



April 4, 2023

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the November 1, 2022 and February 7, 2023 CMAC meetings are provided as **Attachment 1** and **Attachment 2**, respectively.

RECOMMENDED ACTION

Option 1: Approve the minutes of the November 1, 2022 and February 7, 2023 CMAC meetings.

ATTACHMENT

Attachment 1: November 1, 2022 CMAC Minutes

Attachment 2: February 7, 2023 CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, NOVEMBER 1, 2022 (11:30 AM - 1:30 PM)

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

Meeting Minutes

Members Present: Mary Kay Falconer; John Dunn; Rodger Holdener; Marcus Thompkins; Chad Hanson; Hans van Tol; Melissa Corbett; Amie Longstreet

Staff and others Present: Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Lindsay Slautterback, KHA; Kate Widness, KHA (Virtual); Brian Powers, RSH (Virtual)

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

No public comment.

- 3. CONSENT AGENDA**
 - A. Minutes of the September 6, 2022, CMAC Meeting**
 - B. CMAC 2023 Calendar**
 - C. FY 2023 – FY 2027 TIP Amendments**
 - D. Unified Planning Work Program Amendment**

Mr. van Tol asked questions on the TIP Amendments. He asked about the procedure of approval by the committee prior to the Board approving the item. Mr. Slay explained the process would normally to bring the TIP Amendments item to the committees first but this item was time sensitive per FDOT, so the board approved it first. Mr. van Tol asked if there was any issue with Jefferson County with the Monticello Trail funding being placed on the US 90 Trail Project. Mr. Slay stated that through meetings with staff and Commissioner Barfield, there were no issues with moving the funding to the PD&E Study

for the US 90 Trail. Mr. Slay also noted the Monticello Trail was a part of the SUN Trails network, therefore, opportunities for funding for design could be obtained from the SUN Trails program.

Committee Action: Mr. Hanson made a motion to approve the consent agenda. Ms. Corbett seconded the motion, and the motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. Tallahassee to Havana Trail Feasibility Study

A feasibility study evaluating potential multi-use trail connections between Tallahassee and Havana has been completed.

RECOMMENDED ACTION: For Committee Approval

Mr. Burke stated last spring the CRTPA began the Tallahassee to Havana Trail Feasibility Study evaluating the connection between Tallahassee and Havana. He stated the study was developed by KHA. Ms. Widness presented the Tallahassee to Havana Trail Feasibility Study.

Ms. Widness introduced the Trail Feasibility Study and stated this study was different from other feasibility studies. She noted this study didn't have Public Engagement phase nor preferred alternative route. Ms. Widness noted that this study was more of an existing conditions assessment that developed several alternatives.

The purpose of the project was to evaluate a connection from Orchard Pond Parkway (Leon County) to Salem Road (Gadsden County). She noted this included an existing conditions assessment as well as local coordination with stakeholders in Havana and Gadsden County. Ms. Widness discussed the regional significance of the proposed trail noting that the CRTPA has requested the proposed trail be moved from the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails "Opportunity Trails Map" to the "Priority Trails Map". The proposed trail would provide a connection from Tallahassee to Havana as well as connect to the Orchard Pond Greenway, Bannerman Greenway, and the Meridian Greenway.

Ms. Widness discussed the stakeholder coordination and noted coordination with Gadsden County Public Works, Gadsden County Growth Management, and the Town Manager of Havana. Key takeaways from the stakeholder meetings were that most were enthusiastic about the possibility of the trail and its ability to improve multimodal connectivity in and beyond Gadsden County. Ms. Widness discussed the next steps. If the project moves to subsequent phases, she noted the next step will include public engagement to allow for citizen comment and provide feedback. Lastly, she stated currently no funding was available for additional phases.

Mr. van Tol noted the dangers for cyclists at the rail crossing and noted it would be best to have right angles to the crossings to improve safety for cyclists.

Public Speaker:

Mr. Tony Lombardo, President of the Havana Main Street, 312 NW 1st Street, Havana, noted he would like the committee to support the Havana Trail project. Mr. Lombardo discussed the community and noted that Havana has hosted the Havana Hills Classic Bicycle Event for the last 5 years. He stated that participation has increased every year for the event and noted Havana's unique topography and attractive climate for bicyclists. He stated if the trail is constructed Havana could become a trail town and an economic engine for Havana and Gadsden County.

Mr. Hanson asked if one location would be better to accommodate the trail. Mr. Lombardo stated the Iron Bridge to Orchard Pond Trail option would be a good choice, in his opinion.

Mr. Slay noted that after the Iron Bridge Road portion, there was not sufficient right-of-way to build a paved trail and sharrows would be considered in those areas.

Mr. Burke noted, if the project moves forward, there would be a public engagement component with the project and all proposals are not finalized.

Committee Action: Mr. Holdener made a motion to approve the Tallahassee to Havana Trail Feasibility Study. Mr. Dunn seconded the motion, and the motion was unanimously passed.

B. Stadium Drive at Lake Bradford Intersection Study

The Stadium Drive at Lake Bradford Intersection Study will be presented.

RECOMMENDED ACTION: For Committee Approval

Mr. Kostrzewa introduced Mr. Powers from RS&H. Mr. Powers outlined the Stadium Drive at Lake Bradford Road Intersection Study including previously presented goals and the completed Existing Conditions Report. The remainder of the presentation focused on the Alternatives and Preferred Alternative.

Alternatives

Mr. Powers provided detailed information regarding the alternatives developed and evaluated for the intersection project, including:

Alternative 1 - No Build (Slip-Lane Removal)

Alternative 2A and 2B - Eppes Drive Extension

Alternative 3 - Quadrant System

Alternative 4 – East-West Overpass

Alternative 5 – Existing Intersection “Build-Out”

Alternative 6 – Two-Lane Roundabout

Alternative 7 - Realignment

Alternative 8 - Eppes Drive Extension and Quadrant Movement with sub alternatives (8A and 8B)

Alternative 8A – Eppes Drive Extension and Quadrant System “Full Build-Out”

Alternative 8B – Eppes Drive Extension and Quadrant System “Reduced Build-Out”

Mr. Powers stated that the Preferred Alternative was option 8B- Eppes Drive Extension and Quadrant System “Reduced Build-out” which he described as a combination of Alternative 2- Eppes Drive Extension and Alternative 3- Quadrant System.

After Mr. Powers described the alternative details, he stated that the next step for the project was to present the Preferred Alternative to the CRTPA Board for approval at the November 15, 2022, CRTPA Board meeting.

Mr. van Tol was concerned with the Bicycle movements. He stated it would be good to have a bike lane extended east on Gaines to the roundabout on Gaines Street. He also expressed concerns related to the need for cyclist boxes to have a countdown counter to give the cyclist a head starts before the vehicles begin to make their turn. Furthermore, he stated this proposal would not be a big improvement for the cyclists. Mr. Thompkins stated the pedestrian crossings should include a traffic signal safety component. Specifically, when the pedestrians are crossing, could there be a red light for the drivers to give the pedestrian time to cross.

Committee Action: Mr. Holdener made a motion to approve the Stadium Drive at Lake Bradford Intersection Study option 8B. Ms. Longstreet seconded the motion, and the motion was passed with Mr. van Tol, Mr. Thompkins and Hanson voting in opposition.

C. Election of Year 2023 Chair and Vice Chair

Annually, the CMAC elects a new Chair and Vice Chair to serve for the subsequent year. Current leaders may be re-elected, and the current Chair and Vice Chair are Ms. Mary Kay Falconer and Mr. Chad Hanson, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2023.

Committee Action: Mr. van Tol made a motion to nominate Mr. Hanson for Chair. Mr. Holdener seconded the motion, and the motion was unanimously passed.

Committee Action: Mr. Thompkins volunteered to serve as Vice-Chair, with no further nominations. Mr. Holdener seconded the motion, and the motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Falconer shared a video from the October e-bike event.

8. ADJOURNMENT



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, FEBRUARY 7, 2023
(11:30 AM - 1:30 PM)

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

Meeting Minutes

Members Present: Chad Hanson, Chair; Mary Kay Falconer; John Dunn; Hans van Tol; Wanda Carter; Rodger Holdener; Amie Longstreet; Marcus Thompkins (Virtually)

Staff and others Present: Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA (Virtually); Yulonda Mitchell

The meeting was called to order at 11:45 AM by the Chairman.

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

A. Minutes of the November 1, 2022 CMAC Meeting

Committee Action: There was no quorum present at this point in the meeting, therefore no action was taken on the November 1, 2022 CMAC Minutes. Mr. Hanson noted a correction to the vote related to the Lake Bradford Road Intersection Study. He stated he voted in opposition to the study. The correction was noted and the minutes will be on the March Agenda for approval.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. PRESENTATION/DISCUSSION/ACTION

A. **CRTPA Safety Measures**

This item seeks adoption of the 2023 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required annually address.

RECOMMENDED ACTION: Recommend the CRTPA adopt the recommended 2023 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040.

Mr. Burke presented the 2023 Safety Measures. He provided background on the safety measures noting that the CRTPA was required to annually adopt safety targets for five safety performance measures (number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and serious injuries). Mr. Burke provided historic information on the safety measures/targets and noted in 2022 the CRTPA updated the process for development of the safety targets. He stated the Board adopted targets for 2022 using the previous year's targets as a baseline with the addition of a reduction factor. This reduction factor (5%) was to be applied annually when developing the safety targets. Additionally, the agency adopted a long-term safety goal of zero fatalities and serious injuries for the CRTPA region, which is consistent with the FDOT's long-term goal of Vision Zero.

Mr. Burke noted that the draft 2023 safety targets were developed to be consistent with the direction from the Board last year and reflect the 5% reduction from last year's (2022) adopted targets. Furthermore, the agency's adoption of a long-term safety goal of zero fatalities and serious injuries for the region is proposed to be maintained along with the addition of the achievement of this goal by the year 2040.

Mr. Burke noted the annual adoption of safety targets provides an opportunity to review how the region preformed relating to the adopted targets and what the CRTPA was doing to improve safety. He provided information on the historic trends and evaluation, as well as long-term trends for serious injuries and fatalities for the CRTPA region.

Mr. Burke stated the CRTPA addresses safety in the region with through a number of initiatives including the Safe Streets for All Safety Action Plan which is being developed to position the local government partners to apply for federal funding to improve safety in the region. He noted this plan was scheduled to be adopted in May 2023.

Mr. Kostrzewa provided information on the public involvement initiatives (Winter Fest Tallahassee and Havana and other events) associated with the action plan's development and stated staff would be creating a newsletter to send out to all the participants from those events to receive comments on safety issue locations in the region. Mr. Hanson asked a question on the process of meeting with local governments and data reporting and the timeline on the projects. Mr. Kostrzewa stated the data collection component comes from the CMP, which looks at segments and intersections. He explained the data was finding that many segment issues are most in the rural communities and the intersection

issues are in the urban areas at state roads or county (non-urban roads). He noted data also comes from Signal 4, which compiles crash data. Mr. Kostrzewa further explained, the outreach to the local governments are a part of the Community Traffic Safety Teams (CTST), which are in all the counties and meeting are conducted frequently.

Mr. Burke provided information related to the Reconnecting Communities Pilot Discretionary Grant Program application submitted for Tharpe Street. The CRTPA, along with partners, applied for federal grant to conduct a Project Development & Environment (PD&E) Study along Tharpe Street. Mr. Burke stated the awards would be announced in spring/summer 2023. Mr. Slay stated this project construction would be out about 10 years. He noted the roadway did not require 4-laning, would be recommended for sidewalks and a modified 2-lane or 3-lane. The Blueprint Intergovernmental Agency may provide funding sidewalks in the area before the full project may be completed. Mr. Burke discussed the StarMetro bus line along the corridor and how the riders get off with no sidewalks in place and this was a high poverty area.

Mr. Burke additionally discussed the Pensacola Street Safety Improvements (Appleyard to Stadium Drive). He noted this project was funded for design in FY 23 and construction in FY 25. Mr. Burke next discussed the Monroe Street (John Knox Road to Lakeshore Road). He noted this project was funded for construction in FY 25 with Urban Attributable (SU) Funds. Finally, Mr. Burke briefly discussed the safety projects in the region including resurfacing projects, projects to expand the multiuse trails network, projects provided by the Community Traffic Safety Team (CTST), and the Transportation Alternatives Program projects that aim to address safety in the region.

Committee Action: Mr. van Tol made a motion to recommend adoption of the CRTPA Safety Measures. Mr. Thompkins seconded the motion. The motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT