

Performance Indicators:

A. Citizens attending public involvement activities for a specific project are also involved in additional CRTPA public involvement activities for other projects.

B. Citizens who are from/who represent the underserved populations within the CRTPA region are actively involved in multiple CRTPA projects.

C. CRTPA staff evaluates public involvement efforts for effectiveness at capturing target populations, and modifies participation strategies in response to the needs of target areas and the region as a whole.

Data and Measurement: The primary data source is attendance records of public involvement activities in the CRTPA region. Zip-code information will be requested at public involvement opportunities to gain insight into the areas of the CRTPA that the involvement activities are reaching and appealing to. This information can provide guidance on the probability of participation by persons belonging to an underserved population.

GOAL 4: RESPONSIVENESS

CAREFULLY CONSIDER PUBLIC INPUT IN TRANSPORTATION DECISION-MAK.ING.

Description: Effective public involvement means more than just notifying people about the process and providing them with the opportunity to comment, it means effectively engaging the citizenry with CRTPA staff. Effective public involvement requires that the citizenry has the opportunity to participate, to be heard, and to engage in dialogue with decision- makers that is carefully considered, and met with a response.

The following objectives and performance indicators set the foundation for a public involvement process that is designed to involve and be responsive to citizen input throughout the CRTPA region. The following targets must be met to satisfy the Responsiveness Goal in the public involvement plan.

- Interested persons must feel they had an adequate opportunity to share their ideas and concerns; and

- Interested persons must feel public input was considered in the decision-making process.

RESPONSIVENESS

OBJECTIVES AND PERFORMANCE INDICATORS:

OBJECTIVE R-1: Provide opportunities for the public to have input on any action being proposed by the Capital Region Transportation Planning Agency.

Description: This objective speaks to the publics need to have easy and open access to CRTPA staff for the purpose of conveying comment s, questions, concerns and ideas on CRTPA projects to CRTPA staff. Interested persons need to have numerous opportunities and avenues available to them to include their ideas in the decision-making process.

Performance Indicators:

A. Comment cards are available at CRTPA related functions.

B. CRTPA staff contact information is provided on all distributed materials, including physical & mailing address, phone numbers, and web page address.

C. Comment opportunities are provided on the CRTPA web page for both broad topics and individual projects.

D. Each CRTPA subcommittee and CRTPA Board meeting agenda includes dedicated time to hear and address citizen comments and concerns.

E. A summary of public comments is provided to the CRTPA as they are received. All items adopted by the CRTPA include a summary of the public comment as part of the documentation.

Data and Measurement: Comments received will be evaluated for the issue raised for a particular project and for information the comment may provide on effectiveness of the comment process.

OBJECTIVE R-2: Citizens involved in the process have confidence that their input is considered in the decision-making process.

Description: This objective helps frame the public involvement opportunities in such a way that they are designed to do more than seek comment on work that has already been completed. The involvement opportunities must be true opportunities where decision s have not been pre-determined and the information shared with the CRTPA has an opportunity to be considered and utilized in the decision-making process. The objective addresses the fact that participants need to see that they are "heard" by CRTPA staff and that their input is considered.

Performance Indicators:

A. The majority of participants feel that their input is considered.

B. Public comments, reactions and perceptions are conveyed to the CRTPA subcommittees and CRTPA Board. Where appropriate, comments are shared with local, state and federal officials.

C. Public comments are incorporated into plans and solutions where appropriate.

Data and Measurement: Response s to CRTPA surveys and comment cards will provide an indication on the confidence level the majority of participants have that their input is adequately considered and addressed. Additionally, project documentation will show the degree to which citizen comments and concerns were addressed and incorporated into project development

OBJECTIVE R-3: CRTPA staff is responsive to citizen requests, comments, and concerns.

Description: To achieve confidence in the public involvement process, citizens need to know that their comments and concerns are not only heard, but also taken seriously. For public involvement to be meaningful, the ideas and concerns of participants need to be carefully considered in the decision-making process. CRTPA staff needs to provide a high level of responsiveness to citizen input so that their confidence in CRTPA staff is gained and maintained throughout the process.

Performance Indicators:

A. The majority of participants feel that CRTPA staff is responsive and encourages citizen involvement and input.

B. Public comments, reactions and perceptions are conveyed to the CRTPA subcommittees and CRTPA Board. Where appropriate, comments are shared with local, state and federal officials.

C. Responses to public inquiries are made within 2 working days of the date of inquiry receipt.

Data and Measurement: This objective can be monitored largely by noting the time and date of public requests for information and the time and date of CRTPA responses. E- mail to the CRTPA readily includes this information, whereas telephone calls and other forms of contact will need to be documented. CRTPA staff strives to provide same-day contact to give the citizen assurance that the request has been acknowledged, with an adequate response provided within 2 working days of the inquiry. Citizen surveys can also provide information on if the public perceives the response time from CRTPA staff to be adequate and reasonable. Negative responses will be evaluated further for determination on how to improve customer satisfaction and regain citizen confidence.

OBJECTIVE R-4: CRTPA staff is responsive to the successes and failures of the on-going public participation activities such that adjustments are made along the process to heighten the effectiveness of each successive activity.

Description: This objective speaks to the need to continually evaluate the successes and failures of the various methods employed to solicit public participation in the CRTPA region. The CRTPA must be in tune to the needs of the region's population and adjust involvement strategies to mirror those needs if effective public participation is to be achieved.

Performance Indicators:

A. Public involvement efforts are evaluated at the conclusion of each activity to document the audience reached, and successes and shortfalls of each method used.

B. The successes and shortfalls of each public involvement effort are compared against the efforts previously completed to determine relative increases or decreases in involvement effectiveness.

C. At the end of each year (December) a report that describes the effectiveness of the public involvement strategies used throughout the year is prepared.

Data and Measurement: The CRTPA will keep a public involvement book that keeps track of all of the public involvement activities of the year, with an evaluation report attached outlining what aspects, if any, of the manner in which the public was involved should be altered for the next public participation opportunity.

Acknowledgements

The Capital Region Transportation Planning Agency thanks the following citizen groups and governmental agencies for their contributions to the content of this document:

CRTPA Technical Advisory Committee;
CRTPA Citizen's Multimodal Advisory Committee;
StarMetro;
Florida Department of Transportation;
Federal Transit Administration;
Federal Highway Administration

"The preparation of this report has been financed in part through grant(s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104(f)J of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

This PIPP satisfies StarMetro's Program of Project requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.

February 6, 2018

AGENDA ITEM 2D

CRTPA SAFETY TARGETS AND PERFORMANCE MEASURES

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is adopt Performance Targets for the Capital Region Transportation Planning Area (CRTPA) for the following five (5) **safety performance measures** adopted by the Federal Highway Administration (FHWA) in 2017 for all public roads:

1. Number of fatalities;
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 Million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) has adopted the target of, "Zero" for the FHWA safety performance measures, and the CRTPA, along with all the other Metropolitan Planning Organizations in the State of Florida, is now required to adopt its own targets and performance measures for the safety measures. MPO's may agree to support the state target or establish a specific number or rate for each.

RECOMMENDATION

Option 1: Recommend to the CRTPA approval of the proposed CRTPA Safety Performance Targets.

HISTORY AND ANALYSIS

Nationally, state-specific, and locally, transportation plans exist to enhance safety for all users of the transportation system. A coordinated effort to connect all of the safety plans has long been in effect in the transportation realm, but over the last two years, a system of Performance Management has led to a greater push for comprehensive and coordinated transportation and safety planning. Performance Measures for Safety have been developed by the FHWA, for which targets are being established cooperatively between the FDOT and MPO's within the State of Florida (as well as nationally). Through this coordinated effort, the goals of the Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), Strategic Highway Safety Plan (SHSP), and region-specific safety and transportation plans can be shown to guide and support one another.

MAP-21 Guidance

The Moving Ahead for Progress in the 21st Century Act(MAP-21) requires MPO's to track their performance in achieving stated planning targets. This "performance-based planning" relies upon the use of performance measures to identify targets that can be measured to quantify overall success or failure at reaching stated targets of improvement. MAP-21 focuses on the following national goals:

1. Safety
2. Infrastructure Preservation
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability; and
7. Reduced Delays in Project Delivery

FAST Act Guidance

The Fixing America's Surface Transportation (FAST) Act builds upon the directives in MAP-21 by identifying timelines for which MPO's and State departments of Transportation (FDOT) must show compliance with MAP-21.

Safety Performance Measures

Of the seven (7) National Goals set forth in federal legislation, "***Safety***" is the first listed, and "Safety" is the first Goal for which the MPO's must set targets for the established performance measures. The performance measures for "Safety" were published in the *Federal Register* under the Safety Performance Management Measures Rule. The rule requires that MPO's not only set targets for the performance measures (listed below), but also that the MPO's report progress on the targets to the State DOT. The performance measures are listed below with a brief description of each.

Performance Measure	Description
Number of fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
Number of serious injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
Rate of serious injuries per 100 Million VMT	The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
Number of non-motorized fatalities and non-motorized serious injuries	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

RECENT ACTION

Florida Department of Transportation (FDOT) Safety Targets

In August of 2017, the FDOT adopted a target of "Zero" for all public roads for the five (5) safety performance measures, but also adopted an Interim Performance Target (shown in the Table below) in recognition of the fact that it takes time to reach the intended target.

FDOT Adopted Measures	Target	Interim 2018 Performance Target
Number of fatalities	0	3,052
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.65
Number of serious injuries	0	20,861
Rate of serious injuries per 100 Million VMT	0	11.06
Number of non-motorized fatalities and non-motorized serious injuries	0	3,447

Capital Region Transportation Planning Area (CRTPA) Safety Targets

Upon adoption by the Florida Department of Transportation (FDOT) of a target of "Zero" along with the Interim Performance Targets, the CRTPA, along with all the other Metropolitan Planning Organizations in the State of Florida, were given 180 days to adopt their targets for the established safety measures. MPO's were granted the option of either adopting/supporting the State target, or establishing a specific number or rate for each performance measure. MPOs that choose to establish a rate for a target are required to report not only the estimate used for VMT to establish the target rate, but also the methodology used to arrive at the overall VMT estimate.

Utilizing data provided to the CRTPA from FDOT and the FHWA (provided in ***Attachments 1*** and ***2***), CRTPA staff established an average result for each performance measure from the years 2011 through 2016. The averages were utilized as the 2018 target and performance measure for each Safety Measure. The CRTPA's proposed 2018 Performance Targets are as follows:

CRTPA Safety Performance Measures	CRTPA Performance Target
Number of fatalities	56
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279
Number of serious injuries	266
Rate of serious injuries per 100 Million VMT	7.313
Number of non-motorized fatalities and non-motorized serious injuries	44

NEXT STEPS

The CRTPA must adopt its Performance Measures and Targets by February 27, 2018.

ATTACHMENTS

Attachment 1: Data Sheet for Florida MPOs, including 2009-2016
Attachment 2: Extracted Data Sheet for the CRTPA, including 2011-2016
Attachment 3: Florida Highway Safety Improvement Program Sec 34: Safety Performance Targets

ATTACHMENT 1

MPO/TPO		Average Annual Fatalities[1]							Average Annual Serious Injuries[2]							Average Annual Fatality Rates[3]							Average Annual Serious Injury Rates[4]							Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries5						
		2009-13	2010-14		2011-15		2012-16		2009-13	2010-14		2011-15		2012-16		2009-13	2010-14		2011-15		2012-16		2009-13	2010-14		2011-15		2012-16		2009-13	2010-14		2011-15		2012-16	
		Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	Average	%Δ	Average	%Δ	Average	%Δ
Space Coast TPO	Single County	63.8	66.2	3.8%	69.6	5.1%	74.8	7.5%	587.0	607.4	3.5%	601.4	-1.0%	630.8	4.9%	1.053	1.101	3.8%	1.159	5.1%	1.218	7.5%	9.666	10.097	4.5%	10.033	-0.6%	10.363	3.3%	79.8	82.2	3.0%	86.6	5.4%	90.2	4.2%
Charlotte County-Punta Gorda MPO	Single County	22.8	21.0	-7.9%	21.4	1.9%	22.6	5.6%	164.2	149.2	-9.1%	134.6	-9.8%	127.0	-5.6%	1.048	0.965	-7.9%	0.969	1.9%	0.998	5.6%	7.555	6.864	-9.1%	6.127	-10.7%	5.676	-7.4%	24.2	23.0	-5.0%	21.4	-7.0%	20.4	-4.7%
Broward MPO	Single County	178.4	175.0	-1.9%	183.0	4.6%	199.6	9.1%	2,080.6	2,004.0	-3.7%	1,888.8	-5.7%	1,776.0	-6.0%	1.099	1.074	-1.9%	1.109	4.6%	1.205	9.1%	12.801	12.278	-4.1%	11.447	-6.8%	10.797	-5.7%	351.4	350.6	-0.2%	341.4	-2.6%	352.2	3.2%
Okaloosa-Walton TPO	Multiple Counties, not countywide	See individual counties below							See individual counties below							See individual counties below							See individual counties below							See individual counties below						
Gainesville MTPO	Single County, not countywide	See individual county below							See individual county below							See individual county below							See individual county below							See individual county below						
Hernando/Citrus MPO	Multiple Counties	50.6	47.0	-7.1%	49.2	4.7%	49.8	1.2%	448.4	428.8	-4.4%	445.0	3.8%	461.2	3.6%	1.527	1.416	-7.1%	1.471	4.7%	1.464	1.2%	13.548	12.926	-4.6%	13.329	3.1%	13.560	1.7%	34.4	36.2	5.2%	41.0	13.3%	43.2	5.4%
Hillsborough County MPO	Single County	157.6	161.0	2.2%	168.4	4.6%	183.8	9.1%	2,066.2	1,921.6	-7.0%	1,752.0	-8.8%	1,618.0	-7.6%	1.245	1.266	2.2%	1.308	4.6%	1.400	9.1%	16.296	15.106	-7.3%	13.650	-9.6%	12.430	-8.9%	254.8	249.6	-2.0%	246.0	-1.4%	242.6	-1.4%
Indian River County MPO	Single County, not countywide	See individual county below							See individual county below							See individual county below							See individual county below							See individual county below						
North Florida MPO	Multiple Counties	168.4	172.8	2.6%	183.4	6.1%	201.4	9.8%	1,261.0	1,299.2	3.0%	1,341.4	3.2%	1,371.0	2.2%	1.112	1.136	2.6%	1.188	6.1%	1.272	9.8%	8.329	8.547	2.6%	8.717	2.0%	8.727	0.1%	174.2	181.8	4.4%	191.8	5.5%	196.2	2.3%
Polk TPO	Single County	90.4	94.2	4.2%	99.8	5.9%	108.6	8.8%	566.4	539.0	-4.8%	499.6	-7.3%	480.8	-3.8%	1.520	1.541	4.2%	1.579	5.9%	1.648	8.8%	9.503	8.840	-7.0%	7.959	-10.0%	7.392	-7.1%	63.0	65.2	3.5%	63.6	-2.5%	67.4	6.0%
Lee County MPO	Single County	75.2	75.6	0.5%	81.0	7.1%	87.0	7.4%	456.6	458.0	0.3%	460.4	0.5%	499.0	8.4%	1.164	1.140	0.5%	1.187	7.1%	1.229	7.4%	7.067	6.921	-2.1%	6.786	-2.0%	7.101	4.6%	76.8	80.0	4.2%	84.0	5.0%	91.0	8.3%
Martin MPO	Single County	26.2	23.6	-9.9%	24.2	2.5%	25.4	5.0%	124.6	116.4	-6.6%	107.0	-8.1%	103.0	-3.7%	1.273	1.162	-9.9%	1.186	2.5%	1.246	5.0%	6.054	5.739	-5.2%	5.269	-8.2%	5.117	-2.9%	17.6	17.4	-1.1%	16.2	-6.9%	14.0	-13.6%
Miami-Dade Urbanized Area MPO	Single County	242.8	246.6	1.6%	265.0	7.5%	273.8	3.3%	1,959.0	1,992.0	1.7%	1,992.2	0.0%	1,894.4	-4.9%	1.263	1.284	1.6%	1.378	7.5%	1.417	3.3%	10.206	10.383	1.7%	10.386	0.0%	9.854	-5.1%	411.8	425.8	3.4%	446.0	4.7%	436.0	-2.2%
Collier County MPO	Single County	37.2	37.2	0.0%	38.8	4.3%	38.0	-2.1%	184.0	174.0	-5.4%	175.2	0.7%	177.2	1.1%	1.169	1.160	0.0%	1.183	4.3%	1.125	-2.1%	5.790	5.445	-6.0%	5.388	-1.0%	5.252	-2.5%	37.2	38.6	3.8%	37.6	-2.6%	40.0	6.4%
Ocala/Marion County TPO	Single County	61.8	60.6	-1.9%	60.0	-1.0%	61.6	2.7%	423.0	359.4	-15.0%	326.8	-9.1%	327.8	0.3%	1.537	1.507	-1.9%	1.475	-1.0%	1.478	2.7%	10.501	8.952	-14.8%	8.069	-9.9%	7.894	-2.2%	41.8	39.0	-6.7%	38.0	-2.6%	41.2	8.4%
METROPLAN Orlando	Multiple Counties	208.8	210.6	0.9%	218.4	3.7%	226.0	3.5%	1,539.6	1,893.0	23.0%	2,318.6	22.5%	2,640.0	13.9%	1.049	1.049	0.9%	1.073	3.7%	1.089	3.5%	7.748	9.401	21.3%	11.309	20.3%	12.627	11.7%	261.2	300.0	14.9%	341.8	13.9%	375.8	9.9%
Bay County TPO	Single County	24.0	24.4	1.7%	27.2	11.5%	30.0	10.3%	257.4	250.4	-2.7%	255.2	1.9%	234.6	-8.1%	1.322	1.340	1.7%	1.476	11.5%	1.596	10.3%	14.172	13.761	-2.9%	13.897	1.0%	12.559	-9.6%	29.8	29.4	-1.3%	34.4	17.0%	37.6	9.3%
Pasco County MPO	Single County	69.4	67.8	-2.3%	66.8	-1.5%	71.4	6.9%	855.4	871.0	1.8%	933.0	7.1%	1,032.6	10.7%	1.735	1.660	-2.3%	1.592	-1.5%	1.661	6.9%	21.416	21.279	-0.6%	22.077	3.8%	23.905	8.3%	105.6	109.6	3.8%	109.0	-0.5%	115.6	6.1%
Florida-Alabama TPO	Multiple Counties, not countywide	See individual counties below							See individual counties below							See individual counties below							See individual counties below							See individual counties below						
Pinellas County MPO	Single County	99.0	101.4	2.4%	102.8	1.4%	105.8	2.9%	1,270.0	1,217.8	-4.1%	1,194.6	-1.9%	1,175.2	-1.6%	1.229	1.272	2.4%	1.296	1.4%	1.310	2.9%	15.746	15.258	-3.1%	15.068	-1.2%	14.594	-3.1%	212.4	213.8	0.7%	217.2	1.6%	221.0	1.7%
Sarasota/Manatee MPO	Multiple Counties	81.0	81.6	0.7%	87.4	7.1%	99.8	14.2%	770.8	777.8	0.9%	907.0	16.6%	1,131.2	24.7%	1.103	1.104	0.7%	1.160	7.1%	1.289	14.2%	10.492	10.497	0.0%	11.986	14.2%	14.504	21.0%	127.8	134.2	5.0%	142.8	6.4%	160.0	12.0%
St Lucie TPO	Single County	30.0	29.8	-0.7%	31.0	4.0%	33.6	8.4%	187.4	174.0	-7.2%	166.6	-4.3%	165.0	-1.0%	0.967	0.956	-0.7%	0.985	4.0%	1.064	8.4%	6.027	5.562	-7.7%	5.276	-5.1%	5.236	-0.8%	26.6	28.4	6.8%	26.8	-5.6%	24.0	-10.4%
Capital Region TPA	Multiple Counties	55.4	53.0	-4.3%	51.4	-3.0%	55.6	8.2%	351.8	313.6	-10.9%	278.6	-11.2%	266.0	-4.5%	1.299	1.249	-4.3%	1.208	-3.0%	1.279	8.2%	8.203	7.360	-10.3%	6.539	-11.2%	6.143	-6.1%	41.8	41.4	-1.0%	42.4	2.4%	44.0	3.8%
River to Sea TPO	Multiple Counties, not countywide	See individual counties below							See individual counties below							See individual counties below							See individual counties below							See individual counties below						
Palm Beach MPO	Single County	131.4	127.0	-3.3%	139.8	10.1%	153.4	9.7%	1,047.0	1,039.8	-0.7%	1,026.2	-1.3%	1,054.2	2.7%	1.066	1.022	-3.3%	1.100	10.1%	1.185	9.7%	8.493	8.366	-1.5%	8.105	-3.1%	8.195	1.1%	190.0	193.4	1.8%	200.6	3.7%	203.2	1.3%
Lake-Sumter MPO	Multiple Counties	62.0	61.2	-1.3%	64.4	5.2%	66.4	3.1%	369.4	348.8	-5.6%	340.4	-2.4%	364.6	7.1%	1.436	1.385	-1.3%	1.410	5.2%	1.423	3.1%	8.571	7.879	-8.1%	7.425	-5.8%	7.742	4.3%	37.2	39.6	6.5%	38.8	-2.0%	40.8	5.2%
Heartland Regional TPO	Multiple Counties	57.6	55.8	-3.1%	57.4	2.9%	60.8	5.9%	331.2	310.4	-6.3%	299.8	-3.4%	342.0	14.1%	2.053	1.996	-3.1%	2.025	2.9%	2.105	5.9%	11.785	11.089	-5.9%	10.577	-4.6%	11.750	11.1%	32.4	35.0	8.0%	33.2	-5.1%	32.6	-1.8%

FDOT County Number	County Name	MPO/TPO	Average Annual Fatalities[1]							Average Annual Serious Injuries[2]							Average Annual Fatality Rates[3]							Average Annual Serious Injury Rates[4]							Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries5						
			2009-13	2010-14		2011-15		2012-16		2009-13	2010-14		2011-15		2012-16		2009-13	2010-14		2011-15		2012-16		2009-13	2010-14		2011-15		2012-16		2009-13	2010-14		2011-15		2012-16	
			Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	Average	%Δ	Average	%Δ	Average	%Δ
26	Alachua	Gainesville MTPO	30.6	30.6	0.0%	32.8	7.2%	36.6	11.6%	302.8	275.8	-8.9%	265.6	-3.7%	264.0	-0.6%	1.080	1.073	-0.6%	1.137	6.0%	1.242	9.2%	10.669	9.677	-9.3%	9.217	-4.8%	8.959	-2.8%	37.6	38.2	1.6%	37.0	-3.1%	37.8	2.2%
48	Escambia	Florida-Alabama TPO	40.8	41.6	2.0%	44.2	6.3%	44.4	0.5%	472.2	377.8	-20.0%	321.4	-14.9%	281.6	-12.4%	1.206	1.228	1.8%	1.298	5.7%	1.289	-0.7%	13.954	11.152	-20.1%	9.450	-15.3%	8.182	-13.4%	66.0	60.2	-8.8%	55.4	-8.0%	54.4	-1.8%
58	Santa Rosa	Florida-Alabama TPO	23.8	22.2	-6.7%	21.8	-1.8%	20.0	-8.3%	262.2	233.0	-11.1%	218.0	-6.4%	189.6	-13.0%	1.189	1.105	-7.1%	1.081	-2.2%	0.978	-9.5%	13.105	11.602	-11.5%	10.821	-6.7%	9.245	-14.6%	16.4	15.2	-7.3%	15.0	-1.3%	15.8	5.3%
57	Okaloosa	Okaloosa-Walton TPO	22.0	24.0	9.1%	27.0	12.5%	26.6	-1.5%	231.4	212.4	-8.2%	202.4	-4.7%	184.0	-9.1%	1.066	1.153	8.2%	1.284	11.4%	1.247	-2.9%	11.232	10.227	-8.9%	9.681	-5.3%	8.675	-10.4%	28.6	29.0	1.4%	30.8	6.2%	28.6	-7.1%
60	Walton	Okaloosa-Walton TPO	19.4	18.2	-6.2%	14.2	-22.0%	14.2	0.0%	143.4	138.2	-3.6%	137.8	-0.3%	121.0	-12.2%	1.684	1.561	-7.3%	1.198	-23.3%	1.160	-3.2%	12.434	11.849	-4.7%	11.609	-2.0%	9.954	-14.3%	8.6	9.0	4.7%	9.4	4.4%	8.6	-8.5%
73	Flagler	River to Sea TPO	18.4	20.0	8.7%	17.8	-11.0%	18.4	3.4%	176.2	160.0	-9.2%	137.8	-13.9%	119.4	-13.4%	1.720	1.798	4.5%	1.542	-14.2%	1.504	-2.5%	16.497	14.757	-10.5%	12.239	-17.1%	10.274	-16.1%	13.6	14.2	4.4%	15.8	11.3%	15.6	-1.3%
79	Volusia	River to Sea TPO	94.4	93.0	-1.5%	89.2	-4.1%	96.4	8.1%	691.8	658.2	-4.9%	630.2	-4.3%	638.4	1.3%	1.716	1.697	-1.1%	1.624	-4.3%	1.715	5.6%	12.573	12.019	-4.4%	11.485	-4.4%	11.387	-0.9%	92.2	92.8	0.7%	89.0	-4.1%	88.8	-0.2%
88	Indian River	Indian River County MPO	20.0	19.8	-1.0%	19.4	-2.0%	20.6	6.2%	117.2	119.0	1.5%	115.8	-2.7%	127.2	9.8%	1.333	1.312	-1.6%	1.262	-3.8%	1.322	4.8%	7.817	7.885	0.9%	7.568	-4.0%	8.194	8.3%	14.2	14.6	2.8%	16.2	11.0%	17.6	8.6%

Single-county MPO/TPOs that encompass the entire limits of the county are calculated using the total county fatalities, serious injuries and traffic volumes as published. Multiple-county MPO/TPOs that encompass the entire limits of each of their included counties are calculated using the fatalities, serious injuries and traffic volumes summed for all of the included counties and are combined totals and rates calculated based on combined totals and combined traffic volumes. MPO/TPOs that do not encompass whole counties are not calculated at the MPO/TPO level but the county calculations for each included county are presented in the lower table.

