



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

**MEETING OF TUESDAY, APRIL 4, 2023
(11:30 AM – 1:30 PM)**

**TALLAHASSEE ROOM (2ND FLOOR, TALLAHASSEE CITY HALL)
300 S. ADAMS STREET
TALLAHASSEE, FL 32301**

AGENDA

Citizens wishing to provide input at the CMAC meeting may:

- (1) Provide comments **in person** at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit **written comments** prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on Monday, April 3 to allow time for comments to be provided to committee members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting.

1. AGENDA MODIFICATIONS

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

3. CONSENT AGENDA

- A. Minutes of the November 1, 2022 & February 7, 2023 CMAC Meetings**
- B. Unified Planning Work Program (UPWP) Amendment**

4. CONSENT ITEMS PULLED FOR DISCUSSION

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

5. PRESENTATION/DISCUSSION/ACTION

A. FY 2025 – FY 2029 Transportation Alternatives (TA) Project Priority List

The Transportation Alternatives PPL for FY 2025 – FY 2029 has been developed for CRTPA adoption.

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2025 – FY 2029 TA Project Priority List.

B. SR 267/Bloxham Cutoff Trail Feasibility Study

A presentation on the recently completed feasibility study providing a connection between Wakulla Springs State Park and the St. Marks Trail will be provided.

RECOMMENDED ACTION: For Committee Information.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT



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

April 4, 2023



COMMITTEE AGENDA ITEM 3 B

FISCAL YEAR 2023 AND FISCAL YEAR 2024 CONTRACT AND UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Contract (G2782) with the Florida Department of Transportation (FDOT) to add Urban Attributable (SU) funds in Fiscal Year (FY) 2024. Accompanying the contract change is an amendment to the Unified Planning Work Program (UPWP) to program the funding on new corridor, operational and planning studies in FY 2023 and FY 2024.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board approve the amendment to the CRTPA Contract (G2782) with the Florida Department of Transportation (FDOT) to include Urban Attributable (SU) funds in Fiscal Year (FY) 2024 and to approve the amendment to the Unified Planning Work Program (UPWP) to program the SU funding on new corridor, operational and planning studies in FY 2023 and FY 2024.

BACKGROUND

The UPWP is a federally required document that describes the work activities, schedule and budget planned for the CRTPA operations, staffing, and consultant projects. A UPWP is produced biannually and is amended as necessary to reflect changes in funding and/or work tasks. Currently, there is \$708,523 in SU Funds in FY 23 available for projects and studies. An additional \$1,024,000 in Federal SU funding from the Coronavirus Response and Relief Supplemental Appropriations (CRSSA) Act, 2021 is also appropriated to the CRTPA for planning projects. The proposed projects and budget are detailed in **Attachment 1**.

NEXT STEPS

Once approved the contract and the UPWP will be updated to reflect the additional projects and funding. The CRTPA Contract (G2782) will also be amended to include the CRSSA funding in FY 2024.

ATTACHMENT

Attachment 1: FY 2023 and FY 2024 UPWP Proposed Projects and Budget

FY 2023 and FY 2024 UPWP Proposed Projects and Budget

FY 2023 and FY 2024 UPWP Amendment - Projects and Funding				
Fiscal Year	Fund	Task No.	Project	Budget
FY 24	SU	3.5	Connections 2045 Regional Mobility Plan	\$300,000
FY 24	SU	5.22	CMP Implementation - Project Studies	\$250,000
FY 24	SU	7.5	SS4A High Injury Network Safety Analysis	\$200,000
FY 23	SU	7.6	Safe Routes to School Report Update	\$500,000
FY 23	SU	7.7	Thomasville Rd Safety/Access Management	\$100,000
FY 23 or 24	SU	TBD	Future Operational and/or Projects	\$382,523



April 4, 2023

COMMITTEE AGENDA ITEM 5 A

CRTPA FISCAL YEAR (FY) 2025 – FY 2029 TRANSPORTATION ALTERNATIVES PROJECT PRIORITY LIST

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the CRTPA FY 2025 – FY 2029 CRTPA Transportation Alternatives (TA) Project Priority Project List (PPL), provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the CRTPA FY 2025 – FY 2029 Transportation Alternatives Project Priority List.

BACKGROUND

The CRTPA TA Project Priority List is one of the annual project priority lists adopted by the agency. Unlike other PPLs adopted by the CRTPA, the TA PPL contains projects that were actively solicited from our transportation partners by the CRTPA associated with the CRTPA Transportation Alternatives Program (TAP).

CRTPA TAP

The CRTPA coordinates the region's solicitation, review and ranking of federally funded TA projects and programs. Transportation Alternatives programs and projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (which includes the CRTPA), the agency must manage the competitive grant process, necessitating the creation of the CRTPA TAP. The CRTPA has historically received approximately \$310,000 annually in TA funding explicitly dedicated to the CRTPA region. In addition, other TA funding is available for placement on TA projects within the CRTPA region at the discretion of the Florida Department of Transportation.

The CRTPA'S solicitation of new TA projects occurs every two-years, with solicitation most recently occurring last year. As a result, the projects shown on this year's Draft TA PPL contain those projects that were included on last year's adopted TA PPL that did not receive funding*. The general ranked order of the projects has remained the same as last year's list (new TA projects for inclusion on next year's TA PPL are scheduled to be solicited in December 2023).

*Note- last year's #2 ranked project (Dr. MLK, Jr. Memorial Blvd. Multi-Use Path (1.11 miles)) was funded in the most recent FDOT FY 24 – FY 28 Work Program and, as a result, was not included in the updated TA PPL.

TA Projects

The following provides information on the two (2) projects included on the TA PPL:

- [Paul Russell Road Sidewalk Project](#) (1.2 miles); funding request: \$650,000 (Sponsor: City of Tallahassee)
- [Spring Creek Multi-Use Path](#) (1.11 miles); funding request: \$680,140 (Sponsor: Wakulla County)

CRTPA Transportation Alternatives Program Process

Guiding the CRTPA TAP is the CRTPA TA Subcommittee. The subcommittee, comprised of 6 members (3 from the CRTPA's Citizen's Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)), met on March 10, 2022* to receive brief presentations from each of the applicants and, ultimately, provide a recommended score for each of the applications. The Subcommittee members scored each application based upon the agency's adopted evaluation criteria (below).

*Note- as identified above, this year's TA PPL projects reflect those projects that were solicited and ranked by the subcommittee last year.

ADOPTED CRITERIA

CRTPA TRANSPORTATION ALTERNATIVES EVALUATION CRITERIA*		MAXIMUM POINTS
1	SAFETY (Describe how the project will improve public safety for all transportation users)	20
2	CONNECTIVITY (Describe how the project facilitates or improves multimodal linkages)	20
3	ACCESSIBILITY (Describe how the project contributes to enhanced mobility options for transp. disadvantaged)	20
4	PUBLIC BENEFIT (Describe how the project improves the public travel experience and travel options)	20
5	PROJECT CONSTRUCTABILITY (Describe the project's constructibility related to environmental considerations, etc.)	10
6	REGIONAL PLAN (Describe how the project relates to the adopted plans of the region)	5
7	COMMUNITY SUPPORT	5
Maximum Total Points		100

PUBLIC INVOLVEMENT

A virtual public meeting to present the DRAFT FY 2025 – FY 2029 TA Project Priority List was conducted on March 22, 2023 and included four attendees (in addition to CRTPA staff). At the meeting, staff provided a discussion of the CRTPA TA Program, the draft TA PPL and answered general questions provided by the meeting attendees.

Written comments received related to the TA Project Priority List are provided in ***Attachment 2***.

NEXT STEPS

Subsequent to adoption of the CRTPA FY 2025 – FY 2029 TA PPL, the list will be provided to the FDOT for consideration in the development of the FY 2025 – FY 2029 Tentative Work Program.

ATTACHMENT

Attachment 1: DRAFT FY 2025 – FY 2029 TA Project Priority List
Attachment 2: Written Comments

Capital Region Transportation Planning Agency
DRAFT Transportation Alternatives (TA) Project Priority List
Fiscal Year (FY) 2025 - FY 2029

Priority	Project Name	Limits	Funding Sought	Phase
1	Paul Russell Road Sidewalk Project Sponsor: City of Tallahassee	Monday Road to Apalachee Parkway (1.2 miles)	\$650,000	Construction & CEI
2	Spring Creek Highway Paved (CR 363) Paved Off Road Multi-Use Path Sponsor: Wakulla County	US 98 to Parkland Drive (1.11 miles)	\$680,140	Construction & CEI

From: [John Outland](#)
To: [Burke, Greg](#)
Subject: Re: CRTPA Transportation Alternatives Public Meeting - March 22
Date: Saturday, March 18, 2023 5:52:34 PM

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Should have said porous concrete or asphalt.

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From: John Outland <outlandjb@hotmail.com>
Sent: Saturday, March 18, 2023 8:45:08 AM
To: Burke, Greg <Greg.Burke@talgov.com>
Subject: Re: CRTPA Transportation Alternatives Public Meeting - March 22

Found them.

Paul Russel - Sidewalk planned on the west side of the PR road. Anticipated minor impacts to wetlands and flood prone area I note also. Only one tree, a dead oak, will be removed. I suggest that permeable concrete be used to reduce runoff and that appropriate native plants be used revegetate disturbed areas rather than sod.

Spring Creek Highway (CR 365) - Paved Off-Road Mutli-Use Path - Seems the multi-use trail will not have adverse effects on natural features. However, I did not find any reference to impacts to existing trees. Suggest that pervious pavement (assume asphalt will be used) to reduce runoff and that appropriate native plants be used to revegetate disturbed areas rather than sod.

Thanks,

John

From: Burke, Greg <Greg.Burke@talgov.com>
Sent: Saturday, March 18, 2023 7:11 AM
To: outlandjb@hotmail.com <outlandjb@hotmail.com>
Subject: Re: CRTPA Transportation Alternatives Public Meeting - March 22

Good morning John. The links to the applications are towards the bottom of the TA page under "2023 Applications".

Hope this helps.

Greg

On Mar 17, 2023, at 2:57 PM, John Outland <outlandjb@hotmail.com> wrote:

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

I could not get to the link describing the projects. crtpa.org/projects/transportation-alternatives-program-tap/

From: Burke, Greg <Greg.Burke@talgov.com>

Sent: Friday, March 17, 2023 12:32 PM

To: outlandjb@hotmail.com <outlandjb@hotmail.com>

Subject: RE: CRTPA Transportation Alternatives Public Meeting - March 22

Thank you for your comment related to the CRTPA's Draft Transportation Alternatives (TA) Project Priority List. As you are aware, the list contains two (2) proposed projects that were submitted by the sponsoring local governments (City of Tallahassee and Wakulla County).

The applications detailing each of the 2 proposed projects may be viewed at the bottom of the [crtpa.org/projects/transportation-alternatives-program-tap/]CRTPA's TA page. With regards to the City of Tallahassee's **Paul Russell Road Sidewalk Project**, the application for this much needed pedestrian safety project includes the project's design.

The design identifies the location of the proposed 1.2-mile sidewalk along Paul Russell Road and appears to reflect that most of the sidewalk is proposed to be constructed close to the roadway (and includes construction of a related curb). As noted in the application, "Currently, pedestrians are using the unimproved shoulder, existing drainage swales and in some places the roadway to traverse this corridor. In some areas there are existing drainage structures in the pedestrian pathway that are difficult to see in the daylight hours and nearly impossible to see after dark."

The application for the Wakulla County submitted project, **Spring Creek Road Multi-Use Path**, reflects that the path is proposed to be constructed within right-of-way on the east side of the roadway. The application notes that the project will provide a connection to the Capital City to the Sea Trail along US 98 (the southern limits of the proposed project).

Thank you again for your interest in the projects. Based on what we know it appears that both projects will seek to avoid impacts to trees, however, you are welcome to reach out to the project sponsors for more details on their respective projects (contact information is provided on page 1 of each application).

Sincerely,

Greg T. Burke, AICP
Planning Manager
Capital Region Transportation Planning Agency
850/891.8626
www.crtpa.org
<image001.jpg>

From: John Outland <outlandjb@hotmail.com>
Sent: Wednesday, March 15, 2023 5:07 PM
To: Burke, Greg <Greg.Burke@talgov.com>
Subject: Re: CRTPA Transportation Alternatives Public Meeting - March 22

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

How many trees will be lost to these projects?

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From: Burke, Greg <Greg.Burke@talgov.com>
Sent: Wednesday, March 15, 2023 7:28:15 AM
To: Burke, Greg <Greg.Burke@talgov.com>
Subject: CRTPA Transportation Alternatives Public Meeting - March 22

The CRTPA is hosting a *virtual* public meeting to briefly present and receive comments on the [CRTPA's Draft Fiscal Year \(FY\) 2025 – FY 2029 Transportation Alternatives \(TA\) Project Priority List](#). The meeting is scheduled to occur on **Wednesday, March 22 at 4 p.m.**

The draft list contains those projects included on last year's (FY 24 – FY 28) TA Project Priority List that did not receive funding in the most recent FDOT Work Program.

To attend the virtual meeting, please [contact the CRTPA](#) and a link to attend the meeting will be provided.

The CRTPA is scheduled to adopt the Fiscal Year (FY) 2025 – FY 2029 Transportation Alternatives Project Priority List at its April 18 meeting. Written comments related to the Draft TA PPL are requested to be provided to the [CRTPA](#) by Tuesday, April 12.

More information on the CRTPA's TA Program is available on the [CRTPA's website](#).

Sincerely,

Greg T. Burke, AICP
Planning Manager
Capital Region Transportation Planning Agency
850/891.8626
www.crtpa.org
<image001.jpg>

From: [Burke, Greg](#)
To: cjdiamond@comcast.net
Subject: RE: Draft TA PPL
Date: Friday, March 17, 2023 8:52:00 AM

Thank you for your input Mr. Diamond!

Sincerely,

Greg T. Burke, AICP
Planning Manager
Capital Region Transportation Planning Agency
850/891.8626
www.crtpa.org

-----Original Message-----

From: CRTPA Website <donotreply@crtpa.org>
Sent: Thursday, March 16, 2023 2:47 PM
To: Burke, Greg <Greg.Burke@talgov.com>; Kostrzewa, Jack <John.Kostrzewa@talgov.com>; Mitchell, Yulonda <Yulonda.Mitchell@talgov.com>; Slay, Greg <Greg.Slay@talgov.com>; Lex, Suzanne <Suzanne.Lex@talgov.com>
Subject: Draft TA PPL

EXTERNAL EMAIL

Please report any suspicious attachments, links, or requests for sensitive information.

Name: Craig
Last: Diamond
Email: cjdiamond@comcast.net
Subject: Draft TA PPL
Message: I support both the Paul Russell Road Sidewalk Project and the Spring Creek Highway Paved Off Road Multi-Use Path. I trust there is budget for both -- but if not, then I endorse the Priority 1 project.

April 4, 2023



COMMITTEE AGENDA ITEM 5 B

**SR 267/BLOXHAM CUTOFF TRAIL
FEASIBILITY STUDY**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

This item provides an update related to the development of a feasibility study evaluating a connection between Wakulla Springs State Park and the St. Marks Trail.

RECOMMENDED ACTION

Option 1: For Committee Information.

BACKGROUND

Initiated in the summer of 2022, the SR 267/Bloxham Cutoff Trail Feasibility Study is evaluating a multi-use trail connection from the Edward Ball Wakulla Springs State Park Entrance to the St. Marks Trail (a distance of 4.78 miles). This trail connection is identified in the CRTPA's Capital City-to-the-Sea Trails Plan and Wakulla County's Bicycle, Pedestrian and Blueways Master Plan.

Development of a multi-use trail connection between Wakulla Springs State Park and the St. Marks Trail will enhance regional trail connectivity between the popular state park and the St. Marks Trail as well as the US 98 Coastal Trail. Efforts associated with the study include the development of an existing conditions assessment that includes the identification of environmental and manmade constraints along the corridor. The existing conditions assessment will include an evaluation of possible trail alternatives within the study's limits.

To date, coordination and public involvement efforts have been limited to stakeholders including the Florida Department of Environmental Protection, Florida Department of Agriculture and Consumer Services (Florida Forest Service), and the Friends of Edward Ball Wakulla Springs State Park.

ATTACHMENT

Attachment 1: Draft Presentation



Capital Region Transportation Planning Agenda

SR 267 (Bloxham Cutoff Road) Trail Feasibility Study

CRTPA Advisory Committees

April 4, 2023

AGENDA



Background

- Location
- Purpose
- Planning Consistency



Efforts to Date

- Efforts to Date
- Mapping Data
- Alternatives
- Typical Section
- Intersection Analysis
- Bridge over McBride Slough
- Stakeholders
- Schedule



Discussion

SR 267 (BLOXHAM CUTOFF ROAD) TRAIL FEASIBILITY STUDY



SR 267 (BLOXHAM CUTOFF ROAD) TRAIL FEASIBILITY STUDY



LOCATION

Connects Edward Ball Wakulla
Spring State Park entrance to St.
Marks Trail (4.74 miles)



PURPOSE

Identify & evaluate reasonable
alternatives to carry forward to a
preferred trail route



PLANNING CONSISTENCY

- Trail connection contained within:
- Capital City to the Sea Trail Plan
 - Wakulla Co. Bicycle/Pedestrian & Blueway Master Plan
 - Edward Ball Wakulla Springs State Park Unit
Management Plan (trail portion along service road)

Park Entrance
New Traffic Pattern
Multi Use Trail Connection
Bicycle and Pedestrian Improvements

Ranger Station
Replace Ranger Station

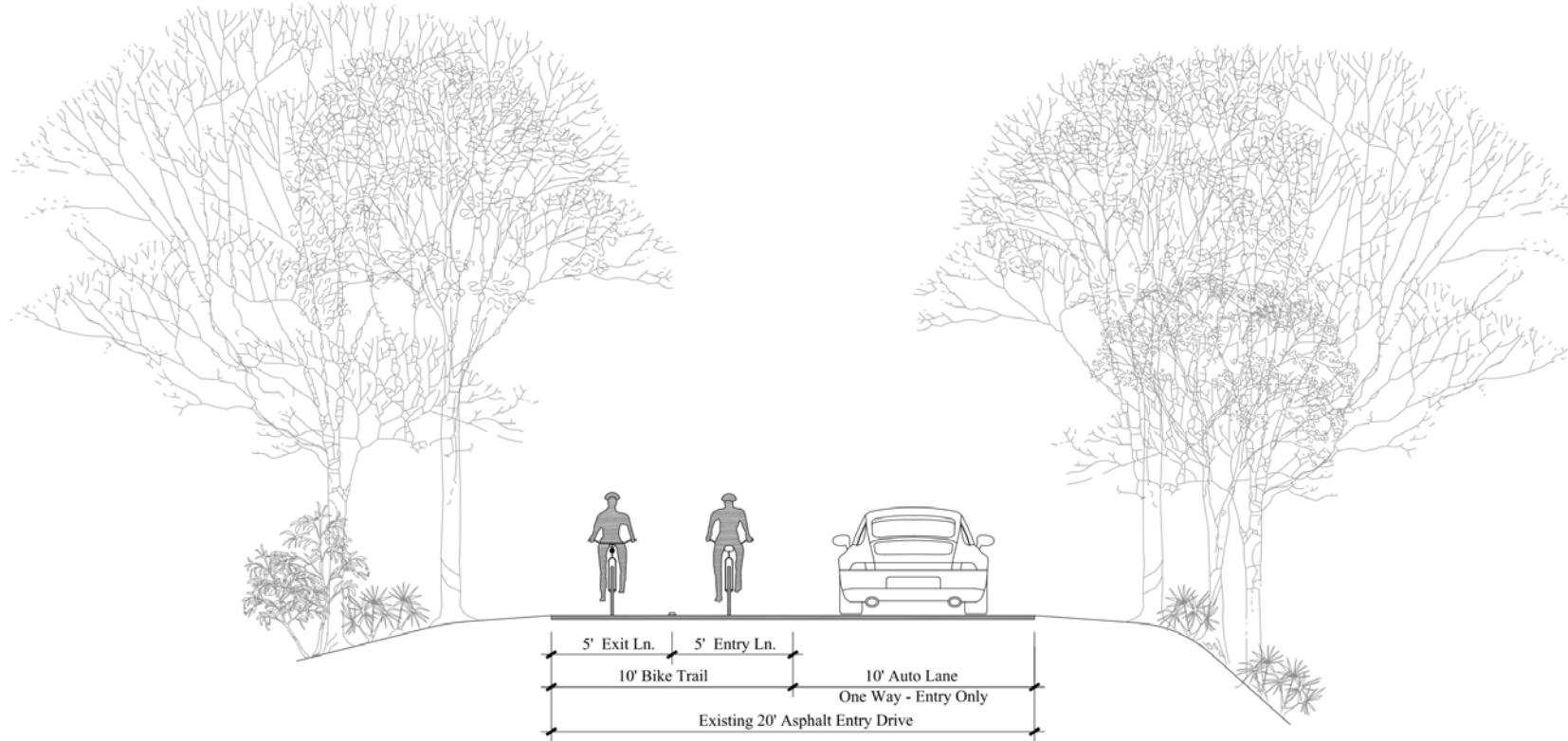
Employee Entrance
Fence and Gate Improvements
Proposed New Exit Location for Visitors
Add Pedestrian Gate

Cherokee Sink
Add Restroom

Rosa Shingles Trailhead
Potential Connection

Wakulla Springs State Park
Unit Management Plan

SR 267 (BLOXHAM CUTOFF ROAD) TRAIL FEASIBILITY STUDY



Wakulla Park Drive - Conceptual Roadway Section
1/4"=1'-0"

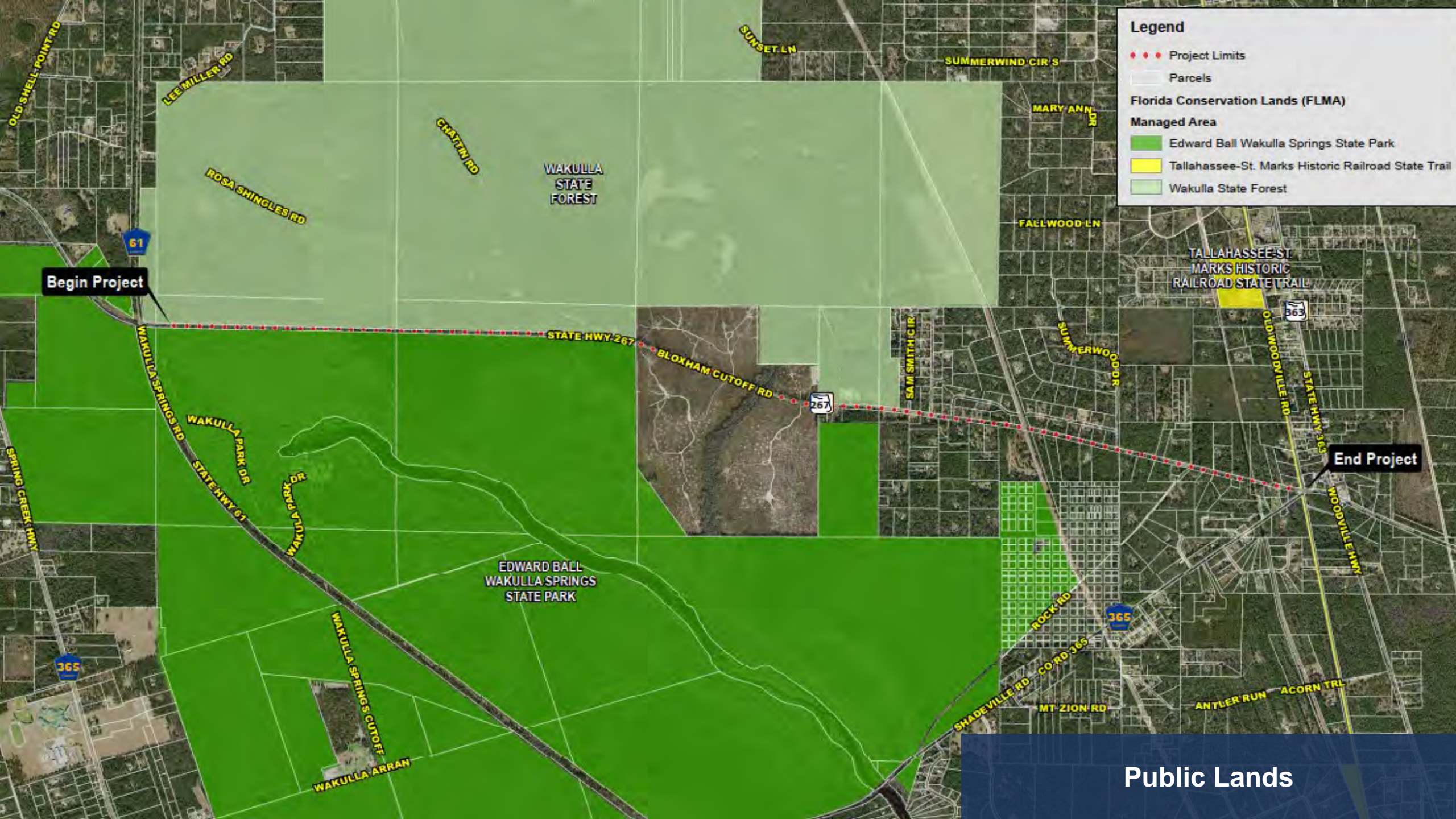
MAPPING DATA

- Speed limit
- Public lands
- Environmental
 - FEMA flood zones
 - Cultural resources
 - Priority natural resources





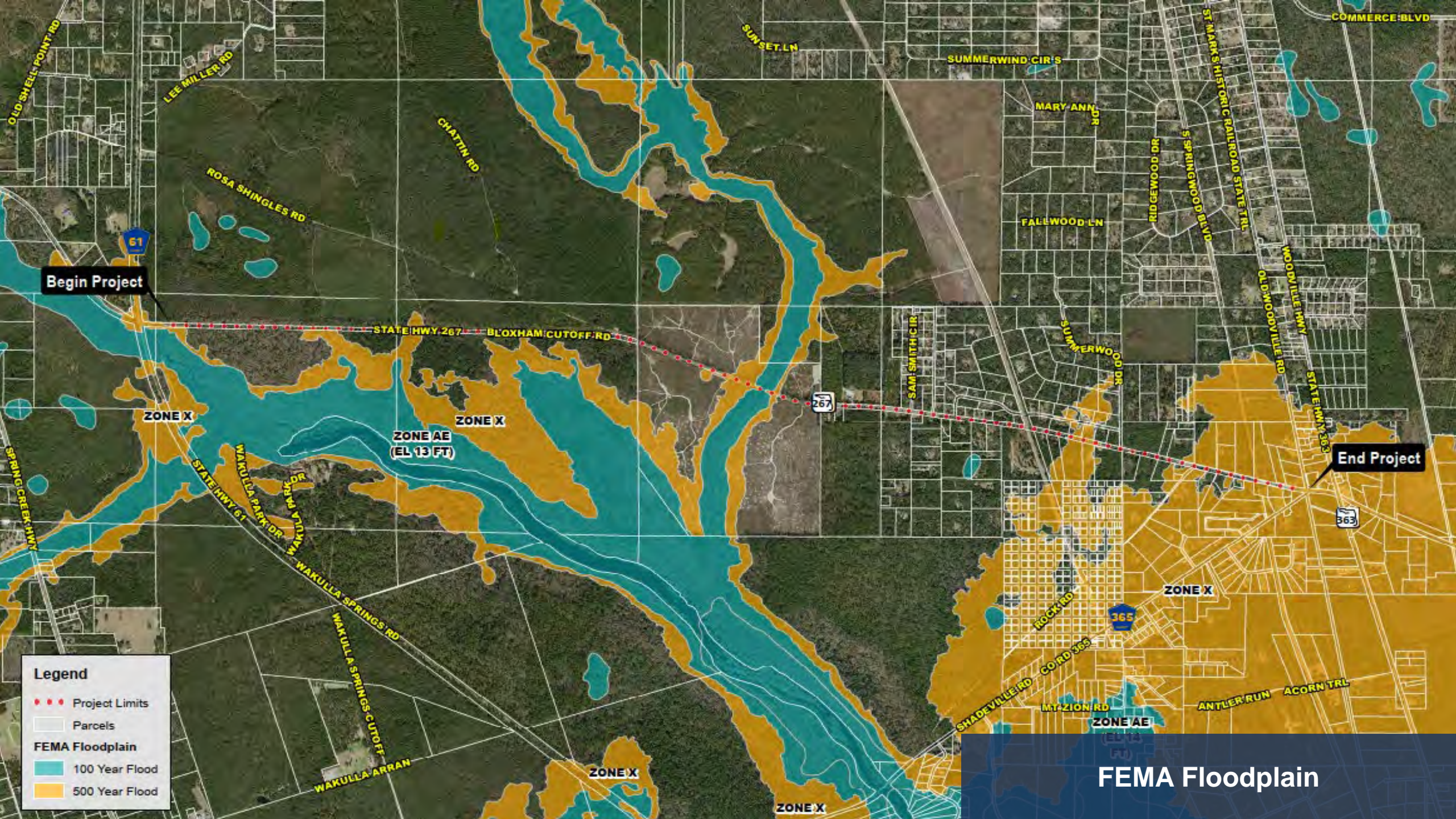
Maximum Speeds

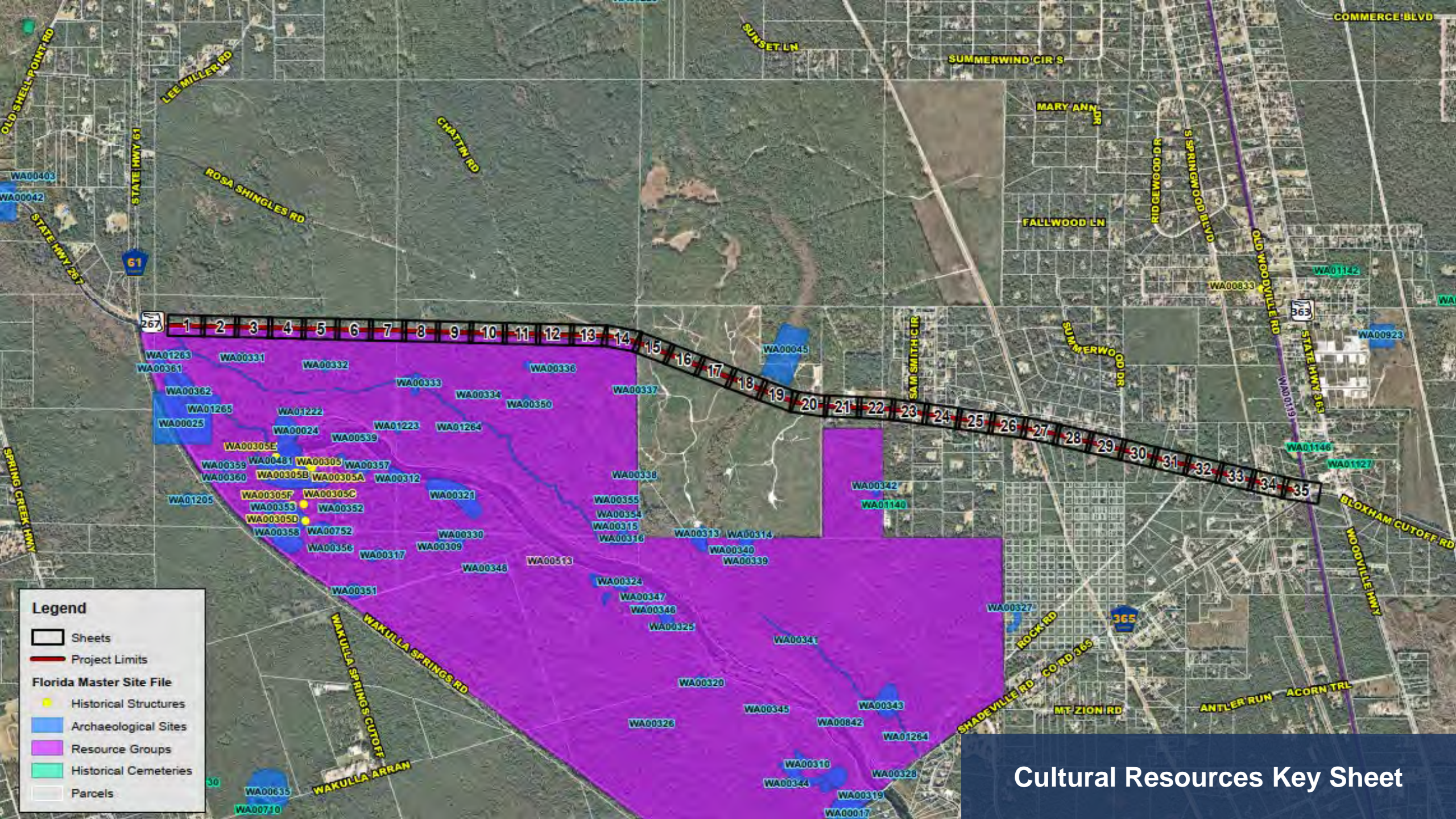


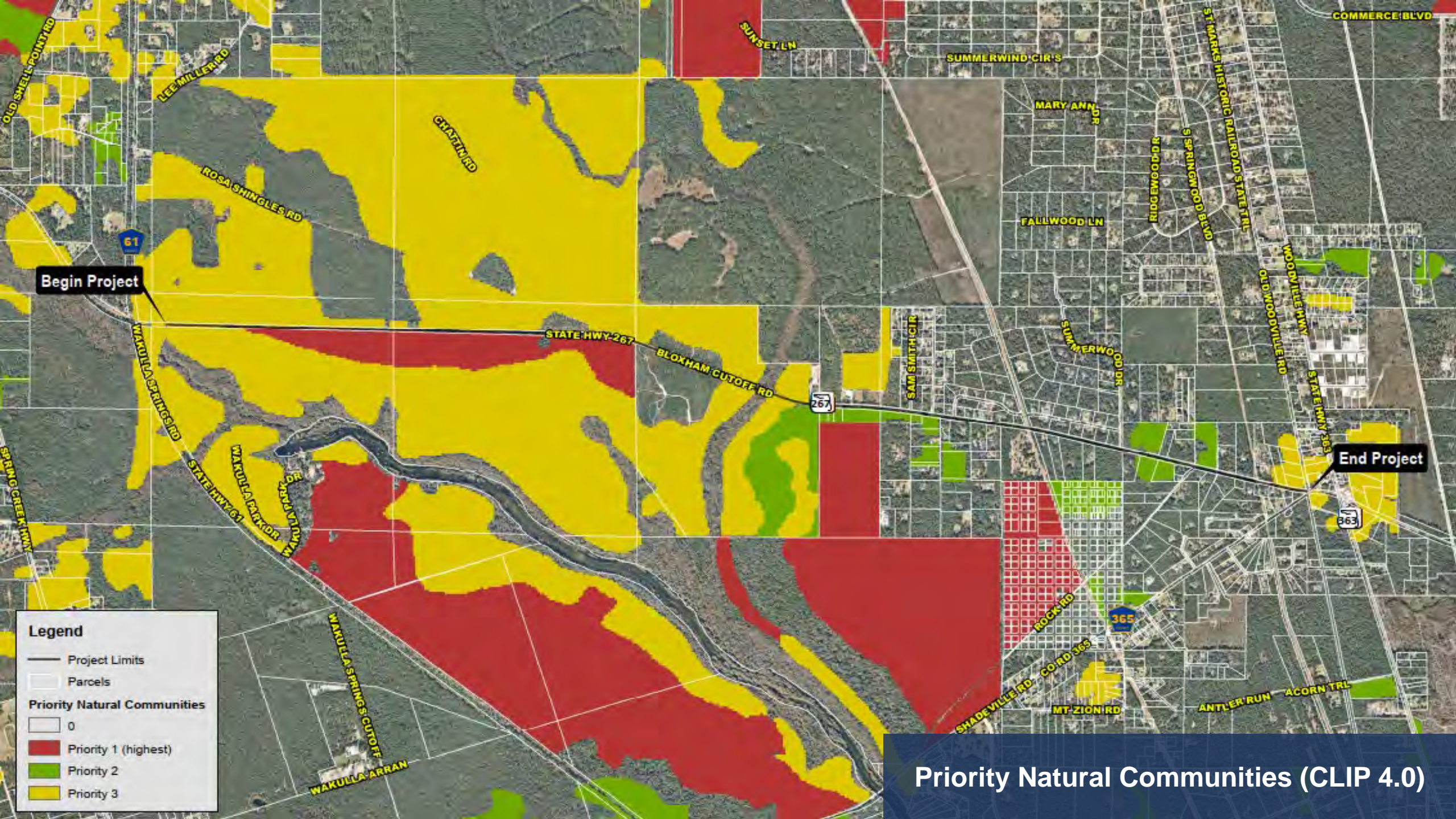
Legend

- • • Project Limits
- Parcels
- Florida Conservation Lands (FLMA)
 - Managed Area
 - Edward Ball Wakulla Springs State Park
 - Tallahassee-St. Marks Historic Railroad State Trail
 - Wakulla State Forest

Public Lands







Priority Natural Communities (CLIP 4.0)

■ | ALTERNATIVES

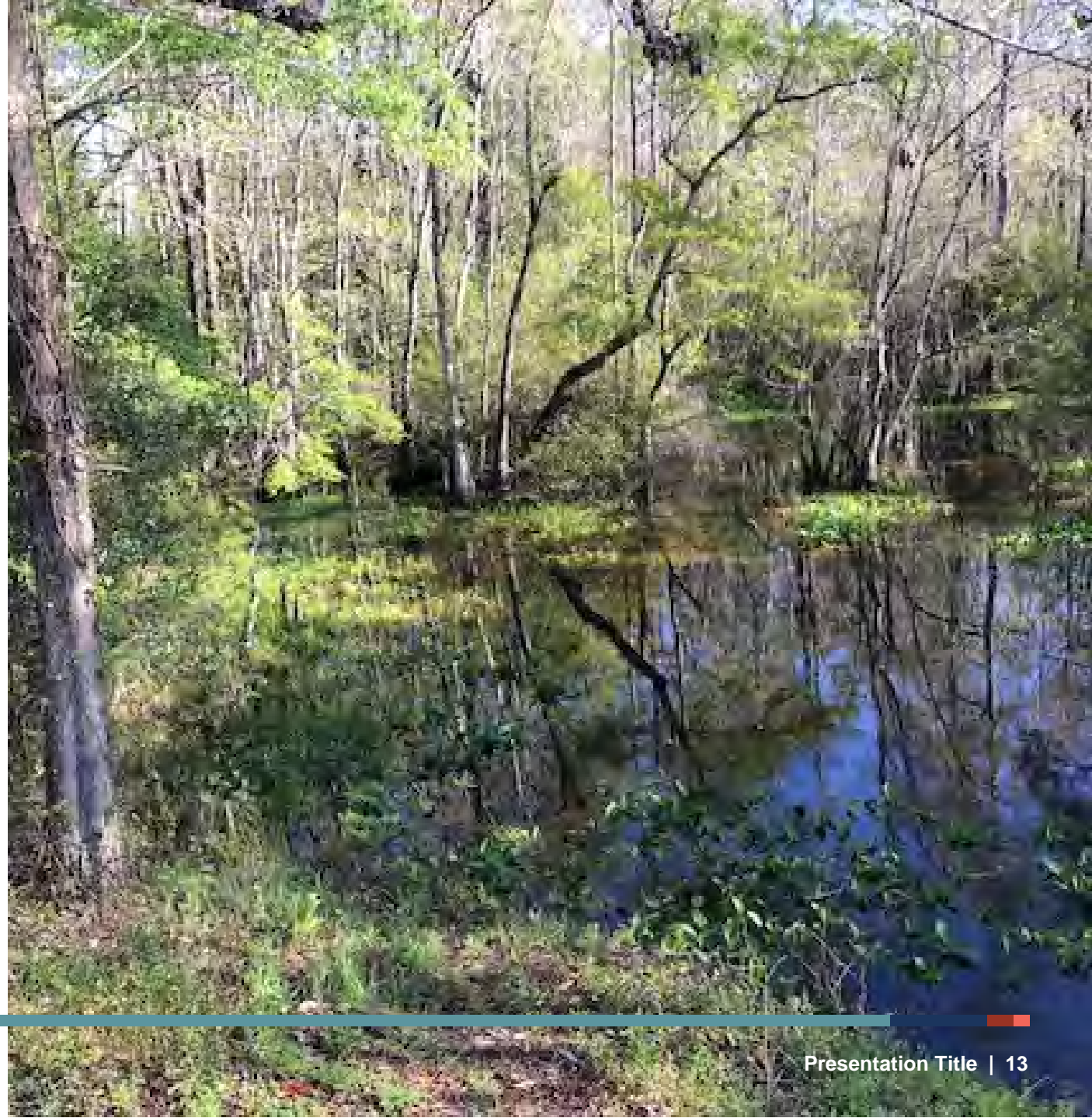
■ Alternatives

- Alternative 1 – North Side
- Alternative 2 – South Side
- Alternative 3 – North Side (Off System)
- Alternative 4 – South Side (Off System)

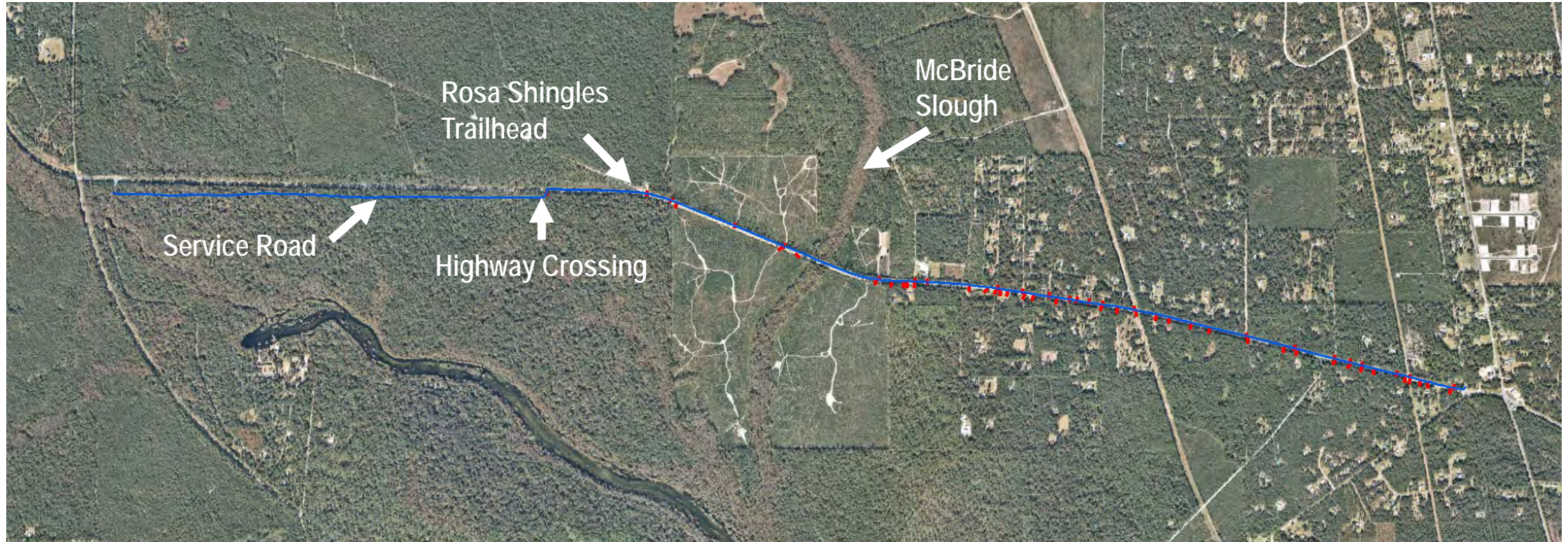
■ Typical Section

■ Intersection Safety Analysis

- Concept 1 – Plus Intersection
- Concept 2 – Roundabout

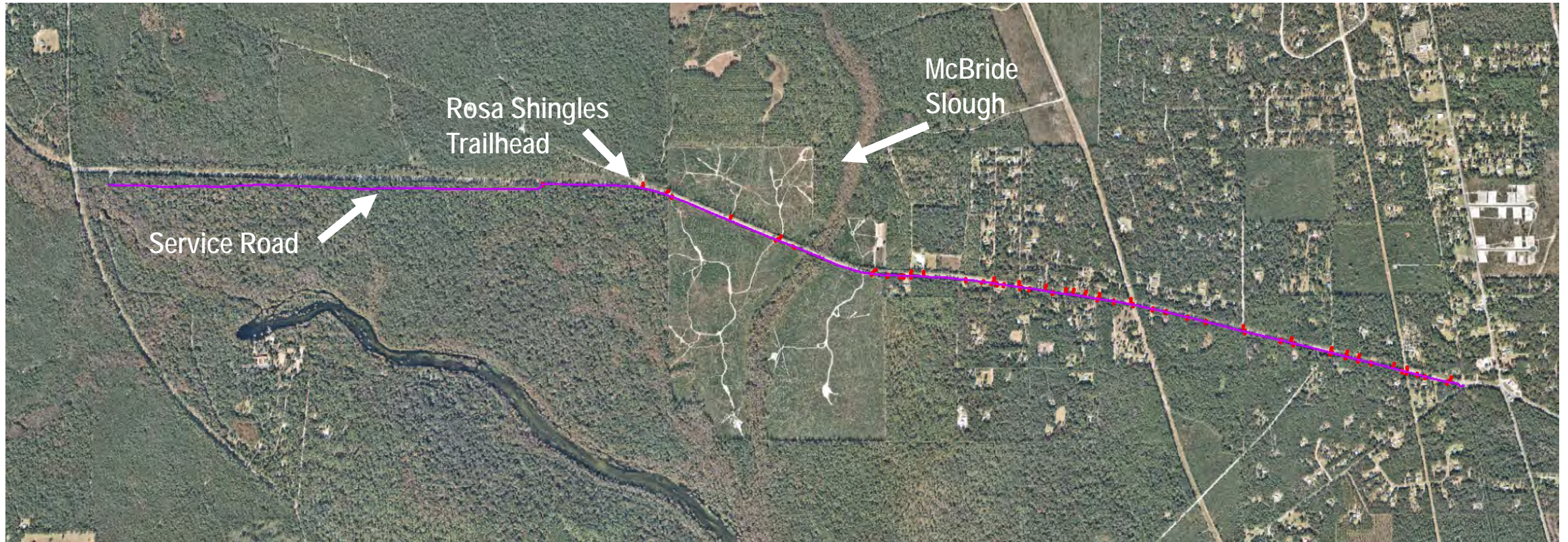


ALTERNATIVE 1 – NORTH SIDE



- Length: 4.8 miles
- Direct connection to Rosa Shingles Trailhead
- 23 driveway crossings/1 highway crossing (SR 267)
- Right-of-Way: FDOT and Wakulla Springs State Park
- Tree impacts (clearing required)
- Limited shade

ALTERNATIVE 2 – SOUTH SIDE



- Length: 4.8 miles
- No direct connection to Rosa Shingles Trailhead
- 36 driveway crossings/0 highway crossings
- Right-of-Way: FDOT and Wakulla Springs State Park
- Follows overhead utilities – minimal tree impacts
- Shade in afternoon

■ | ALTERNATIVE 3 – NORTH SIDE (OFF SYSTEM)



- Length: 5.2 miles
- No direct connection to Rosa Shingles Trailhead
- 19 driveway crossings/1 highway crossing (SR 267)

- Right-of-Way: FDOT, Wakulla Springs State Park & FDACS
- Not Supported by FDACS
- Removed from further consideration

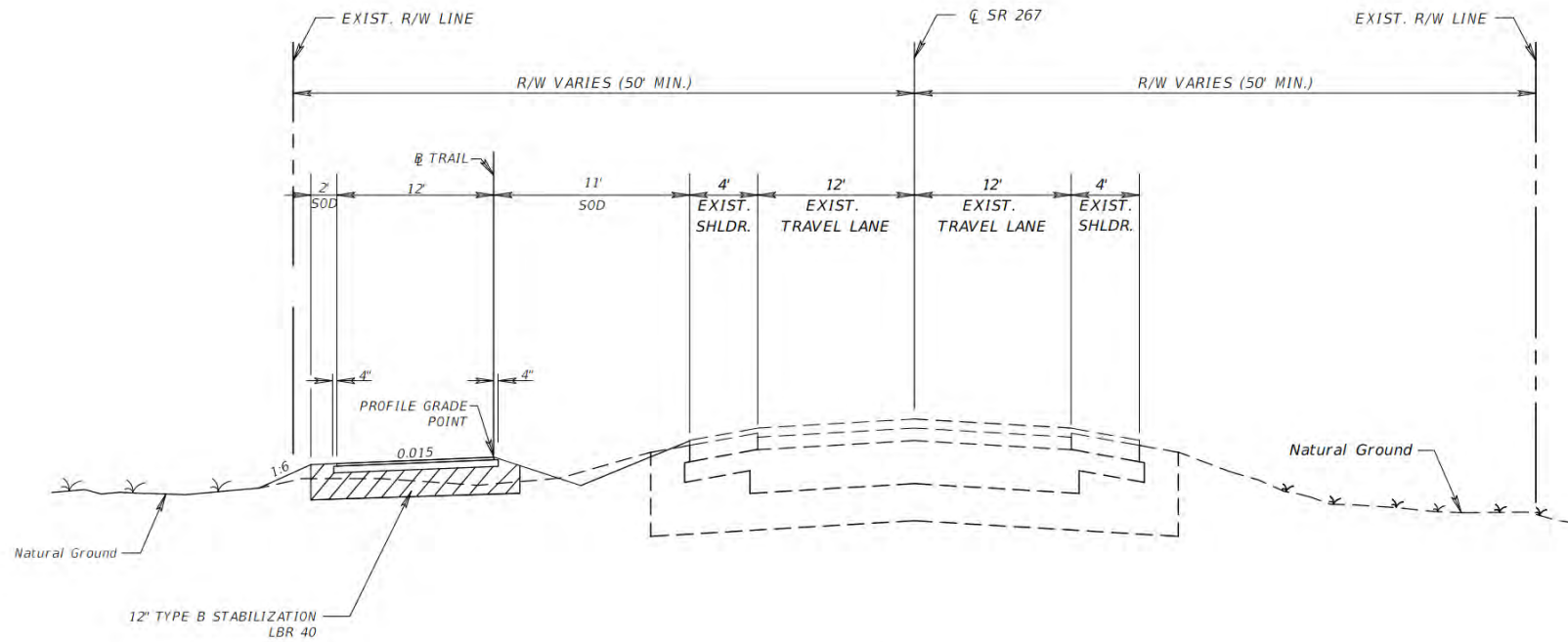
ALTERNATIVE 4 – SOUTH SIDE (OFF SYSTEM)



- Length: 6.1 miles
- No direct connection to Rosa Shingles Trailhead
- 18 driveway crossings/0 highway crossings

- Right-of-Way: FDOT & Wakulla Springs State Park
- Not Supported by Wakulla Springs State Park
- Removed from further consideration

TYPICAL SECTION



TYPICAL SECTION
BLOXHAM MULTI-USE TRAIL
SR 267



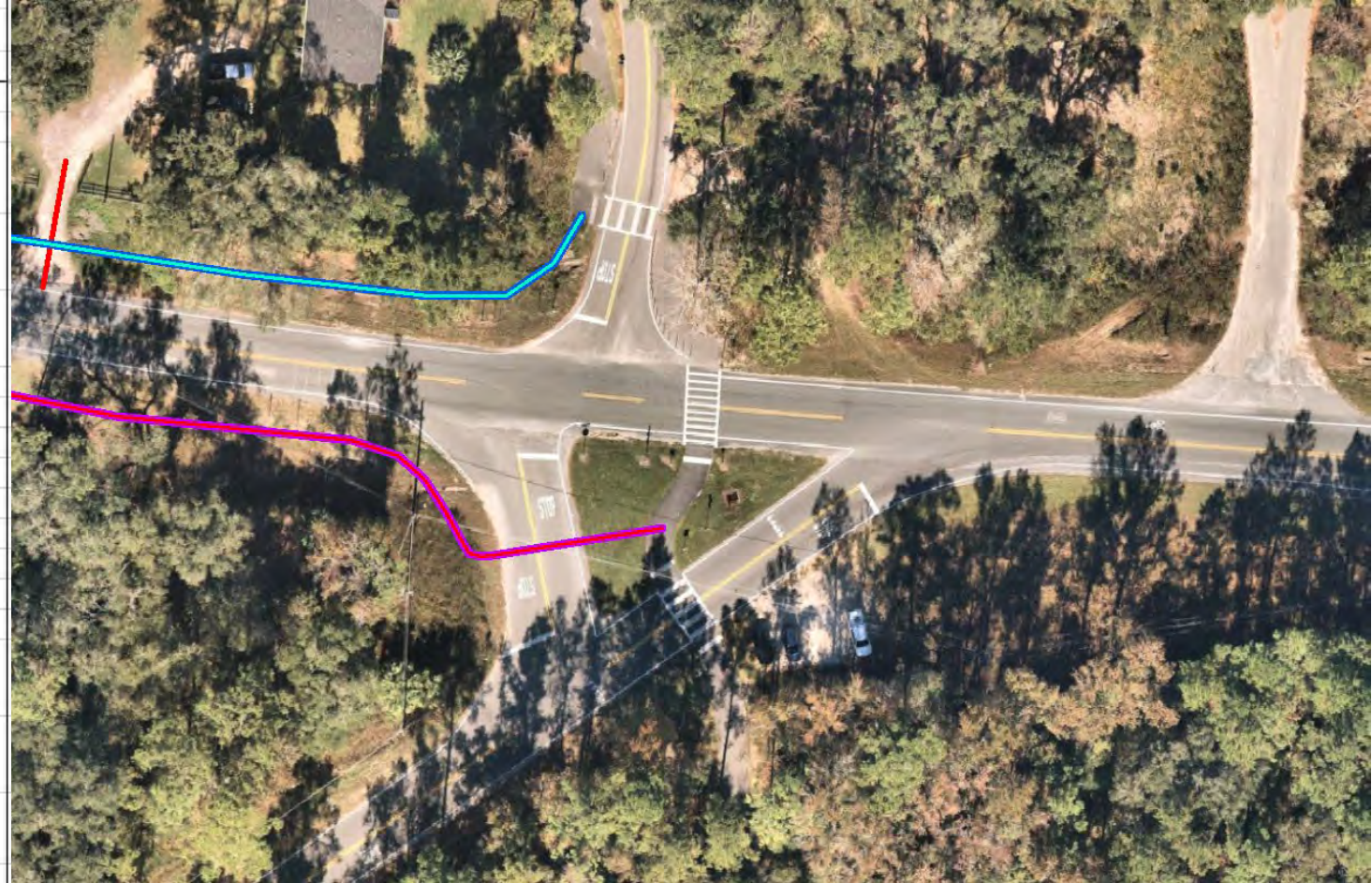
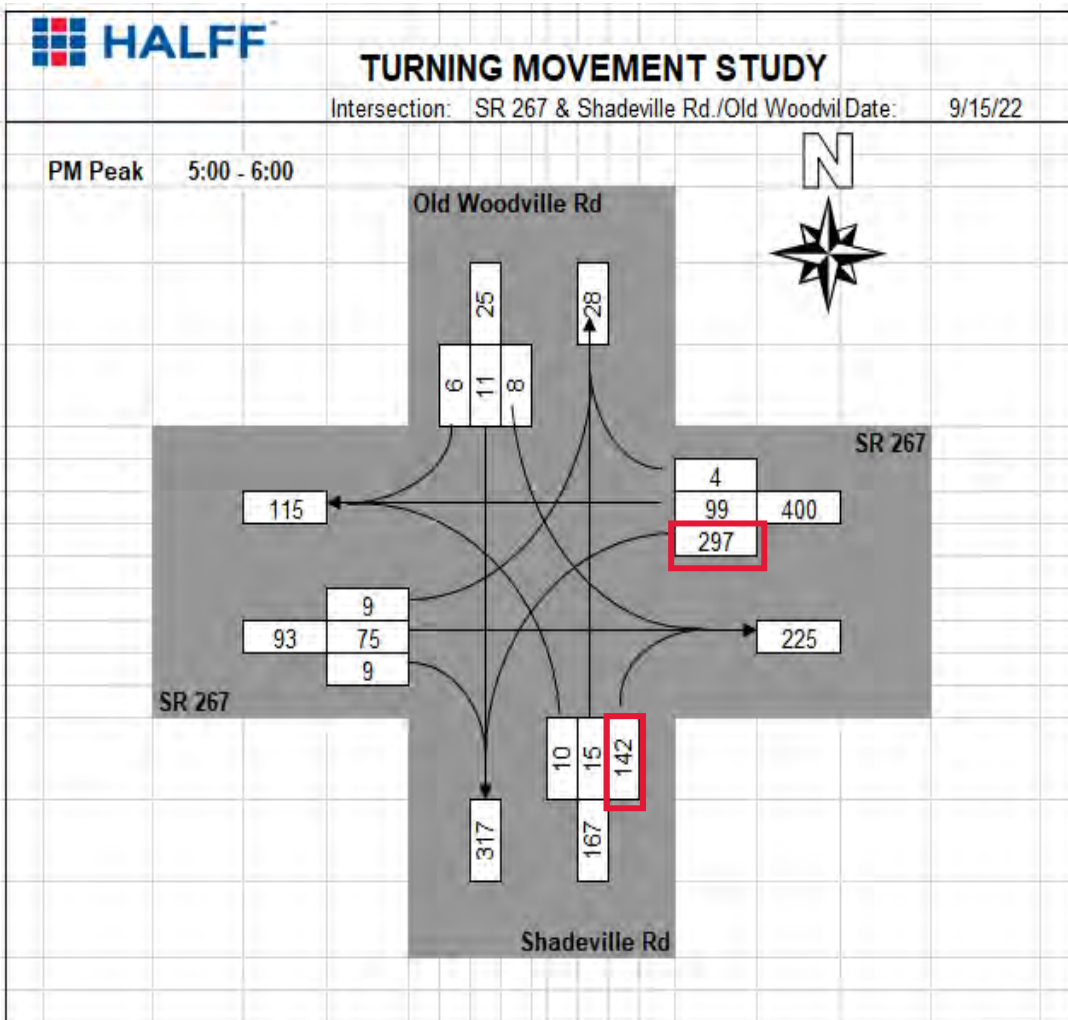


NO
MOTOR
VEHICLES

DAYLIGHT
USE
ONLY

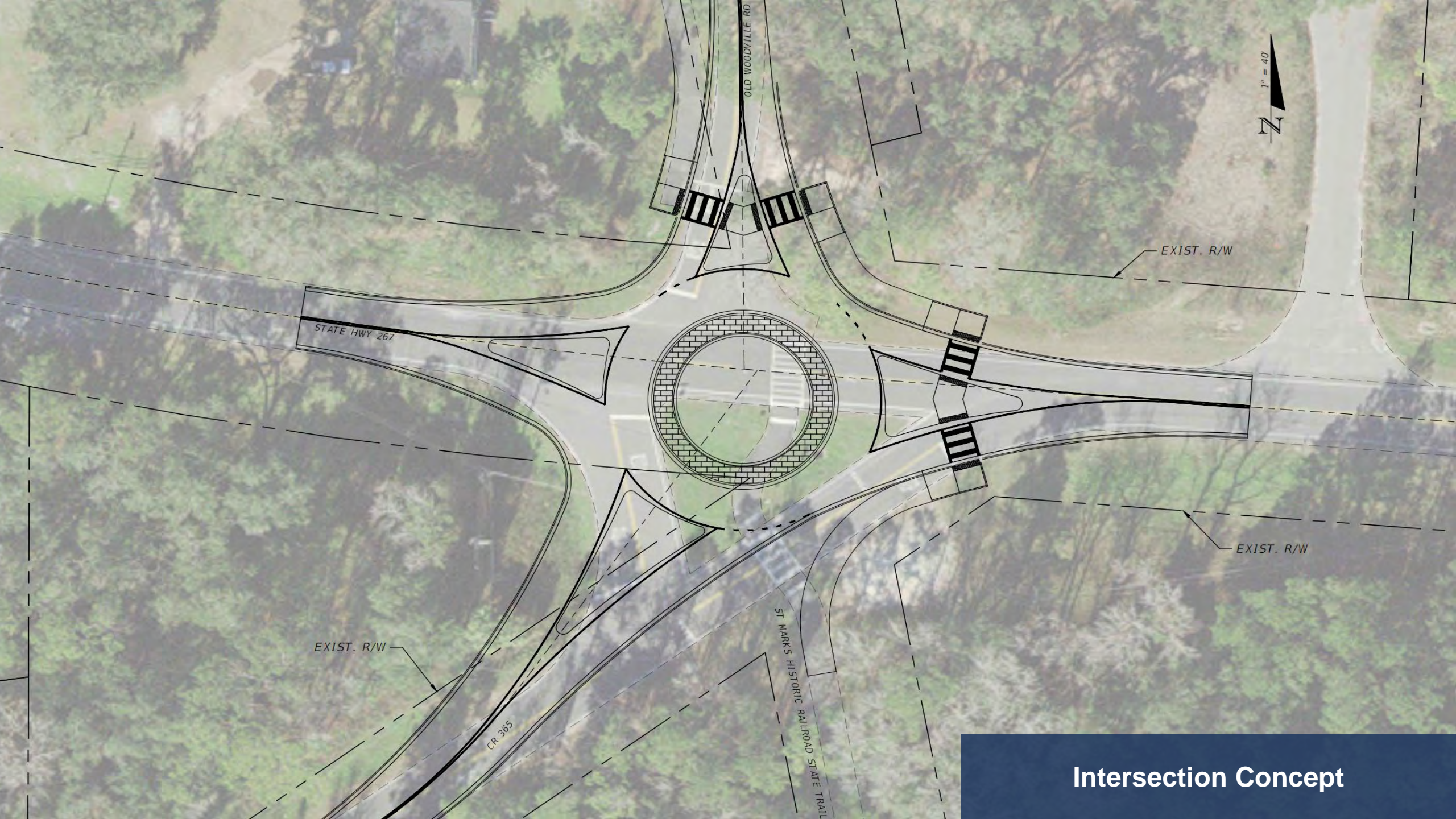


INTERSECTION COUNTS





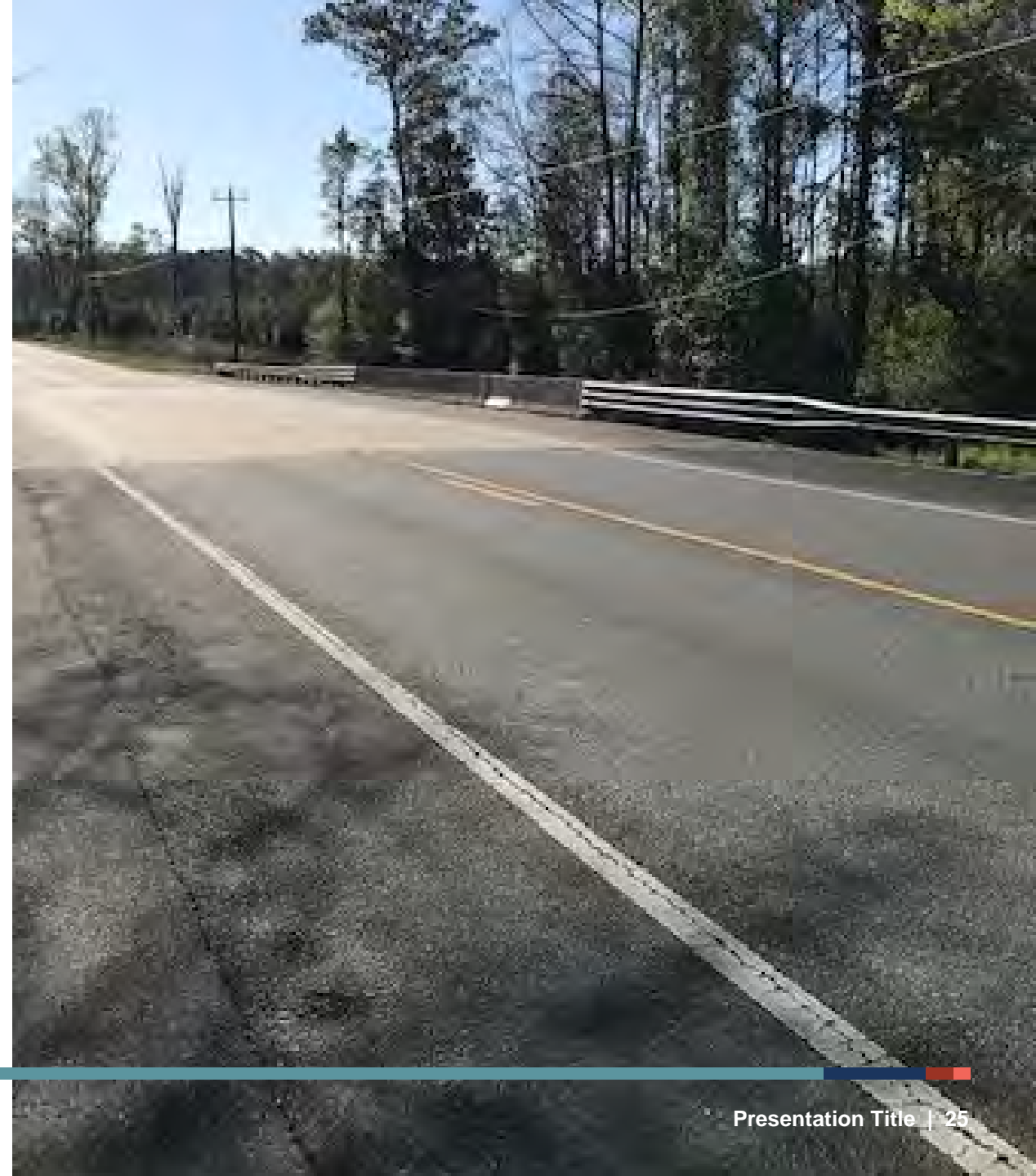
Intersection Concept



Intersection Concept

SR 267 OVER MCBRIDE SLOUGH (STRUCTURE #590023)

- Total length: 75.1 ft.
- Deck width edge to edge: 47.2 ft.
- Year built: 1964
- Year reconstructed: 1989
- Historic significance: bridge is not eligible for NRHP
- ADT: 2,300
- Truck traffic: 15% of total traffic
- Deck condition: good (7 out of 9)
- Superstructure condition: good (7 out of 10)
- Substructure condition: good (7 out of 10)
- Sufficiency Rating: 97.2 (Inspection 5/2018)



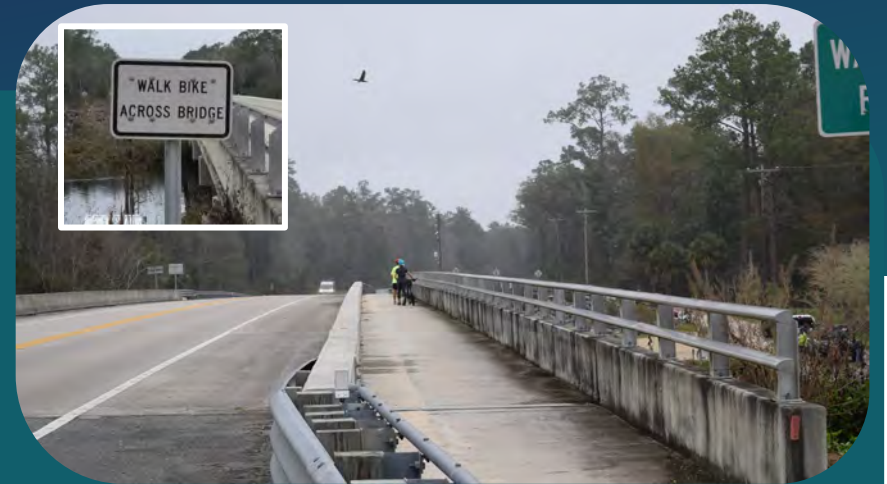
|| TRAIL CROSSING OPTIONS OVER MCBRIDE SLOUGH

1



CONSTRUCT NEW BRIDGE

2



USE SHOULDER FOR TRAIL CROSSING

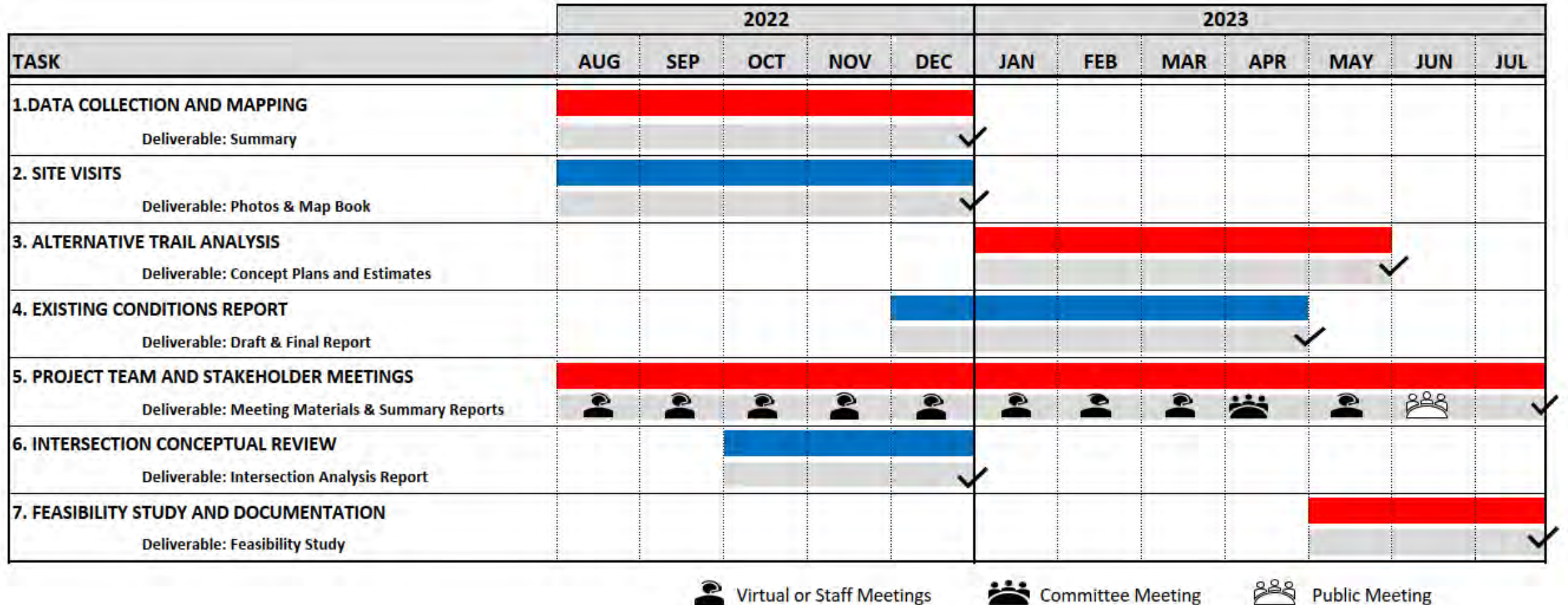
STAKEHOLDERS

- FDACS – Florida Forestry Service
- Wakulla Springs State Park
- Florida Department of Transportation District Three
- Wakulla County
- Friends of Wakulla Springs State Park
- Utility Agency Owners



SCHEDULE

Project Kickoff: August 2022 | Project Completion: July 2023



DISCUSSION





April 4, 2023

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

2023 Committee Dates	TAC Time	CMAC Time	Location
May 2	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
June 6	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
September 5	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
October 3	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
November 7	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
December 5	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers