



April 2, 2024

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the March 5, 2024, CMAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the March 5 CMAC meeting.

ATTACHMENT

Attachment 1: March 5 CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, MARCH 5, 2024
(11:30 AM – 1:30 PM)

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Marcus Thompkins, Vice-Chairman, Hans van Tol, Mary Kay Falconer, John Dunn, Jon Sewell, Wanda Carter, Dan Beaty, Christie Hale

Staff Present: Greg Slay, Executive Director, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Gary Phillips, Halff & Associates; Rickey Fitzgerald, RS&H; Brian Powers, RS&H

The meeting was called to order at 11:33 with a quorum present.

1. AGENDA MODIFICATIONS

Ms. Lex noted that Agenda Item 3B Unified Planning Work Program (UPWP) amendment was added to consent agenda for approval. She stated this item was originally approved in November 2023, by the Committees and the Board. Ms. Lex explained the amendment was delayed and has been represented with a new schedule and a reduction in the budget for the amendment.

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

3. CONSENT AGENDA

- A. Minutes of the February 6, 2024, TAC Meeting**
- B. Unified Planning Work Program (UPWP) Amendment**

Committee Action: Mr. van Tol made a motion to approve the consent agenda. Mr. Beaty seconded the motion. The motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. **CRTPA Regional Freight Study**

This item requested approval of the CRTPA Regional Freight Study which provides an analysis of existing conditions, future conditions, and recommended actions.

RECOMMENDED ACTION: Recommend the CRTPA approve the CRTPA Regional Freight Study.

Mr. Kostrzewa introduced the Regional Freight Study and the consultants Mr. Brian Powers and Mr. Rickey Fitzgerald, Project Managers RS&H.

Mr. Powers provided background information on the Regional Freight Study. He stated the project was kicked off at the January 2023, Board Retreat. He briefly outlined the study stating the purpose of the study was to understand the existing and future conditions of freight movements. The study covered the four-county region and that the study considered all the modes of freight including rail, air and trucks and the effects of the movements within the region. A stakeholder committee consisting of members from Economic Development Councils, freight communities, airport, rail providers, and county representatives in the region, providing technical expertise in support of the study.

Continuing, Mr. Powers stated the goal of the study was to create a safe, efficient, and resilient freight network that includes all modes and future needs for freight movements. He noted that freight is not limited by boundaries of states, MPOs or municipalities; freight crosses all geographical or governmental boundaries in the region. Additionally, he provided information on the volumes of freight that moves into or through the region.

Next, he explained when reviewing the existing conditions, a major factor was population growth which creates a need for more housing, buildings, construction, and supporting infrastructure. The region is growing at a steady pace, but not as fast as the rest of the state. There was approximately an 11% increase projected through 2045. Mr. Powers discussed the number of vehicles and anticipated freight volumes for the region. The areas around the region that are near the major roadways (I-10, SR 20, US19, US98) have higher freight volumes and trips, remarking the region is not just an 1-10 pass through but freight travels through many of the major corridors to head in all directions.

Then Mr. Powers discussed Performance Management and the guidance to identify corridors to focus on to prioritize and identify areas that were freight sensitive. Some of the measures that were considered during the study included understanding the national freight highway network, understanding traffic volumes, safety, and efficiency in the network, identifying areas of clustering of Commercial Motor Vehicle (CMV) crashes and crash conditions, and the reliability of the network. The report also includes freight needs which include air travel expansion, freight origination, system safety/hotspots for further study, truck parking and rail crossing locations.

Mr. Powers then briefly discussed a number of components covered in the report. These included planning level cost estimates for infrastructure improvements; areas that may require additional corridor analysis to understand the problem and identify recommendations to help with the movement of freight vehicles; and the need for coordination between municipalities, MPOs and other Government entities. Lastly, the recommendations from this study will evolve over time.

Mr. Sewell asked if the goals were used to set the evaluation criteria for the project and if the goals were weighted, or all were viewed equally. Mr. Powers stated the goals were used to help identify the needs and to develop the performance measure metrics and the goals were not assigned a specific weight. Mr. Fitzgerald added the goals also have a policy and a fiscal nature that aligned with state and national levels.

Mr. Van Tol asked about the safety of the rail system, for example the derailment in Ohio, and about the EMS training for emergencies like the spill in Ohio. Mr. Powers stated EMS training for a chemical spill, was outside the scope of the study but noted there were such conversations with the rail provider subject to federal and state regulations relating to the maintenance of the rails and vehicles. Mr. Fitzgerald briefly discussed Federal Railroad Administration (FRA) regulations that require the companies to complete a series of improvements to ensure there will be safety if chemicals are being moved on the rail line. Mr. Fitzgerald noted the National Guard creates training scenarios with the Emergency Operations Center (EOC) for emergencies such as a chemical spill.

Ms. Falconer asked if the recommendation was to improve the corridors and identify better use of current corridors or create more corridors. Mr. Powers responded there were no recommendations to create new freight roadways but do include identifying improvements and maintaining the current corridors to meet the community's needs. He discussed strategies to improve the corridors, for example, he discussed creating a freight lane that separates freight from regular traffic. With the traffic volumes in this region such a strategy would not be feasible but said this was currently happening on I-75 in GA.

Mr. Van Tol asked about the LOS of Gaines Street and was there a recommendation to change Gaines Street. Mr. Slay noted the recommendations will identify problem locations and each location will be evaluated to determine which ones will move forward. He stated with the example of Gaines Street, there would not be any recommendation to move forward because of the past investments to Gaines Street to make it a slower corridor and any change to improve the LOS would be a step backwards.

Committee Action: Ms. Falconer made a motion to recommend approval of the CRTPA Regional Freight Study. Mr. Sewell seconded the motion. The motion passed unanimously.

B. Congestion Management Plan

This item seeks approval of the update to the CRTPA's Congestion Management Plan. The CMP evaluates current congestion and safety in the CRTPA region and includes an analysis of strategies to address identified issues.

RECOMMENDED ACTION: Recommend the CRTPA approve the Congestion Management Plan.

Mr. Burke stated the Congestion Management Plan Update was started in Spring 2022. He noted the CMP was a requirement for areas designated as a Transportation Management Area (TMA).

Mr. Phillips, Project Manager with Halff & Associates, presented the Congestion Management Plan (CMP) Update. He outlined the steps to develop the goals, objectives, and performance measures along with strategies to address congestion in the Region. The CMP was developed over the last year and a half and included meetings with the CMP Technical Task Force in June of 2022 and June 2023. There were stakeholder interviews with Wakulla, Gadsden, Jefferson, Leon Public Works Departments, the Regional Traffic Management Center (RTMC) and the City of Tallahassee Underground Utilities and Infrastructure Department to discuss their concerns relating to safety and congestion.

Mr. Phillips outlined the four objectives. 1. Safety-Reduce the number automobile crashes; 2. Incorporate Multimodal Options-Reduce nonrecurring congestion; 3. Increase Network Connectivity-Promote multimodal connectivity through facility enhancements; and 4., Increase Access to Key Destinations-improve access to residential and employment clusters.

Next, he detailed that the roadways by classifications were analyzed in the CMP, and potential countermeasures for specific areas identified for urban and rural roadways. Mr. Phillips discussed areas with recurring congestion, for example, Thomasville Road and Monroe Street, noting that FDOT was currently conducting studies to develop potential projects and strategies for these areas and there was progress moving forward on many of the roadways with a failing Level of Service (LOS).

Mr. Phillips outlined four key recommendations. First the includes roadway segments identified with both recurring and non-recurring congestion that require further evaluation and programming. The second recommendation in the study is for specific studies be completed for 30 safety locations and to seek programming accordingly. The next recommendation is to monitor the effectiveness of the strategies and projects implemented in the CMP and lastly, periodically reevaluate performance measures associated with the four goals of safety, multimodal, connectivity and access. The CMP will be presented to the Board on March 18, 2024, for adoption.

Mr. Sewell asked if Crawfordville Road LOS standard was level C. He stated he remembers the change to the LOS E. Mr. Phillips stated he would need to verify the LOS for Crawfordville Road. Mr. Thompkins asked if the intersections and signal phasing include all stop, specifically, will a pedestrian get a walk signal while the entire intersection traffic is forced to stop. In response, Mr. Phillips explained that this was a recommendation and that there are intersections where all traffic stops for the pedestrian, for example at Madison and Monroe Street.

Mr. Sewell stated with the rural areas, he felt the recommendation did not go far enough and recommended changes to widening on all rural roads with 5-foot shoulder. Mr. Slay noted these were potential countermeasures and that a more detailed engineering study would need to determine the exact improvement.

Mr. Thompkins discussed adding a designated turn lane. He stated this would be safer to turn off the main roadway, similar to an access road. Mr. Phillips agreed, stating this was the main reason for rear-end crashes, but would require an additional traffic study. Mr. Slay noted there would be a Safe Streets for All (SS4A) planning grant application for West Tennessee Street submitted in current application cycle.

Committee Action: Mr. Beaty made a motion to recommend approval of the Congestion Management Plan. Mr. Sewell seconded the motion. The motion passed unanimously.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

The meeting was adjourned at 1:41 pm.