DATA SOURCES: fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office's Crash Analysis Reporting (CAR) database as of November 8, 2017; traffic volumes as published by the FDOT office of Transportation Data and Analytics at http://www.fdot.gov/planning/statistics/mileage-rpts/

1. The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5, to one decimal place. Fatalities are individuals listed on a Florida Traffic Crash Report (FTCR) form with injury code "5" – fatal (within 30 days).
2. The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5, to one decimal place. Serious injuries are individuals listed on an FTCR form with injury code "4" – incapacitating.
3. The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of fatalities for the year by the total traffic volume for the year. Traffic volume is expressed in 100 Million Vehicle-Miles and is the Daily Vehicle-Miles Traveled (sum for the region of the counts of vehicles per day times the length of the segments associated with the traffic) times the number of days in the year, divided by 100,000,000. This yields an annual volume of Vehicle-Miles. The number of fatalities divided by the traffic volume is the annual fatality rate. This measure averages the five annual rates within the measurement window and does NOT use the cumulative five-year fatalities over the cumulative five-year traffic volume.
4. The average serious injury rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of serious injuries for the year by the total traffic volume for the year. See (3) above for an explanation of traffic volume. The same traffic volume figure is used here in the same way.
5. The average number of combined fatalities and serious injuries for bicyclists and pedestrians is per year is the sum of the annual total bicyclist and pedestrian fatalities and total bicyclist and pedestrian serious injuries for each year in the range divided by 5, to one decimal place. Bicyclist and pedestrian fatalities and serious injuries are individuals listed on an FTCR form as Non-Motorist with a Non-Motorist Description code of "01" (pedestrian), "02" (other pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.)), "03" (bicyclist) or "04" (other cyclist) and with injury code "5" – fatal (within 30 days) or injury code "4" – incapacitating.

NOTE: Crash reports that reveal the personal information concerning the parties involved in the crash and that are held by any agency that regularly receives or prepares information from or concerning the parties to motor vehicle crashes are confidential and exempt from the provisions of Section 119.07(1), F.S. for a period of 60 days after the date the report is filed. (Section 316.066 (2)(a), F.S.) The information contained within or attached to this message has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety construction improvements projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 409. Pursuant to Title 23 U.S.C Section 409, the information provided to you is not subject to discovery and is not admissible into evidence.

ATTACHMENT 2

Fatalities

	2011	2012	2013	2014	2015	2016	
Gadsden	9	16	12	5	12	18	
Jefferson	8	6	6	1	5	7	
Leon	37	42	17	33	29	40	5-year
Wakulla	4	8	3	2	2	14	Average
Total	58	72	38	41	48	79	56

Fatality Rates

	2011	2012	2013	2014	2015	2016	
Gadsden	1.172	2.099	1.484	0.627	1.471	2.068	
Jefferson	1.988	1.514	1.443	0.244	1.167	1.615	
Leon	1.398	1.615	0.647	1.225	1.047	1.419	5-year
Wakulla	1.037	2.031	0.767	0.485	0.473	3.252	Average
Aggregate:	1.380	1.734	0.895	0.951	1.082	1.735	1.279

Serious Injury Crashes

	2011	2012	2013	2014	2015	2016	
Gadsden	72	77	49	45	41	39	
Jefferson	24	32	21	17	23	25	
Leon	216	169	164	180	165	161	5-year
Wakulla	14	18	21	24	21	38	Average
Total	326	296	255	266	250	263	266

Serious Injury Rates

	2011	2012	2013	2014	2015	2016	
Gadsden	9.379	10.102	6.060	5.642	5.027	4.480	
Jefferson	5.964	8.076	5.050	4.151	5.368	5.769	
Leon	8.162	6.500	6.238	6.683	5.957	5.710	5-year
Wakulla	3.630	4.569	5.369	5.824	4.962	8.827	Average
Average:	6.784	7.312	5.679	5.575	5.329	6.196	
Aggregate:	6.194	5.679	7.474	7.736	8.326	7.350	7.313

Non-Motorized Fatalities/Serious Injury

	2011	2012	2013	2014	2015	2016	
Gadsden	5	2	2	1	5	5	
Jefferson	2	4	2	3	-	2	
Leon	24	32	38	37	45	33	5-year
Wakulla	2	2	3	1	2	1	Average
Total	33	40	45	42	52	41	44

100M VMT

	2011	2012	2013	2014	2015	2016
Gadsden	7.677	7.623	8.086	7.976	8.155	8.706
Jefferson	4.024	3.962	4.158	4.096	4.285	4.334
Leon	26.464	26.001	26.290	26.934	27.697	28.196
Wakulla	3.857	3.940	3.912	4.121	4.232	4.305
Total	42.0	41.5	42.4	43.1	44.4	45.5

34. Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities 0

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total fatalities on Florida's roads is forecast to be between 2,716 and 3,052 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for fatalities is zero in 2018. While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatalities is zero in 2018, Florida has forecast an interim performance measure of 3,052 in order to satisfy the federal requirement.

Number of Serious Injuries 0

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total serious injuries on Florida's roads is forecast to be between 18,831 and 20,861 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for serious injuries is zero in 2018. The data forecast indicates Florida's five year rolling average for serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injuries is zero in 2018, Florida has forecast an interim performance measure of 20,861 in order to satisfy the federal requirement.

Fatality Rate 0

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for fatality rate per 100 million VMT on Florida's roads is forecast to be between 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for fatality rate per

100 million VMT is zero in 2018. While the data forecast indicates Florida's five year rolling average for fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatality rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 1.65 in order to satisfy the federal requirement.

Serious Injury Rate 0

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for serious injury rate per 100 million VMT on Florida's roads is forecast to be between 7.57 and 11.06 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for serious injury rate per 100 million VMT is zero in 2018. The data forecast indicates Florida's five year rolling average for serious injury rate per 100 million VMT could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the serious injury rate per 100 million VMT. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injury rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 11.06 in order to satisfy the federal requirement.

Total Number of Non-Motorized Fatalities and Serious Injuries 0

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for non-motorized fatalities and serious injuries on Florida's roads is forecast to be between 3,066 and 3,447 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for non-motorized fatalities and serious injuries is zero in 2018. The data forecast indicates Florida's five year rolling average for non-motorized fatalities and serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in non-motorized fatalities and serious injuries. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for non-motorized fatalities and serious injuries is zero in 2018, Florida has forecast an interim performance measure of 3,447 in order to satisfy the federal requirement.

Enter additional comments here to clarify your response for this question or add supporting information.

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our 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 deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations; only Vehicle Miles of Travel (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

[Source: FDOT Highway Safety Plan]

February 6, 2018

COMMITTEE AGENDA ITEM 3 A

MIDTOWN AREA TRANSPORTATION PLAN

TYPE OF ITEM: Committee Action

STATEMENT OF ISSUE

Phase 1 of the Midtown Area Transportation Plan has been developed for Board approval. This phase provides a technical analysis of identified potential transportation options for the Midtown area of Tallahassee and was developed for the CRTPA by Kimley-Horn and Associates (CRTPA General Planning Consultant).

RECOMMENDED ACTION

Option 1: Recommend CRTPA Board approve Phase 1 of the Midtown Area Transportation Plan and proceed with the next phase (Phase 2) of the Plan.

HISTORY AND ANALYSIS

The Latest

Phase 1 of the Midtown Area Transportation Plan is complete and provides an evaluation of nine (9) options (many of which are not stand alone and may be implemented in coordination with other identified options).

The following provides a summary of the options, with further information included as ***Attachment 1***:

- **Beard St and North Gadsden St Realignment** - Realignment of Beard Street within existing right-of-way to improve connectivity at this location has been idenified.
- **Sidewalk Connectivity** - Missing gaps in the Midtown area are identified (including key missing gaps at N. Gadsden, discussed below).
- **North Gadsden St corridor improvements from 6th Ave to Thomasville Rd** - Identifies construction of missing key sidewalk gaps and road diet in this key location of Midtown.
- **Midtown Boulevard/Complete Street** - by definition, complete streets are streets designed for all users (pedestrian, bicyclists, transit users as well as motorized transportation). Many of the proposed alternatives evaluated can be implemented in a manner that to improve the Midtown area for all users.

- **One-way southbound option of Thomasville Rd from N Gadsden St to N Monroe St** - This alternative improves roadway level of service and could be constructed to use existing right-of-way for complete street improvements. Potential negatives with proposal include reduced access to businesses.
- **One-way southbound option of Thomasville Rd from N Gadsden St to 6th Ave** - This alternative improves roadway level of service and could be constructed to use existing right-of-way for complete street improvements. Potential negatives with proposal include reduced access to businesses.
- **Thomasville, Meridian and N Gadsden Roundabout** (**includes all existing movements**) - Analysis identifies that this option does not operationally work and will have constructability issues. Additionally, a roundabout at this location creates pedestrian challenges. Study recommendation – Consider not moving forward with further exploration of this option.
- **Thomasville, Meridian and N Gadsden Roundabout** (**No Gadsden to Meridian movement**) - Analysis identifies constructability issues. Additionally, a roundabout at this location creates pedestrian challenges. Study recommendation – Consider not moving forward with further exploration of this option.
- **6th and 7th Ave Bi-Directional Roadways** - Convert the existing one-way pairs into two-way roadways. Analysis identifies that this change would reduce level-of-service and create additional conflict points at intersections. Study recommendation: Do not move forward with further exploration.

Plan Background

Transportation improvements to the Midtown area of Tallahassee have been discussed and documented for a number of years. Recent efforts include:

- The CRTPA's Connections 2040 Regional Mobility Plan" (adopted on November 16, 2015) which identifies the Thomasville Road/Meridian Road/Seventh Avenue intersection for improvement. This project has been included on the agency's RMP Roadways Priority Project List (and is on the most recent Roadway PPL scheduled for adoption at today's meeting).

- Blueprint Intergovernmental Agency Community Enhancement project ("Midtown Placemaking (Thomasville and Monroe Roads)") that identifies improvements at the five-points intersection of Meridian Road/Thomasville Road/Seventh Avenue as well as streetscaping improvements to Monroe Street (Thomasville Road to Tharpe Street) and Thomasville Road (Monroe Street to Post Road). This project was included in the November 2014 passage of the Leon County Penny Sales Tax Extension.

- FDOT safety study ("Thomasville Road (Midtown) Safety Study") was conducted by the FDOT on Thomasville Road (Monroe Street to Betton Road) based upon a request by the CRTPA to evaluation bicycle and pedestrian safety along the corridor. The study, presented to the CRTPA on September 19, 2016, identified potential pedestrian safety improvements along the corridor (some of which are included on the agency's Transportation Systems Management (TSM) Priority Project List for funding).

Midtown Area Transportation Plan

Building upon and coordinating the above efforts, the Midtown Area Transportation Plan was in initiated at the June 19, 2017 CRTPA meeting. The plan is being developed in two parts (Phase 1 and Phase 2).

Phase 1 of the plan is complete and provides a technical review analyzing potential changes to the transportation network to gain a better understanding of travel patterns in and around the Midtown area of Tallahassee. This phase has provided an evaluation of existing conditions including data collection efforts that have included use of Bluetooth technology to provide a picture of traffic patterns throughout the Midtown area (including traffic traveling both to and through Midtown).

Included within Phase 1 is the identification of nine (9) options and how each options performs based on both qualitative and quantitative criteria. These options (or alternatives) are discussed above and summarized in ***Attachment 1***.

Phase 2 of the plan involves public and stakeholder input on the plan including the options identified as well as a refinement of those options.

NEXT STEPS

Consistent with Board direction, the Phase 2 of the Midtown Area Transportation Plan is the next and final phase of the plan. As noted above, this phase will focus on public involvement as well as refinement of the options identified. Subsequent to completion of Phase 2, the Midtown Area Transportation Plan will be complete.

Upon completion of the Plan, further phasing and implementation will be explored including further development and design of key alternatives.

ATTACHMENT

Attachment 1: Options Matrix
Attachment 2: Draft PowerPoint

Updated January 26, 2018

Midtown Traffic Study: Potential Improvement Options for Future Study

ATTACHMENT 1

The matrix below depicts how each alternative performs based on multiple qualitative and quantitative criteria. The alternatives are being evaluated to determine which may be viable to move forward for future, more detailed consideration. The criteria include:

- ✓ Maintain/Improve LOS: Does the alternative either maintain acceptable LOS or improve the LOS, when compared with the existing?
- ✓ Sense of Place: Does the alternative enhance the area by providing a uniqueness that sets it apart from the surrounding area?
- ✓ Traffic Calming: Does the alternative include a traffic calming component?
- ✓ Improves circulation/connectivity: Does the alternative improve access to the Midtown area along with improving access to businesses and amenities within the Midtown area?
- ✓ Opportunity for multi-modal enhancement: Does the alternative provide opportunity for enhancements of bikes and pedestrians, and transit facilities?
- ✓ Potential Need for Additional ROW: What is the estimated need for additional ROW that could be required?
- ✗ Indicates that there is a negative impact.

Alternatives	Maintain/ Improve LOS	Opportunity for Sense of Place improvements	Traffic Calming	Improves Circulation/Connectivity	Opportunity for Multi Modal Enhancement	Potential ROW Needs		Relative Cost	Additional Comments
						None/ Minor	Major		
Beard St and North Gadsden St Realignment	✓	-	-	✓	✓	✓	-	Low	Realignment could occur within the existing ROW. Coordination with adjacent landowner needed (parking lot in NW quadrant). Aligning the intersection would improve the operations. It would also make it easier to travel along the roadways, improving connectivity and circulation through midtown.
Sidewalk Connectivity	✓	-	-	✓	✓	✓	-	Med	Identification of key gaps.
North Gadsden St Corridor improvements from 6th Ave to Thomasville Rd	-	-	✓	-	✓	✓	-	Med	Construct sidewalks along entire corridor on both sides of roadway and implement a road diet.
Midtown Boulevard/Complete Street	✓	✓	✓	✗	✓	✓	-	Med	Creates a sense of place and traffic calming. Could be done with existing geometry but access management would need to be evaluated on a driveway by driveway basis. Parallel facilities could handle diverted traffic that may occur with reduced speeds. Additional midblock pedestrian crossings are possible.
One way southbound option of Thomasville Rd from N Gadsden St to 6th Ave	✓	✓	*-	✗	✓	✓	-	Low	Improves LOS. Access to businesses could be negatively impacted. *Recommended that additional features be included to ensure friction is provided along the roadway to reduce speeds and provide traffic calming.
One way southbound option of Thomasville Rd from N Gadsden St to N Monroe St	✓	✓	*-	✗	✓	✓	-	Low	Improves LOS. Access to businesses could be negatively impacted. *Recommended that additional features be included to ensure friction is provided along the roadway to reduce speeds and provide traffic calming.
Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)	✗	✓	✓	-	✗	-	✓	High	FDOT Safety study includes this potential roundabout. Operationally this does not work. Additional concerns with grade change and extensive ROW needed. A roundabout would provide a unique characteristic to the midtown area.
Thomasville, Meridian and N Gadsden Roundabout (No Gadsden to Meridian movement)	✓	✓	✓	✗	✗	-	✓	High	The operations of the roundabout could work if the movement from 7th Ave to Meridian would be removed. Additional concerns with grade change and extensive ROW needed. A roundabout would provide a unique characteristic to the midtown area.
6th and 7th Ave Bi-Directional Roadways	✗	-	✓	✓	-	✓	-	Low	LOS is degraded and it creates additional conflict points at the intersections. One-way roads do not contain the same amount of friction as a bi-directional roadway. This friction acts as a traffic calming measure by reducing the comfort level of the drivers, increasing their awareness and reducing their speed. Making the road bi-directional would provide improved connectivity and circulation to the driveways along those roadways.

ATTACHMENT 2

MIDTOWN AREA TRANSPORTATION PLAN

January 2018

What We are Doing

- Analyzing traffic trends and patterns
  - Into, out of, and through Midtown
- Identifying network deficiencies in the Midtown area
- Evaluating potential improvement alternatives.

- Goal of Phase 1:
  - Obtain feedback from CRTPA committees and Board
  - Identify viable alternatives for further study and stakeholder review.


Locke St
N Forest Dr
Winding Way
E Bradford Rd
Truett Dr
Collins Dr
Glenview Dr
E Tharpe St
De Soto St
Gwen St
Winthrop Park
Lake Ella
Lake Ella Park
Lake Ella Dr
E 9th Ave
E 8th Ave
E 7th Ave
E 6th Ave
Beard St
Ingleside Ave
E 5th Ave
E 3rd Ave
W 9th Ave
W 8th Ave
W 7th Ave
W 6th Ave
Shephard St
W 5th Ave
W 1st Ave
Williams St
McDaniel St
Wilson Ave
E Brevard St
E Georgia St
W Georgia St
W Carolina St
E Tennessee St
SR-10 E
E Call St
E Park Ave
W Park Ave
Thomasville Rd
Miccosukee Rd
Meridian Rd
Monroe St
Calhoun St
Gadsden St
Duval St
Bronough St
Adams St
Martin Luther King Jr Blvd
Macomb St
Milton St
Green St
Pine St
Grape St
Cherry St
Terrace St
Harbert St
Hillcrest St
Talallo St
Oak St
Mitchell Ave
Crestview Ave
Payne St
Cristobal Dr
Isabel Ct
Fernando Dr
Bay Dr
Hollywood Dr
Dellwood Dr
Greenwood Dr
Florida Ave
Thomasville Rd
Ruediger Elementary School
Raa Middle School
Senior Center
Lee Park
Oakland Cemetery
Old City Cemetery
City Center Building
Leon High School
Trinity Catholic School
Lafayette Park & Sue Herndon McCollum Community Center
Dept of Business Prof Regulation
63
27
61
155
90
10

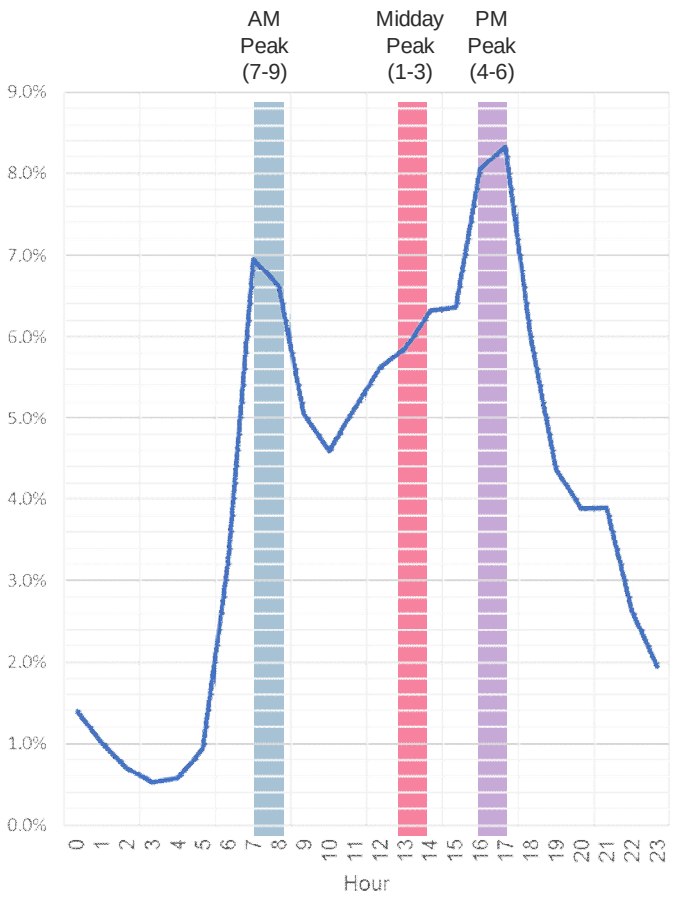
Review Previous Studies

- Blueprint
  - Midtown Placemaking
- Tallahassee/Leon County Planning Department
  - Midtown Action Plan
- FDOT District 3 Safety Office
  - SR 61/Thomasville Road Pedestrian/Bicyclist Arterial Safety Study
  - SR 61/Thomasville Road Supplemental Safety Study

Data Collection

- Signal timings, turning movement volumes, etc. – City of Tallahassee
- Sidewalk Network – Tallahassee/Leon County Planning Department
- Roadway Information – FDOT
- Origin-Destination (OD) Data
- Crash Data

Traffic Trends

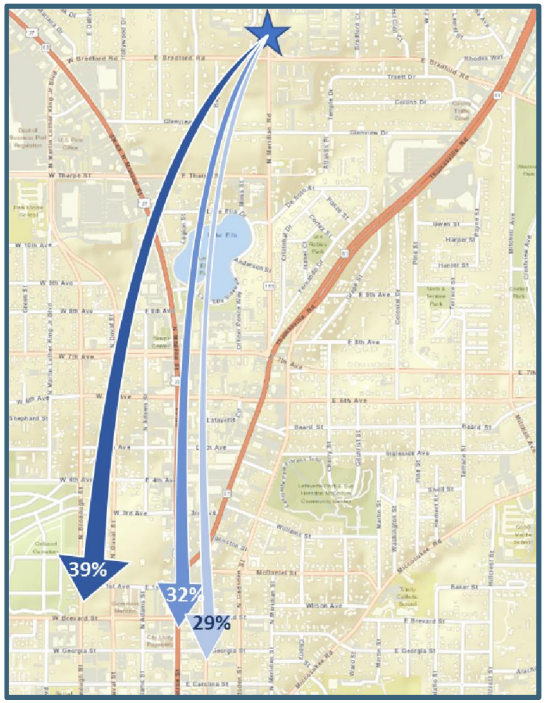


Hourly Trip Records

AM Peak Traffic Patterns



Origin Northwest (N Monroe St)



Origin North (Meridian Rd)



Origin Northeast (Thomasville Rd)

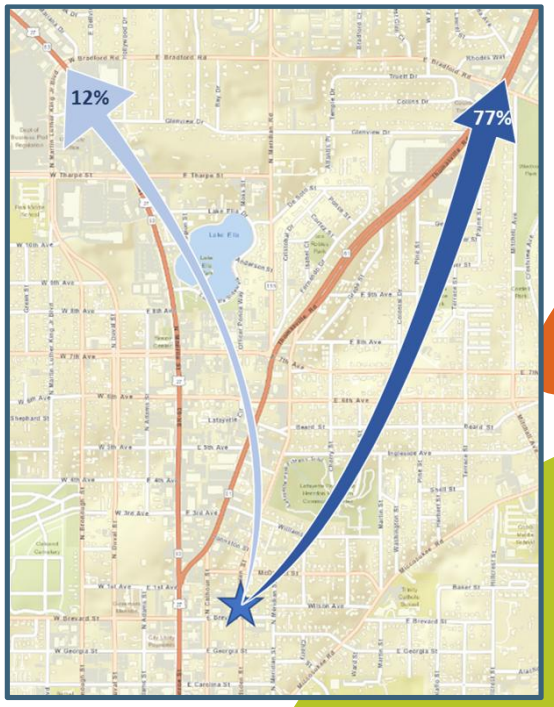
PM Peak Patterns



Origin West of N Monroe St

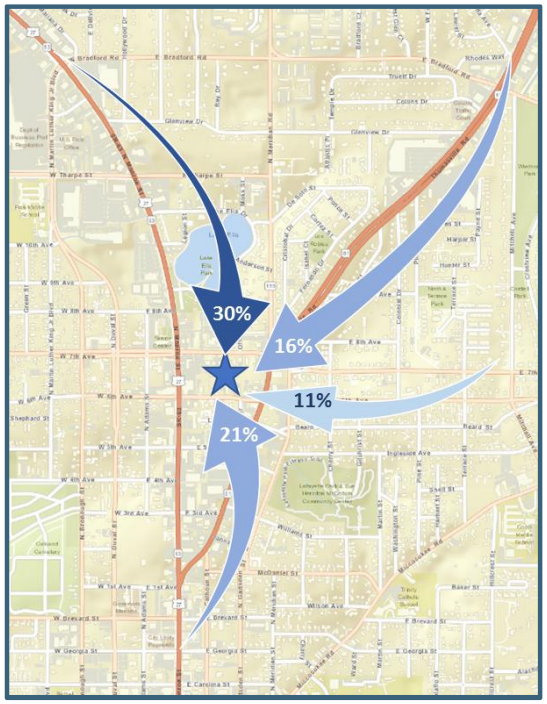


Origin Along N Monroe St

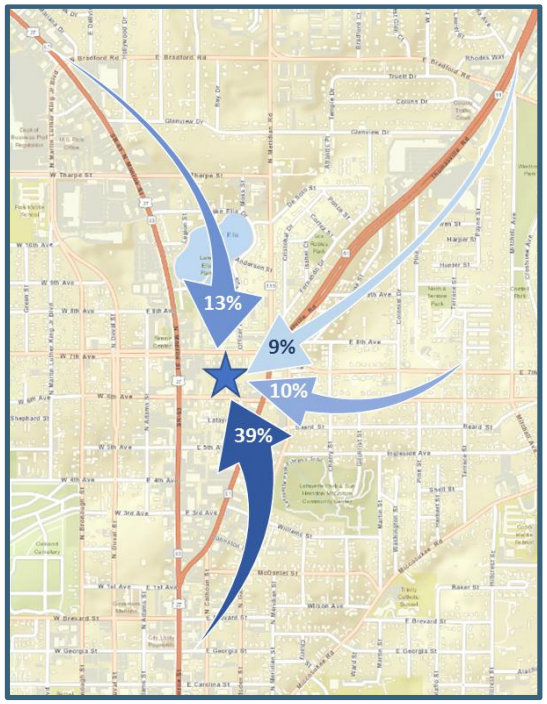


Origin East of N Monroe St

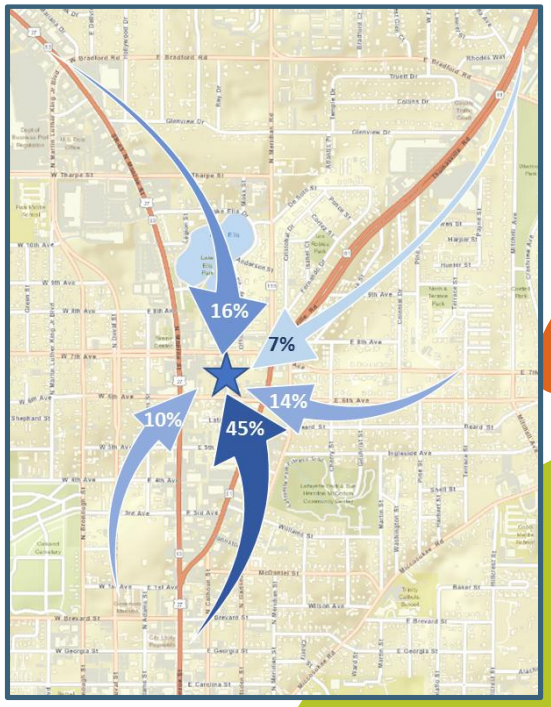
Midtown as a Destination



AM Peak Traffic Patterns



Midday Peak Traffic Patterns



PM Peak Traffic Patterns

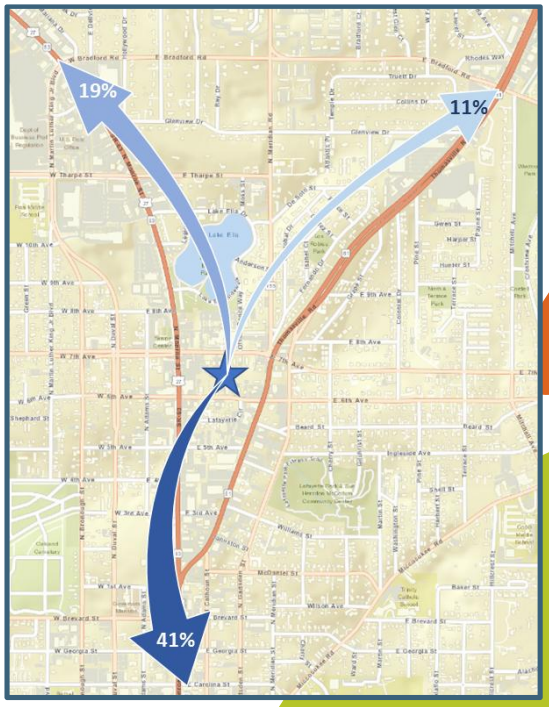
Midtown as a Origin



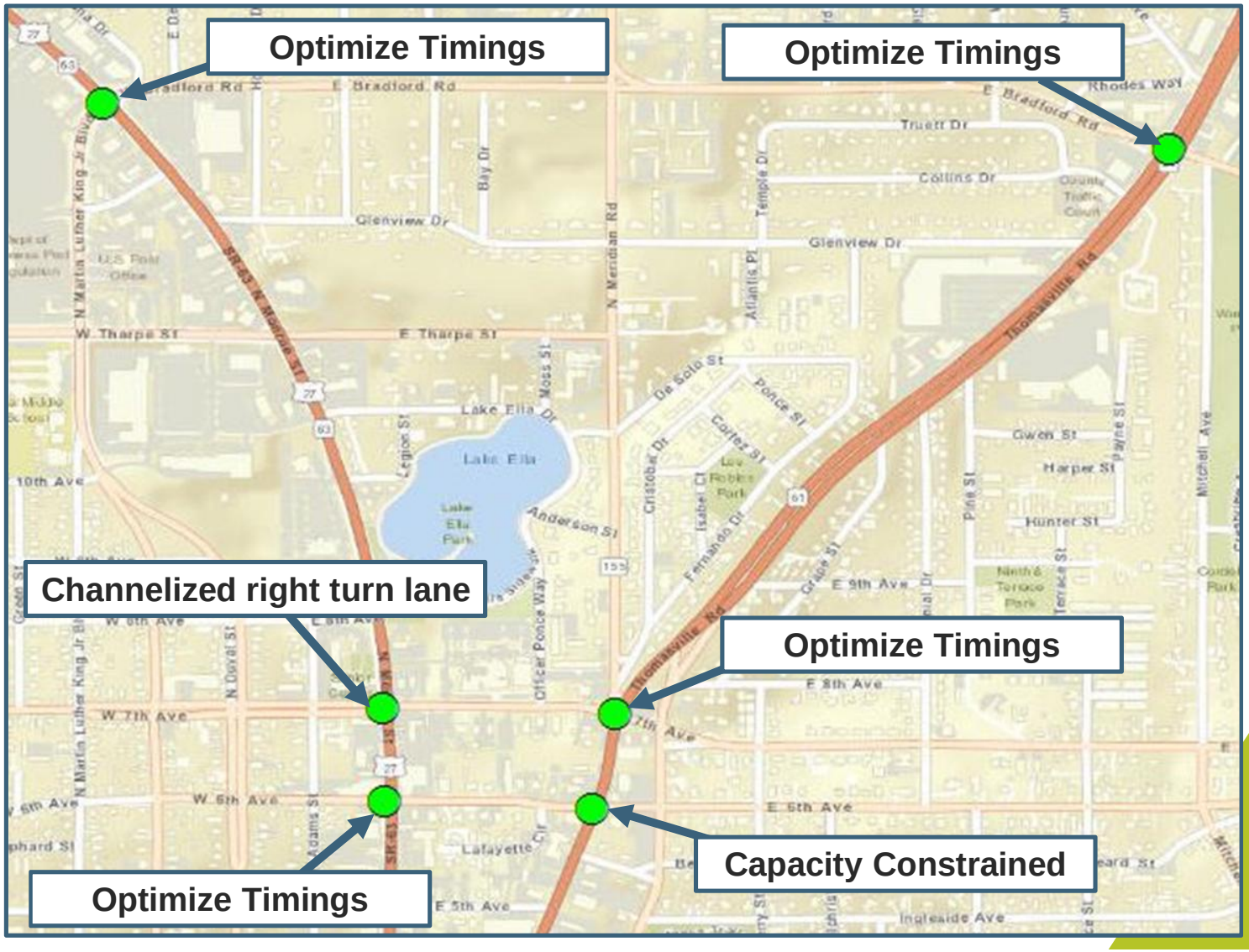
AM Peak Traffic Patterns



Midday Peak Traffic Patterns



PM Peak Traffic Patterns


Optimize Timings
Optimize Timings
Channelized right turn lane
Optimize Timings
Optimize Timings
Capacity Constrained
E Bradford Rd
Glenview Dr
W Tharpe St
E Tharpe St
Lake Ella Dr
Lake Ella
Lake Ella Park
10th Ave
W 7th Ave
W 6th Ave
E 8th Ave
E 7th Ave
E 6th Ave
E 5th Ave
Lafayette Cir
Ingleside Ave
E 9th Ave
Thomasville Rd
N Meridian Rd
Anderson St
Harper St
Hunter St
Collins Dr
Truett Dr
Rhodes Way
Ninth & Terrace Park
N Martin Luther King Jr Blvd
Officer Ponce Way
Adams St
Moss St
Bay Dr
Temple Dr
Atlantis Pl
De Soto St
Ponce St
Cortez St
Gwen St
Payne St
Mitchell Ave
Pine St
Grape St
Terrace St
Isabel Ct
Fernando Dr
Cristobal Dr
Legion St
N Duval St
77
63
61
155

Initial Options Being Considered

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- 6th and 7th Ave Bi-Directional Roadways

Realignment of Beard Street



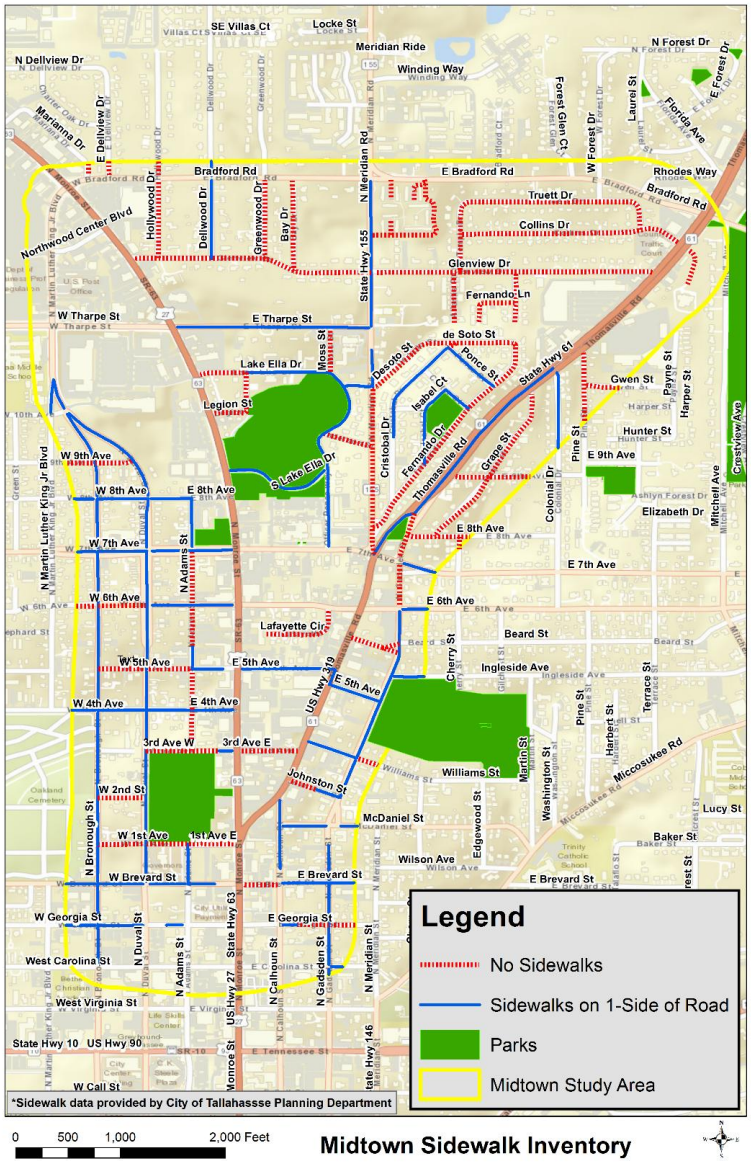
Realignment of Beard Street



Initial Options Being Considered

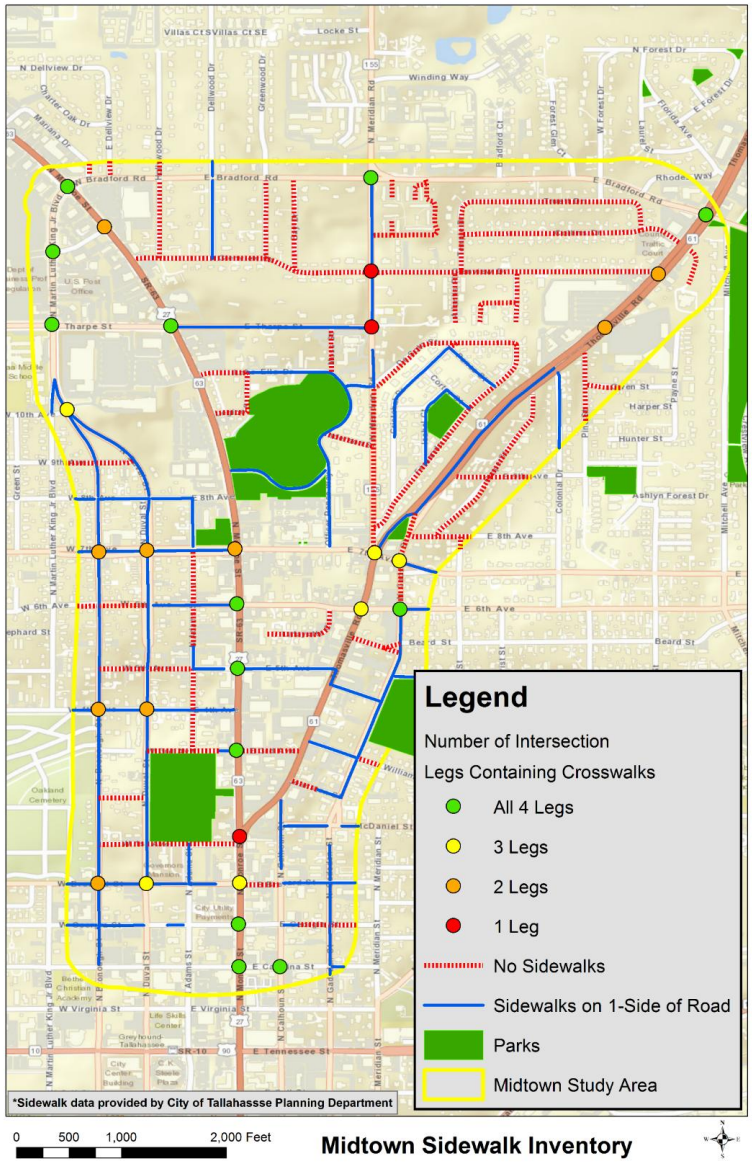
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Legend
Sidewalk
Crosswalk
Other Paved Connector
Paved Path
Midtown Study Area
*Sidewalk data provided by City of Tallahassse Planning Department
0 500 1,000 2,000 Feet
Midtown Sidewalk Inventory
SE Villas Ct
Locke St
Meridian Ride
Winding Way
N Forest Dr
N Dellview Dr
E Dellview Dr
Marianna Dr
Bradford Rd
E Bradford Rd
Rhodes Way
Truett Dr
Collins Dr
Northwood Center Blvd
Hollywood Dr
Dellwood Dr
Greenwood Dr
Bay Dr
N Meridian Rd
State Hwy 155
Glenview Dr
Fernando Ln
W Tharpe St
E Tharpe St
de Soto St
Lake Ella Dr
Moss St
Desoto St
Ponce St
State Hwy 61
Gwen St
Payne St
Harper St
Legion St
Lake Ella
Isabel Ct
Cristobal Dr
Fernando Dr
Thomasville Rd
Grape St
Hunter St
Pine St
E 9th Ave
W 9th Ave
W 8th Ave
E 8th Ave
N Martin Luther King Jr Blvd
Crestview Ave
Mitchell Ave
Elizabeth Dr
W 7th Ave
N Adams St
E 7th Ave
W 6th Ave
E 6th Ave
Lafayette Cir
Beard St
W 5th Ave
E 5th Ave
Cherry St
Ingleside Ave
Terrace St
W 4th Ave
E 4th Ave
US Hwy 319
3rd Ave W
3rd Ave E
Johnston St
Williams St
Martin St
Washington St
Harbert St
Miccosukee Rd
W 2nd St
McDaniel St
Lucy St
N Bronough St
W 1st Ave
1st Ave E
W Brevard St
E Brevard St
W Georgia St
E Georgia St
N Duval St
State Hwy 63
West Carolina St
N Calhoun St
N Gadsden St
N Meridian St
West Virginia St
US Hwy 27
State Hwy 10
US Hwy 90
Monroe St
State Hwy 146
W Call St


Legend
No Sidewalks
Sidewalks on 1-Side of Road
Parks
Midtown Study Area
*Sidewalk data provided by City of Tallahassse Planning Department
0 500 1,000 2,000 Feet
Midtown Sidewalk Inventory
SE Villas Ct
Locke St
Meridian Ride
Winding Way
N Forest Dr
N Dellview Dr
E Dellview Dr
Marianna Dr
Bradford Rd
E Bradford Rd
Rhodes Way
Truett Dr
Collins Dr
Glenview Dr
Fernando Ln
Northwood Center Blvd
Hollywood Dr
Dellwood Dr
Greenwood Dr
Bay Dr
N Meridian Rd
State Hwy 155
W Tharpe St
E Tharpe St
de Soto St
Lake Ella Dr
Moss St
Desoto St
Ponce St
Isabel Ct
Cristobal Dr
Fernando Dr
Thomasville Rd
Grape St
State Hwy 61
Gwen St
Payne St
Harper St
Hunter St
Pine St
E 9th Ave
Crestview Ave
Mitchell Ave
Elizabeth Dr
Colonial Dr
E 8th Ave
E 7th Ave
E 6th Ave
Beard St
Ingleside Ave
Terrace St
Harbert St
Miccosukee Rd
Lucy St
Baker St
Wilson Ave
E Brevard St
Legion St
W 9th Ave
W 8th Ave
E 8th Ave
W 7th Ave
W 6th Ave
N Martin Luther King Jr Blvd
N Adams St
Lafayette Cir
W 5th Ave
E 5th Ave
W 4th Ave
E 4th Ave
3rd Ave W
3rd Ave E
W 2nd St
W 1st Ave
1st Ave E
W Brevard St
N Bronough St
US Hwy 319
Cherry St
Johnston St
Williams St
Martin St
Washington St
Edgewood St
McDaniel St
W Georgia St
E Georgia St
West Carolina St
West Virginia St
State Hwy 10
US Hwy 90
W Call St
N Duval St
N Calhoun St
N Gadsden St
N Meridian St
State Hwy 63
US Hwy 27
Monroe St
State Hwy 146

Key Gaps in Sidewalks

Thomasville Rd- Colonial Dr. to 7th Ave (west side only)
6th , 7th, 5th, 3rd Avenue
Meridian Rd
N Gadsden St



Initial Options Being Considered

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- 6th and 7th Ave Bi-Directional Roadways

N Gadsden Between 6th Ave and 7th Ave



N Gadsden Between 7th Ave and Thomasville Rd

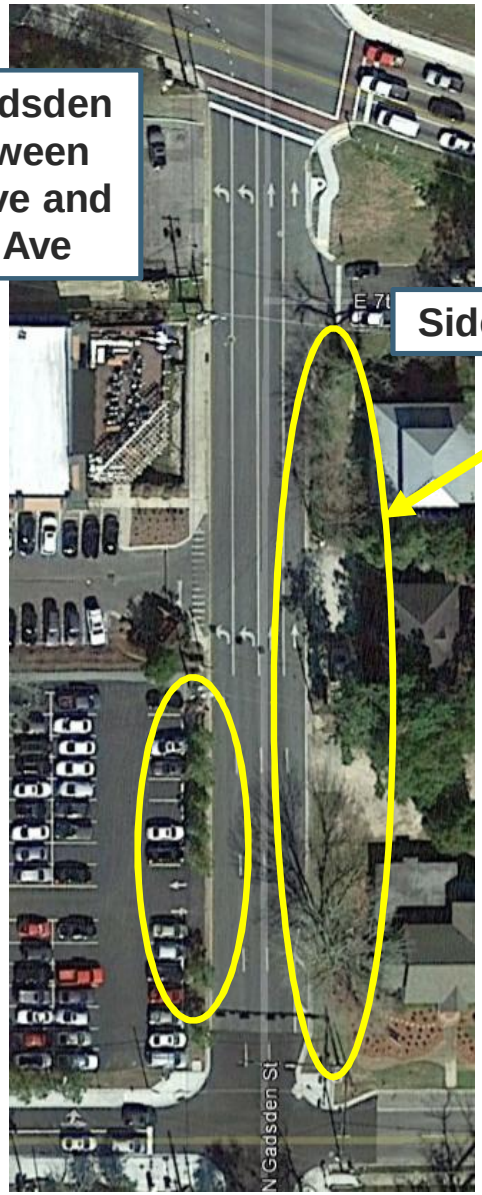


CRTPA
CAPITAL REGION
TRANSPORTATION PLANNING AGENCY

N Gadsden Between 6th Ave and 7th Ave

N Gadsden Between 7th Ave and Thomasville Rd

Sidewalk Improvements





N Gadsden Between 6th Ave and 7th Ave



N Gadsden Between 7th Ave and Thomasville Rd



CRTPA CAPITAL REGION TRANSPORTATION PLANNING AGENCY

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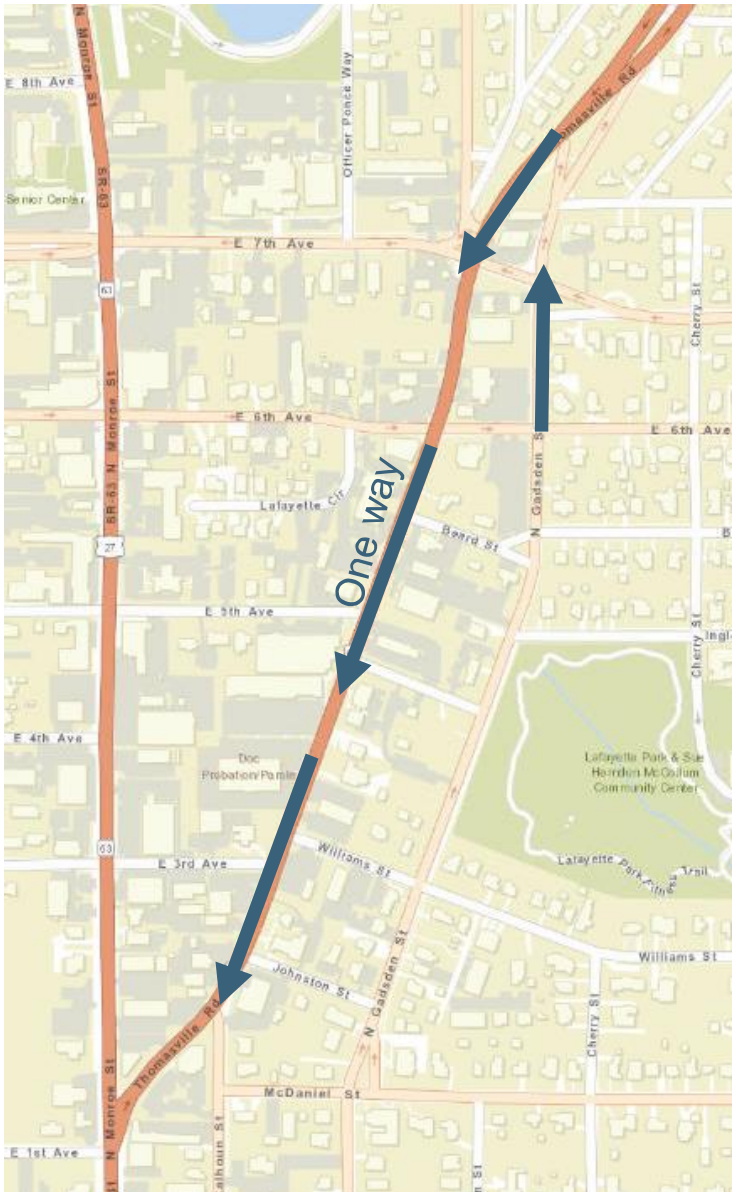
Midtown Boulevard/Complete Streets Local Examples





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One way
E 8th Ave
E 7th Ave
E 6th Ave
E 5th Ave
E 4th Ave
E 3rd Ave
E 1st Ave
Senior Center
Officer Ponce Way
N Monroe St
SR 63
61
27
63
Lafayette Cir
Beard St
N Gadsden St
Cherry St
Williams St
Johnston St
McDaniel St
Thomasville Rd
Lafayette Park & Sue Herndon McCollum Community Center
Lafayette Park Fitness Trail

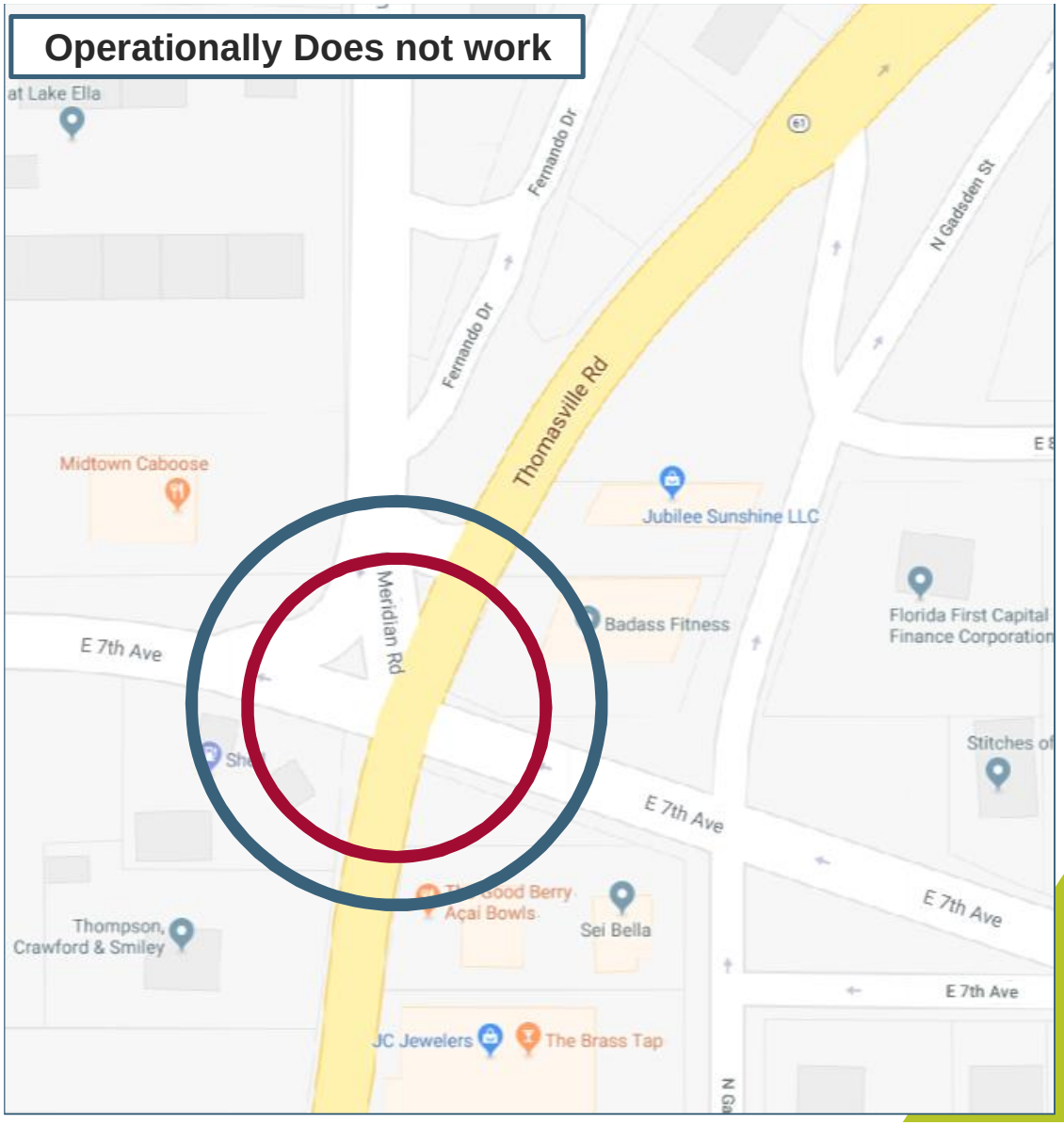
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One way
Two way
E 8th Ave
E 7th Ave
E 6th Ave
E 5th Ave
E 4th Ave
E 3rd Ave
E 1st Ave
N Monroe St
SR-63
Officer Ponce Way
Thomasville Rd
Cherry St
N Gadsden St
Lafayette Cir
Beard St
Williams St
Johnston St
McDaniel St
Lafayette Park & Sue Herndon McCollum Community Center
Lafayette Park Trail
Doc Probation/Parole
Senior Center

Initial Options Being Considered

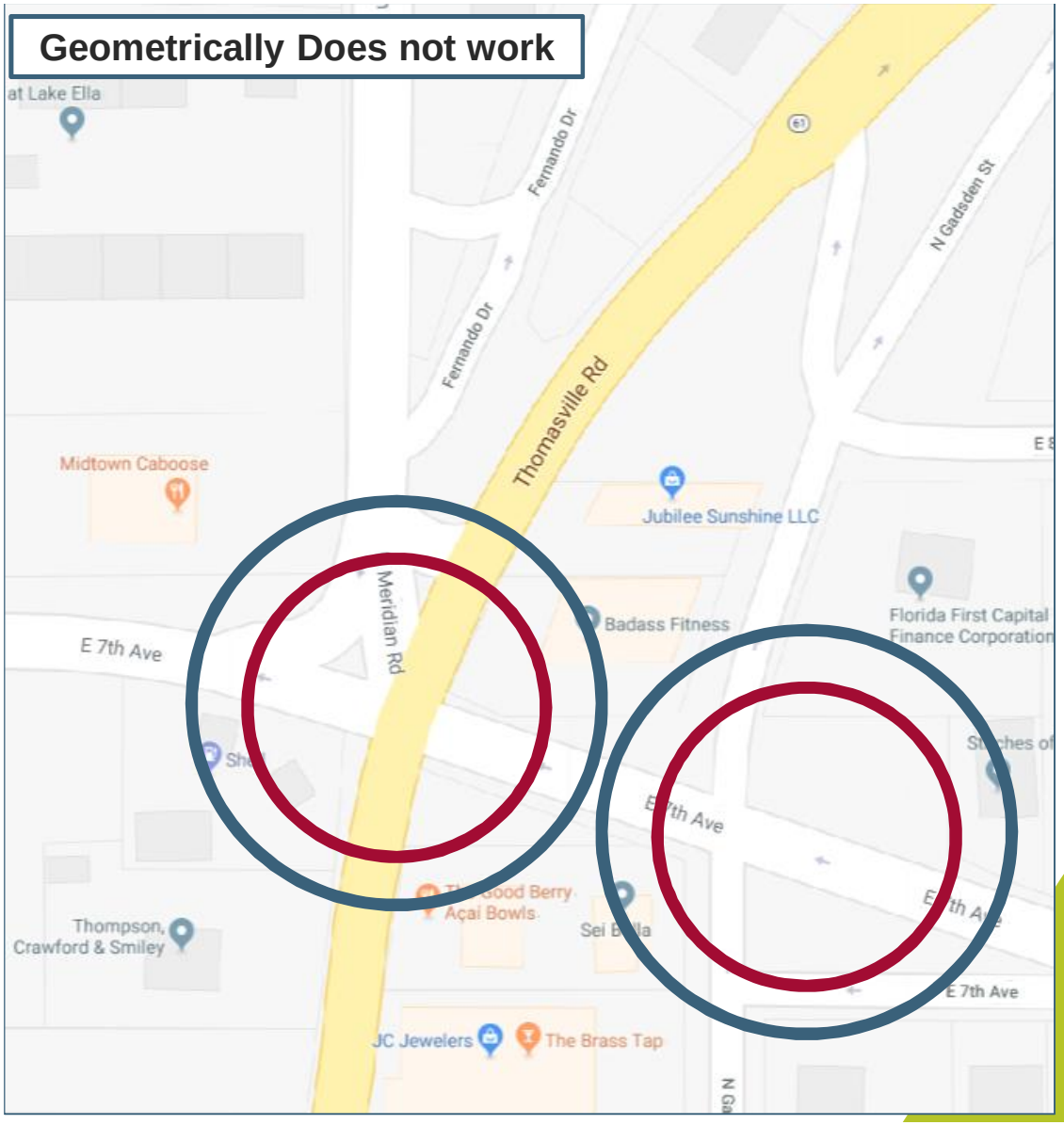
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Operationally Does not work
at Lake Ella
Fernando Dr
Fernando Dr
N Gadsden St
Thomasville Rd
Midtown Caboose
Jubilee Sunshine LLC
Meridian Rd
Badass Fitness
Florida First Capital Finance Corporation
E 7th Ave
Stitches of
E 7th Ave
E 7th Ave
E 7th Ave
Thompson, Crawford & Smiley
Açai Bowls
Sei Bella
JC Jewelers
The Brass Tap

Initial Options Being Considered

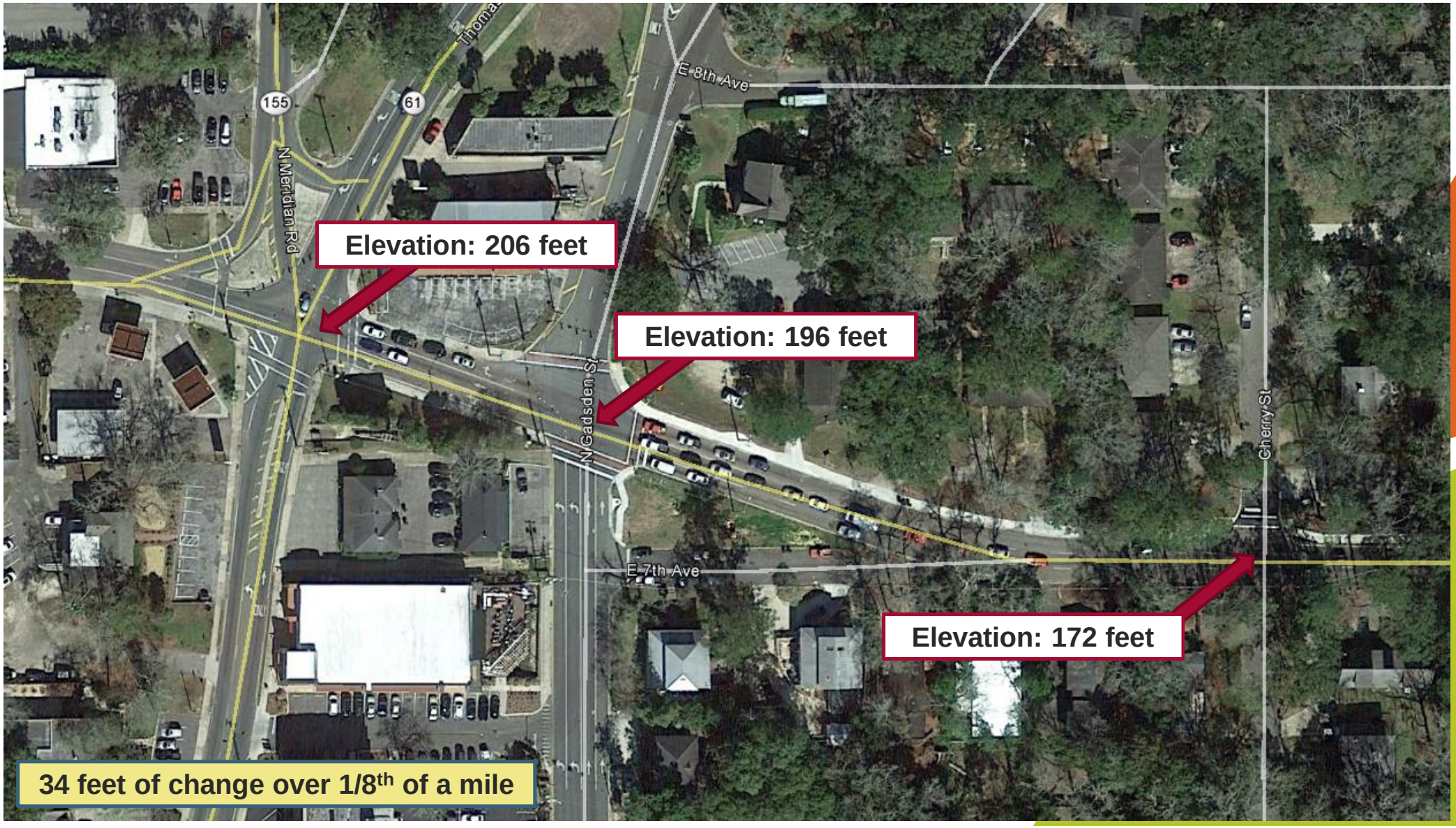
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Shift Movement
at Lake Ella
Fernando Dr
Fernando Dr
Midtown Caboose
Jubilee Sunshine
Badass Fitness
Florida First Capital
Finance Corporation
Meridian Rd
E 7th Ave
Stitches of
E 7th Ave
Thompson,
Crawford & Smiley
Açai Bowls
Sei Bella
E 7th Ave
JC Jewelers
The Brass Tap


Geometrically Does not work
at Lake Ella
Fernando Dr
Fernando Dr
N Gadsden St
Thomasville Rd
Midtown Caboose
Jubilee Sunshine LLC
Meridian Rd
Badass Fitness
Florida First Capital Finance Corporation
E 7th Ave
Thompson, Crawford & Smiley
Açai Bowls
E 7th Ave
JC Jewelers
The Brass Tap

Roundabout Evaluation

- Maintenance of Traffic During Construction
- Pedestrian and Bicycle Compatibility
- Right of Way and Construction Costs
- Elevation Change along 7th Ave


155
61
N Meridian Rd
E 8th Ave
N Gadsden St
E 7th Ave
Cherry St
Elevation: 206 feet
Elevation: 196 feet
Elevation: 172 feet
34 feet of change over 1/8th of a mile



7th St approaching Gadsden St

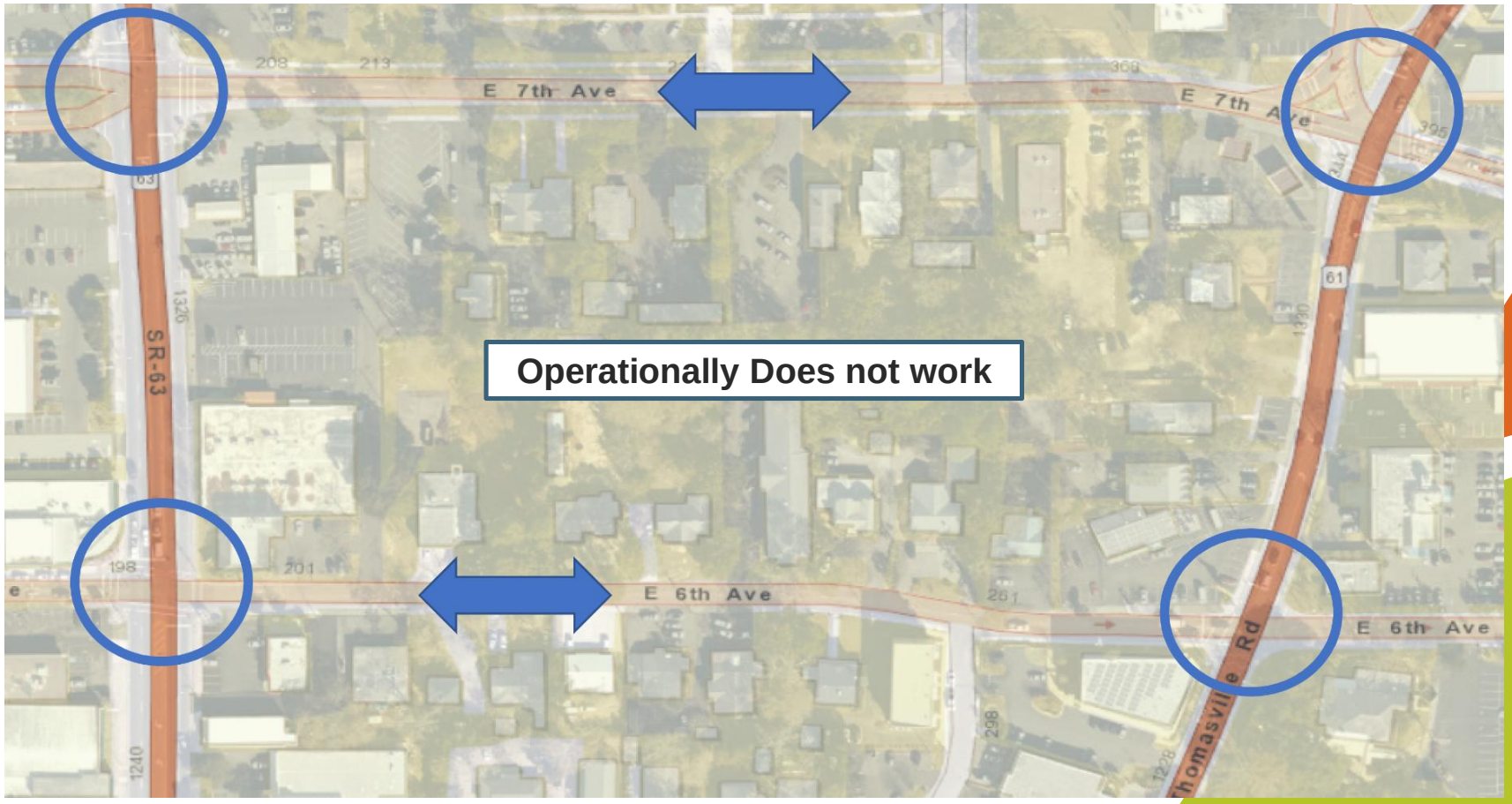


7th St approaching Thomasville Rd

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E 7th Ave
E 7th Ave
E 6th Ave
E 6th Ave
SR-63
Thomasville Rd
63
61
208
213
225
309
325
198
201
261
1326
1240
298
1228


E 7th Ave
E 7th Ave
SR-63
63
61
E 6th Ave
E 6th Ave
Thomasville Rd
Operationally Does not work

Updated January 26, 2018

Midtown Traffic Study: Potential Improvement Options for Future Study

The matrix below depicts how each alternative performs based on multiple qualitative and quantitative criteria. The alternatives are being evaluated to determine which may be viable to move forward for future, more detailed consideration. The criteria include:

- ✓ Maintain/Improve LOS: Does the alternative either maintain acceptable LOS or improve the LOS, when compared with the existing?
- ✓ Sense of Place: Does the alternative enhance the area by providing a uniqueness that sets it apart from the surrounding area?
- ✓ Traffic Calming: Does the alternative include a traffic calming component?
- ✓ Improves circulation/connectivity: Does the alternative improve access to the Midtown area along with improving access to businesses and amenities within the Midtown area?
- ✓ Opportunity for multi-modal enhancement: Does the alternative provide opportunity for enhancements of bikes and pedestrians, and transit facilities?
- ✓ Potential Need for Additional ROW: What is the estimated need for additional ROW that could be required?
- ✗ Indicates that there is a negative impact.

Alternatives	Maintain/ Improve LOS	Opportunity for Sense of Place improvements	Traffic Calming	Improves Circulation/Connectivity	Opportunity for Multi Modal Enhancement	Potential ROW Needs		Relative Cost	Additional Comments
						None/ Minor	Major		
Beard St and North Gadsden St Realignment	✓	-	-	✓	✓	✓	-	Low	Realignment could occur within the existing ROW. Coordination with adjacent landowner needed (parking lot in NW quadrant). Aligning the intersection would improve the operations. It would also make it easier to travel along the roadways, improving connectivity and circulation through midtown.
Sidewalk Connectivity	✓	-	-	✓	✓	✓	-	Med	Identification of key gaps.
North Gadsden St Corridor improvements from 6th Ave to Thomasville Rd	-	-	✓	-	✓	✓	-	Med	Construct sidewalks along entire corridor on both sides of roadway and implement a road diet.
Midtown Boulevard/Complete Street	✓	✓	✓	✗	✓	✓	-	Med	Creates a sense of place and traffic calming. Could be done with existing geometry but access management would need to be evaluated on a driveway by driveway basis. Parallel facilities could handle diverted traffic that may occur with reduced speeds. Additional midblock pedestrian crossings are possible.
One way southbound option of Thomasville Rd from N Gadsden St to 6th Ave	✓	✓	*-	✗	✓	✓	-	Low	Improves LOS. Access to businesses could be negatively impacted. *Recommended that additional features be included to ensure friction is provided along the roadway to reduce speeds and provide traffic calming.
One way southbound option of Thomasville Rd from N Gadsden St to N Monroe St	✓	✓	*-	✗	✓	✓	-	Low	Improves LOS. Access to businesses could be negatively impacted. *Recommended that additional features be included to ensure friction is provided along the roadway to reduce speeds and provide traffic calming.
Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)	✗	✓	✓	-	✗	-	✓	High	FDOT Safety study includes this potential roundabout. Operationally this does not work. Additional concerns with grade change and extensive ROW needed. A roundabout would provide a unique characteristic to the midtown area.
Thomasville, Meridian and N Gadsden Roundabout (No Gadsden to Meridian movement)	✓	✓	✓	✗	✗	-	✓	High	The operations of the roundabout could work if the movement from 7th Ave to Meridian would be removed. Additional concerns with grade change and extensive ROW needed. A roundabout would provide a unique characteristic to the midtown area.
6th and 7th Ave Bi-Directional Roadways	✗	-	✓	✓	-	✓	-	Low	LOS is degraded and it creates additional conflict points at the intersections. One-way roads do not contain the same amount of friction as a bi-directional roadway. This friction acts as a traffic calming measure by reducing the comfort level of the drivers, increasing their awareness and reducing their speed. Making the road bi-directional would provide improved connectivity and circulation to the driveways along those roadways.

Updated January 26, 2018

Midtown Traffic Study: Potential Improvement Options for Future Study

The matrix below depicts how each alternative performs based on multiple qualitative and quantitative criteria. The alternatives are being evaluated to determine which may be viable to move forward for future, more detailed consideration. The criteria include:

- ✓ Maintain/Improve LOS: Does the alternative either maintain acceptable LOS or improve the LOS, when compared with the existing?
- ✓ Sense of Place: Does the alternative enhance the area by providing a uniqueness that sets it apart from the surrounding area?
- ✓ Traffic Calming: Does the alternative include a traffic calming component?
- ✓ Improves circulation/connectivity: Does the alternative improve access to the Midtown area along with improving access to businesses and amenities within the Midtown area?
- ✓ Opportunity for multi-modal enhancement: Does the alternative provide opportunity for enhancements of bikes and pedestrians, and transit facilities?
- ✓ Potential Need for Additional ROW: What is the estimated need for additional ROW that could be required?
- ✗ Indicates that there is a negative impact.

Alternatives	Maintain/ Improve LOS	Opportunity for Sense of Place improvements	Traffic Calming	Improves Circulation/Connectivity	Opportunity for Multi Modal Enhancement	Potential ROW Needs		Relative Cost	Additional Comments
						None/ Minor	Major		
Beard St and North Gadsden St Realignment	✓	-	-	✓	✓	✓	-	Low	Realignment could occur within the existing ROW. Coordination with adjacent landowner needed (parking lot in NW quadrant). Aligning the intersection would improve the operations. It would also make it easier to travel along the roadways, improving connectivity and circulation through midtown.
Sidewalk Connectivity	✓	-	-	✓	✓	✓	-	Med	Identification of key gaps.
North Gadsden St Corridor improvements from 6th Ave to Thomasville Rd	-	-	✓	-	✓	✓	-	Med	Construct sidewalks along entire corridor on both sides of roadway and implement a road diet.
Midtown Boulevard/Complete Street	✓	✓	✓	✗	✓	✓	-	Med	Creates a sense of place and traffic calming. Could be done with existing geometry but access management would need to be evaluated on a driveway by driveway basis. Parallel facilities could handle diverted traffic that may occur with reduced speeds. Additional midblock pedestrian crossings are possible.
One way southbound option of Thomasville Rd from N Gadsden St to 6th Ave	✓	✓	*-	✗	✓	✓	-	Low	Improves LOS. Access to businesses could be negatively impacted. *Recommended that additional features be included to ensure friction is provided along the roadway to reduce speeds and provide traffic calming.
One way southbound option of Thomasville Rd from N Gadsden St to N Monroe St	✓	✓	*-	✗	✓	✓	-	Low	Improves LOS. Access to businesses could be negatively impacted. *Recommended that additional features be included to ensure friction is provided along the roadway to reduce speeds and provide traffic calming.
Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)	✗	✓	✓	-	✗	-	✓	High	FDOT Safety study includes this potential roundabout. Operationally this does not work. Additional concerns with grade change and extensive ROW needed. A roundabout would provide a unique characteristic to the midtown area.
Thomasville, Meridian and N Gadsden Roundabout (No Gadsden to Meridian movement)	✓	✓	✓	✗	✗	-	✓	High	The operations of the roundabout could work if the movement from 7th Ave to Meridian would be removed. Additional concerns with grade change and extensive ROW needed. A roundabout would provide a unique characteristic to the midtown area.
6th and 7th Ave Bi-Directional Roadways	✗	-	✓	✓	-	✓	-	Low	LOS is degraded and it creates additional conflict points at the intersections. One-way roads do not contain the same amount of friction as a bi-directional roadway. This friction acts as a traffic calming measure by reducing the comfort level of the drivers, increasing their awareness and reducing their speed. Making the road bi-directional would provide improved connectivity and circulation to the driveways along those roadways.

Phase 2

- Public and Stakeholder Outreach
  - Midtown Merchants, Surrounding Neighborhoods, and others
- Refine alternatives, evaluations, and develop Midtown Transportation Plan development (March 2018)
- Evaluations specific to other modes—pedestrian, bicycle, and transit facilities

Subsequent Phases

- Parking evaluation (to be completed by others)
- Phasing and implementation of strategies
- Further development and design of alternatives

Questions/Discussion