



## **CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)**

MEETING OF TUESDAY, JUNE 6, 2023  
(11:30 AM – 1:30 PM)

CITY OF TALLAHASSEE COMMISSION CHAMBERS  
**TALLHASSEE ROOM (2<sup>nd</sup>, Floor), 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, June 5 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 April 4, 2023, CMAC Meeting
- B. CRTPA TIP Amendment Approval

#### **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.*

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**5. PRESENTATION/DISCUSSION/ACTION****A. Safe Streets and Roads for All (SS4A) Action Plan**

The CRTPA's Safe Streets and Roads for All (SS4A) Action Plan has been developed. The Plan identifies a comprehensive set of projects and strategies to improve safety on the CRTPA region's roadways.

RECOMMENDED ACTION: Recommend the CRTPA adopt the Safe Streets and Roads for All (SS4A) Action Plan.

**B. Fiscal Year (FY) 2024– FY 2028 Transportation Improvement Program (TIP)**

The FY 2024 – FY 2028 TIP reflecting the projects that have received funding in the Florida Department of Transportation Work Program has been developed.

RECOMMENDED ACTION: Recommend the CRTPA Board adopt the FY 2024 – FY 2028 Transportation Improvement Program.

**C. Fiscal Year (FY) 2025 – FY 2029 Project Priority Lists (PPLs)**

The FY 2025 – 2029 Project Priority Lists have been developed:

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

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

**D. Strategic Intermodal System (SIS) Discussion**

A discussion related to the SIS designated roadways in the CRTPA region will be provided.

RECOMMENDED ACTION: No action required.

**E. Thomasville Road Multi-Use Path Design Update**

An update of the Thomasville Road Multi-Use Path Design will be provided by CRTPA staff.

RECOMMENDED ACTION: No action required.

**6. INFORMATION**

**A. Future Meeting Dates**

**7. ITEMS FROM COMMITTEE MEMBERS OR STAFF**

**8. ADJOURNMENT**



June 6, 2023

## COMMITTEE AGENDA ITEM 3A

### MINUTES

TYPE OF ITEM: Consent

The minutes from the April 4, 2023, CMAC meeting is provided as ***Attachment 1***.

### **RECOMMENDED ACTION**

Option 1: Approve the minutes of the April 4, 2023, CMAC meeting.

### **ATTACHMENT**

Attachment 1: April 4, 2023, CMAC Minutes



## **CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)**

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

TALLAHASSEE ROOM (2<sup>ND</sup> FLOOR, TALLAHASSEE CITY HALL)  
300 S. ADAMS STREET  
TALLAHASSEE, FL 32301

### **Meeting Minutes**

**Members Present:** Mary Kay Falconer; John Dunn; Wanda Carter; Rodger Holdener; Chad Hanson; Hans von Tol; Amie Longstreet

**Members Present:** Greg Slay, Executive Director, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**
  - A. Minutes of the November 1, 2022 & February 7, 2023, CMAC Meetings
  - B. Unified Planning Work Program (UPWP) Amendment

Ms. Lex briefly provided a brief summary of the UPWP amendment.

**Committee Action:** Ms. Falconer made a motion to approve the consent agenda. Ms. Carter seconded the motion. The motion was unanimously passed.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

## 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.

Mr. Burke stated the Transportation Alternatives PPL was developed for CRTPA Board approval and outlined the projects that are currently on the TA Projects List. He noted one was the Paul Russell Sidewalk Project (City of Tallahassee) and the Spring Creek Multi-Use Path (Wakulla). Mr. Burke noted these are the same projects that were on the last year's list. He also noted the #2 project from last year's list, Dr. MLK, Jr. Memorial Blvd. Multi-Use Path has been funded in the most recent FDOT FY 24 – FY 28 Work Program and, as a result, was not included in the updated TA PPL.

Mr. Burke outlined the next steps after adoption. After adoption, the 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. Mr. Burke noted that the application for the Transportation Alternatives Program (TAP) will be open in December 2023 for the next cycle. He also noted the committees would develop the TA Subcommittee to review the next cycle of applications for ranking and submittal to the board for approval.

**Committee Action: Ms. Carter made a motion to recommend adoption of the Transportation Alternatives PPL for FY 2025 – FY 2029. Ms. Longstreet seconded the motion. The motion was unanimously passed.**

### 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.

Mr. Phillips, Halff & Associates, provided background on the SR 267 Bloxham Cutoff Trail Feasibility Study. He stated the trail would be 4.8 miles from the Edward Ball Wakulla Springs State Park entrance on SR 267 to the St. Marks Trail and noted the purpose of the study was to evaluate reasonable alternatives to carry forward to a preferred trail route.

Mr. Phillips stated this trail connection was a listed as a need within the Capital City to the Sea Plan; Wakulla County Bicycle and Pedestrian Master Plan; and the Edward Ball Wakulla Springs State Park Unit Management Plan. The Wakulla Springs Unit Management Plan calls for part of the trail to be on the park's property and that project would cross SR 267 just west of Rosa Shingles Trailhead (on the

north side of SR 267) and head west on an existing service road within the park and to the new park entrance. Mr. Phillips briefly discussed mapping data, which included speed, public lands and environmental data for the area. He noted the speed data shows the speed limit is 45 mph on both the east and west ends of the trail with the main portions of the corridor posted at 55 mph. Mr. Phillips noted the annual daily traffic was approximately two thousand cars and stated that the Edward Ball Wakulla Springs Park and the Wakulla State Forest are along both sides of the corridor. He briefly discussed the FEMA Floodplain and stated most of the corridor would have no effect on the floodplain, except for a bridge crossing at the McBride Slough. Mr. Phillips provided information on the alternatives and discussed four alternatives:

Alternative 1 North Side- trail corridor is completely on the north side of SR 267, then crossing SR 267 (just west of Rosa Shingles Trailhead), to the south and enter the Edward Ball Wakulla Springs State Park utilizing a service road to the park entrance. He stated there were 11 driveway connections, one business entrance; provides a connection to Rosa Shingles Trailhead/Wakulla WMA; five roadway crossings (SR 267, Page Oliver Road, Summerwood Drive; Sharonwood Drive, Sam Smith Circle); right-of-way owned by FDOT and Wakulla Springs State Park; impacts to trees would be minimal and there would be limited shade along the corridor.

Alternative 2 South Side- trail corridor completely on the south side of SR 267. Mr. Phillips stated there were 23 driveway connections, one business entrance; does not provide a connection to Rosa Shingles Trailhead/Wakulla WMA; would have four roadway crossings (Shadeville Road, Rock Road, Canopy Lane, Old Nails Road); right-of-way owned by FDOT and Wakulla Springs State Park; corridor would follow overhead utilities. This alternative would provide shade in the afternoon.

Alternative 3 North Side (Off System)- this alternative has 11 driveway connections, one business entrance; provides connection to Rosa Shingles Trailhead/Wakulla WMA; would have five roadway crossings (SR 267, Page Oliver Road, Summerwood Drive; Sharonwood Drive, Sam Smith Circle); right-of-way owned by FDOT and Wakulla Springs State Park and Florida Department of Agriculture and Consumer Services (FDACS). Mr. Phillips noted this alternative was not supported by FDACS and no longer considered as an option.

Alternative 4 South Side (Off System)- this alternative has the trail corridor on the south side of SR 267 with an off-system portion that would be on the Wakulla Springs State Park property. Mr. Phillips stated there were 11 driveway connections, one business entrance; no connection to Rosa Shingles Trailhead/Wakulla WMA; has two roadway crossings (Shadeville Road, Rock Road); right-of-way owned by FDOT and Wakulla Springs State Park. This alternative was not supported by Wakulla Springs State Park and no longer considered as an option.

Mr. Phillips briefly discussed the stakeholder meetings that were held noting meetings conducted with FDACS, Wakulla Springs State Park, Friends of Wakulla Springs, FDOT, District 3 and Utility Agency Owners. The stakeholders at the meetings had the opportunity to provide comments on the alternatives. Mr. Phillips stated the next steps will be to finalize the existing conditions report and hold a public meeting in June to present the options to the public and get public comments on the alternatives.

**Committee Action:** This item was for Committee Information; therefore, no action was taken.

**6. INFORMATION**

**A. Future Meeting Dates**

**7. ITEMS FROM COMMITTEE MEMBERS OR STAFF**

Mr. Hanson discussed the development of the Wakulla County Bike Group.

**8. ADJOURNMENT**



June 6, 2023



## COMMITTEE AGENDA ITEM 3B

### CRTPA FISCAL YEAR (FY) 2023 – FY 2027 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

TYPE OF ITEM: Consent

#### STATEMENT OF ISSUE

The purpose of the item is to ratify the amendments to the CRTPA Fiscal Year (FY) 2023 – FY 2027 Transportation Improvement Program (TIP) as adopted by Resolution No. 2023-5-6A (**Attachment 1**). Resolution No. 2023-5-6A added projects or increased funding for existing projects as detailed below.

- SR 261 (US 319) Capital Circle (from Apalachee Parkway to Park Avenue) (Leon County): Updated project costs to resurface roadway in FY 24. (\$6.3 million). (**Attachment 2**)
- Miccosukee Road Over Unnamed Branch Bridge No. 550051 (Leon County): Updated project costs to replace bridge in FY 24 (\$2.7 million) (**Attachment 3**)
- SR 63/US 27 Monroe Street (from Lakeshore Drive to John Knox Rd) (Leon County): Add project and programmed costs for right-of-way in FY 24. (\$325,100) (**Attachment 4**)
- Blair Stone Rd & New Village Avenue Intersection Improvements (Leon County): Add project and programmed costs for construction in FY 24 (\$433,000). (**Attachment 5**)
- US 90 (from Pedrick Road to Jefferson County Line) (Leon County): Add project and programmed costs to develop Project Development & Environment (PD&E) Study for the US 90 Multi-Use Trail in FY 24. (\$1.52 million) (**Attachment 6**)

#### CRTPA BOARD MEETING

The TIP Amendments were requested by the Florida Department of Transportation (FDOT) in advance of the May 2023 CRTPA Board Meeting. Resolution 2023-5-6A was approved by the Board at the May 22, 2023 Meeting. Subsequent to the Board meeting, the TIP Amendments were transmitted to the FDOT.

## **HISTORY AND ANALYSIS**

The Florida Department of Transportation (FDOT) requested the CRTPA amend the FY 2023 – FY 2027 TIP to include the increased funding for two programmed projects, Capital Circle SW Resurfacing, and the replacement of the Miccosukee Road Bridge. Additionally, FDOT requested the FY 2023 – FY 2027 TIP be amended to add three projects funded in FY 2024. The three projects are the Monroe Street sidewalk, the Blair Stone Rd and New Village Avenue Intersection Improvement, and the US 90 PD&E Study for the Multi-Use Trail.

The TIP Amendment is time sensitive as FDOT is seeking authorization from Federal Highway Administration (FHWA) for these projects. For the purpose of authorizing federal funds, the FHWA recognizes the CRTPA's FY 2023 – FY 2027 TIP through September 30th, consistent with the federal fiscal year. The CRTPA's FY 2023 – FY 2027 TIP is amended to reflect these projects and increased funding to ensure consistency between the two documents. The CRTPA FY 2024 - F 2028 TIP will be presented for adoption at the June 19, 2023 CRTPA Meeting.

## **RECOMMENDED ACTION**

Ratify the amendments to the CRTPA Fiscal Year (FY) 2023 – FY 2027 Transportation Improvement Program (TIP) adding projects or increasing funding for existing projects as adopted by Resolution No. 2023-5-6A (***Attachment 1***).

## **ATTACHMENTS**

Attachment 1: Adopted Resolution No. 2023-05-06

Attachment 2: SR 261 (US 319) Capital Circle Amendment FY 2023 – FY 2027 TIP Page

Attachment 3: Miccosukee Road Bridge No. 550051 FY 2023 – FY 2027 TIP Page

Attachment 4: SR 63/US 27 Monroe Street FY 2023 – FY 2027 TIP Page

Attachment 5: Blair Stone Rd & New Village Avenue FY 2023 – FY 2027 TIP Page

Attachment 6: US 90 Multi-Use Trail FY 2023 – FY 2027 TIP Page

## CRTPA RESOLUTION 2023-05-6A

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) BOARD  
ENDORING THE AMENDMENTS TO THE FY 2023 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

**Whereas**, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

**Whereas**, the Transportation Improvement Program (TIP) shall be endorsed annually by the CRTPA and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and to the Federal Highway Administration, through the State of Florida;

**Whereas**, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

**Whereas**, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP.

**NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) THAT:**

The CRTPA amends the FY 2023 – FY 2027 Transportation Improvement Programs to reflect:

- SR 261 (US 319) Capital Circle (from Apalachee Parkway to Park Avenue) (Leon County): Updated project costs to resurface roadway in FY 24 (\$6.3 million).
- Miccosukee Road Over Unnamed Branch Bridge No. 550051 (Leon County): Updated project costs to replace bridge in FY24. (\$2.7 million)
- SR 63/US 27 Monroe Street (from Lakeshore Drive to John Knox Rd) (Leon County): Add project and programmed costs for right-of-way in FY24. (\$325,100)
- Blair Stone Rd & New Village Avenue Intersection Improvements (Leon County): Add project and programmed costs for construction in FY24 (\$433,000).
- US 90 (from Pedrick Road to Jefferson County Line) (Leon County): Add project and programmed costs to develop Project Development & Environment (PD&E) Study for the US 90 Multi-Use Trail in FY24. (\$1.52 million)

Passed and duly adopted by the Capital Region Transportation Planning Agency Executive Committee on this 22<sup>nd</sup> day of May 2023.

Capital Region Transportation Planning Agency

By: \_\_\_\_\_

Rick Minor, Chair

Attest:



\_\_\_\_\_  
Greg Slay, Executive Director

**CAPITAL CIRCLE NE (SR 261/US 319) FROM APALACHEE PKWY (SR 20/US 27) TO PARK AVE  
4287392 Non-SIS**



**Prior Year Cost: 565,266**

**Future Year Cost: 0**

**Total Project Cost: 6,900,390**

**LRTP: 2045 RMP Page 5-8 - Table 5-4**

**Project Description:** RESURFACING

**Lead Agency:** MANAGED BY FDOT

**County:** LEON

**Length:** 1.077

**Phase Group:** PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

**From:** APALACHEE PKWY (SR 20/US 27)

**To:** PARK AVE

Phase	Fund Code	2024	2025	2026	2027	2028	Total
RRU	DS	65,000	0	0	0	0	65,000
CST	ACNR	5,437,178	0	0	0	0	5,437,178
CST	DDR	652,461	0	0	0	0	652,461
CST	DIH	65,246	0	0	0	0	65,246
CST	LF	115,239	0	0	0	0	115,239
		<b>6,335,124</b>					<b>6,335,124</b>

*This project was amended at the May 22, 2023 CRTPA Meeting to reflect updated project costs.*

**MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051**

**4429442 Non-SIS**



**Project Description:** BRIDGE REPLACEMENT

**Lead Agency:** LEON COUNTY BOCC

**County:** LEON

**Length:** 0.076

**Phase Group:** CONSTRUCTION

**From:**

**To:**

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACBR	2,029,664	0	0	0	0	2,029,664
CST	LF	673,222	0	0	0	0	673,222
		<b>2,702,886</b>					<b>2,702,886</b>

*This project was amended at the May 22, 2023 CRTPA Meeting to reflect updated project costs.*

**Prior Year Cost: 987,467**

**Future Year Cost: 0**

**Total Project Cost: 3,690,353**

**LRTP: 2045 RMP Page 5-8 - Table 5-4**

**SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD****4450531 Non-SIS****Prior Year Cost: 671,053****Future Year Cost: 0****Total Project Cost: 5,566,423****LRTP: 2045 Table 5-9 - Page 5-11****Project Description:** SIDEWALK**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 0.896**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION**From:** LAKESHORE DRIVE**To:** JOHN KNOX RD

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	SU	325,100	0	0	0	0	325,100
CST	CARU	0		0	0	0	
CST	SU	0		0	0	0	
		<b>325,100</b>					<b>325,100</b>

*This project was amended into the FY 23- FY 27 TIP at the May 22, 2023 CRTPA Meeting to reflect project and programmed costs for Right-of-Way in FY 24.*

**CRTPA BIKE-PED PROJECT PRIORITY NO. 2**  
**(ADOPTED MAY 17, 2022)**

# **BLAIR STONE RD & NEW VILLAGE AVE INTERSECTION IMPROVEMENTS**

**4476361 Non-SIS**



**Project Description:** INTERSECTION IMPROVEMENT  
**Lead Agency:** MANAGED BY CITY OF TALLAHASSEE  
**County:** LEON  
**Length:** 0.116  
**Phase Group:** CONSTRUCTION

**From:**  
**To:**

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACSS	433,000	0	0	0	0	433,000
		<b>433,000</b>					<b>433,000</b>

*This project was amended into the FY 23- FY 27 TIP at the May 22, 2023 CRTPA Meeting to reflect project and programmed costs for Constuction in FY 24.*

**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 433,000**

**LRTP: Safety: 2045 RMP Page 5-8 - Table 5-4**

**SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE****4510441 Non-SIS****Project Description:** BIKE PATH/TRAIL**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 13.005**Phase Group:** P D & E**From:** PEDRICK ROAD**To:** JEFFERSON COUNTY LINE

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PDE	CARU	1,400,000	0	0	0	0	1,400,000
PDE	DIH	120,000	0	0	0	0	120,000
		<b>1,520,000</b>					<b>1,520,000</b>

*This project was amended into the FY 23- FY 27 TIP at the May 22, 2023 CRTPA Meeting to reflect project and programmed costs for Project Development and Environment Study in FY 24.*

**CRTPA REGIONAL TRAILS PROJECT PRIORITY NO. 1  
(ADOPTED MAY 17, 2022)**

**Prior Year Cost: 0****Future Year Cost: 0****Total Project Cost: 1,520,000****LRTP: 2045 Table 5-9 - Page 5-11**



June 6, 2023



## AGENDA ITEM 5 A

### **CRTPA SS4A SAFETY ACTION PLAN**

**TYPE OF ITEM:** Action

#### **STATEMENT OF ISSUE**

Staff is seeking approval of the [DRAFT CRTPA Safe Streets and Roads for All \(SS4A\) Safety Action Plan](#).

#### **RECOMMENDED ACTION**

Option 1: Recommend the Adoption the CRTPA Safety Action Plan to the CRTPA Board.

#### **BACKGROUND**

In September of 2022, CRTPA staff and Kimley-Horn and Associates (the Project Team) initiated the Safe Streets and Roads for All (SS4A) Safety Action Plan. The plan is in response to the Federal DOT's release of a Notice of Funding Opportunity (NOFO) to address safety issues relating to serious injuries, fatalities, and equity within the transportation system. This process was divided into two components for potential funding including Action Plan Grants and Implementation Grants. As an annual allocation for the years of 2022 – 2026, Action Plan Grants across the nation would be allocated \$400M while Implementation Grants are allocated \$600M, in total, \$1B annually spent on transportation studies and projects.

Given the short period of to be eligible for Implementation Grants, the CRTPA Board approved an amendment to the budget to bypass the Action Plan Grant process and fund the Safety Action Plan to ensure that locals governments in the Capital Region be eligible in the second year (with a submittal of July 10, 2023) of the Implementation Grant process.

The remainder of the agenda is dedicated to outlining the process for developing the Safety Action Plan with more detail provide within the plan itself.

## **C RTPA SAFETY ACTION PLAN**

### **Chapter 1 – Introduction (C RTPA Safety Action Plan Pages 1 – 9)**

This Action Plan was developed using the SS4A program requirements with a local flavor to ensure that the needs of unique communities are met and align with ongoing initiatives. This is intended to be a living document that strategically outlines projects and priorities for implementation throughout the region with the assistance of the C RTPA’s transportation partners.

### **Chapter 2 - Safety Analysis (C RTPA Safety Action Plan Pages 10 – 31)**

The Safety Analysis is based on historic crash data from 2017 – 2021 focusing on fatalities and serious injuries. This data was developed for the Congestion Management Plan and utilized for the C RTPA Safety Action Plan for consistency. A review of the data provided details regarding Crash Types, Environmental Circumstances, Temporal Patterns, Demographic Patterns, a Bicycle and Pedestrian Summary, County Crash Summaries, a High Injury Network (Vulnerable Users, Overall High-Injury, and a Hot Spot Intersection Analysis). Lastly, this information is critical towards understanding the who, what, when, where and how behind crashes on the transportation system to develop countermeasures and recommendations for improvements based on crash patterns.

This chapter includes data for each county within the C RTPA Region as was as a cumulative assessment of the region itself. Additionally, the High Injury Network segments and intersections are included in table and map form.

### **Chapter 3 – Equity Considerations (C RTPA Safety Action Plan Pages 32 – 35)**

The Safe Streets and Roads Program is heavily weighted to address equity within the transportation system in conjunction with the High Injury Network. The analysis for Equity involved the utilization of existing datasets including Historically Disadvantaged Communities, Areas of Persistent Poverty, and Minority Populations.

The Equity data and the High Injury Network data serve as the basis for identifying a network of potential improvements to address utilizing the SS4A Grant funding.

### **Chapter 4 – Public Engagement (C RTPA Safety Action Plan Pages 36 – 40)**

The Public Engagement for this project included the utilization of the following:

**Task Force** – Each and every county in Florida has a Community Traffic Safety Team of CTST that is comprised of various professionals and citizens interested in the safety of the transportation system with typical involvement from law enforcement, public works departments, planners, FDOT, emergency services, etc.. The Project Team met with the CTSTs in the region to present and discuss the grant opportunities but also the results from the development of the High Injury Network and Equity components of the Plan.

**Stakeholders** – Additional input was sought from local agencies to assist with project identification including FDOT, City of Tallahassee Public Infrastructure, Leon County Public Works, Blueprint Intergovernmental Agency, FSU Transportation and Parking Services, and FAMU Facilities, Planning, Construction and Safety.

**Public Engagement** – Getting information and feedback for citizens helped identify what areas that saw as safety issues within the region. These efforts focused on major events such as the Tallahassee Winter Festival, Havana Winterfest, Tallahassee Marathon Expo, and the Dirty Pecan Bicycle Ride. At these events the public provided input via survey instrument and mapping tool on their phones. Collectively, these events garnered 519 respondents.

Additionally, a Virtual Meeting will be held on June 15, 2023 from 6 PM to 8 PM to receive comments and answer question regarding the Draft CRTPA Safety Action Plan Report.

### **Chapter 5 – Project Prioritization and Recommendations (CRTPA Safety Action Plan Pages 41 – 51)**

**Project Prioritization** – Via the CTSTs, the Project Team collected over 500 projects that were evaluated against developed criteria that assessed each project based on how it measured against the SS4A Criteria, Safety and Equity based criteria, Multimodalism, and Public Engagement. The top 10 projects from each organization that submitted projects are shown in the report with the remainder in the Appendix.

**Strategies** - The strategies are reflective of safety concerns identified through data collection, crash analysis, and public and stakeholder engagement. An assessment of current policies and plans in the four-county region was completed to identify opportunities to improve processes and develop strategies that are reflective of the region's needs. These strategies and actions reflect this assessment and implementation of these strategies will range from Short (1-3 years) to Medium (3-5 years) to Long (5 or more years).

Through the projects and strategies identified in the plan, the CRTPA and its partners are dedicated to a Safe System Approach to roadway safety that seeks to prevent these deadly crashes through a framework that includes Safe Road Users, Safe Vehicles, and Safe Speeds.

**Safe People** – Encourage safe, responsible driving, and foster a culture of roadway safety through education, engagement, and outreach.

**Safe Roads** – This strategy includes designing roadways to mitigate human risk, encourage safe behavior on our corridors, and facilitate safe travel on our corridors for a range of user types.

**Safe Speeds** – Promote safe speeds in all roadway environments through thoughtful, equitable, and context appropriate roadway design, targeted education and outreach campaigns, and enforcement.

## **Chapter 6 – Progress and Transparency (CRTPA Safety Action Plan Pages 52 – 54)**

The CRTPA Safety Action Plan is intended to be an evolving document. While the Safe Streets and Roads for All program spurred the region into action, safety has long been at the forefront of local initiatives. This chapter provides a variety of high-level strategies and projects to move forward in pursuit of the region’s long-term safety goal of zero roadway fatalities and serious injuries by the year 2040.

**Advocacy** – This strategy encourages:

- The CRTPA and the Community Safety Traffic Teams to meet regularly and discuss Safety Action Plan related recommendations, projects, and strategies,
- The Community Safety Traffic Teams to continue advocating for recommendations, projects, and strategies within their agencies and local communities, and
- The CRTPA will continue to pursue safety as an overarching theme in all projects per requirements from the Department of Transportation.

**Data Maintenance** – The focus of this strategy is to ensure that:

- The CRTPA maintains and updates crash data regularly and makes it accessible to the public.

**Plan Implementation** – The CRTPA will ensure that:

- Strategies outlined in this plan are being considered and implemented by local partner agencies,
- Projects identified in the Safety Action Plan and prioritized using safety-related metrics are pursued, and
- Consideration be given to pursuing grant funds through the Safe Streets and Roads for All program to fund projects on the High Injury Network (HIN).

**Transparency and Reporting** – The CRTPA will:

- Complete regular reporting and documentation to ensure the plan is current and remains actionable.

## **NEXT STEPS**

After the CRTPA Safety Plan is approved by the CRTPA Board, staff will assist local transportation partners in developing Implementation Grant applications for funding.

## **RECOMMENDED ACTION**

Option 1: Recommend Adoption the CRTPA Safety Action Plan to the CRTPA Board.  
(Recommended)



June 6, 2023

## COMMITTEE AGENDA ITEM 5.B

### **FISCAL YEAR 2024 – FISCAL YEAR 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADOPTION**

**TYPE OF ITEM:** Presentation/Discussion/Action

#### **STATEMENT OF ISSUE**

The CRTPA Fiscal Year (FY) 2024– FY 2028 Transportation Improvement Program (TIP) has been developed for Capital Region Transportation Planning Agency (CRTPA) Board adoption. The FY 2024– FY 2028 TIP is **Attachment 1** and can be viewed on the [CRTPA's website](#).

#### **BACKGROUND**

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) that have received funding during the next five-year period (FY 2024– FY 2028) within our region (Gadsden, Jefferson, Leon, and Wakulla counties).

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

#### **PUBLIC INVOLVEMENT**

The Capital Region Transportation Planning Agency (CRTPA) conducted a virtual and an in-person public meeting to present the Draft FY 2024– FY 2028 TIP and the FY 2025 – FY 2029 Project Priority Lists (PPLs). These meetings provide the public an opportunity to learn about the CRTPA's programs and plans. Comment is solicited for both the TIP and PPLs. An advertisement was placed in the local paper of circulation for each county, as well posting the notice on the CRTPA website. The notice was distributed to the CRTPA's committees and the Board, the Community Traffic Safety Teams in the four-counties, and the contact list of stakeholders and citizens maintained by the CRTPA. Appendix G of the FY 2024– FY 2028 TIP documents these efforts and includes all comments received.

### **NEXT STEP**

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

### **RECOMMENDED ACTION**

Option 1: Recommend the CRTPA Board adopt by Resolution No. 2023-06-6A the FY 2024– FY 2028 Transportation Improvement Program.  
(Recommended)

### **ATTACHMENTS**

Attachment 1: [Link to Draft FY 2024 – FY 2028 Transportation Improvement Program](#)



# CAPITAL REGION TRANSPORTATION AGENCY

## Fiscal Year 2024 - Fiscal Year 2028 Transportation Improvement Plan

[Click to access the TIP](#)

Adopted: \_\_\_\_\_

Amended: \_\_\_\_\_







June 6, 2023

COMMITTEE AGENDA ITEM 5C

**FISCAL YEAR 2025 – FISCAL YEAR 2029**

**PROJECT PRIORITY LISTS**

TYPE OF ITEM: Presentation/Discussion/Action

**STATEMENT OF ISSUE**

Staff is seeking a recommendation of approval to the Board for the CRTPA Fiscal Year 2024 – FY 2029 Project Priority Lists (PPL), as detailed in the following Attachments 1 through 7 .

Attachment 1: Regional Mobility Plan Roadways Project Priority List

Attachment 2: Bicycle and Pedestrian Project Priority List

Attachment 3: Regional Trails Project Priority List

Attachment 4: Transportation Systems Management (TSM) and Safety Project Priority List

Attachment 5: Intelligent Transportation Systems (ITS) Project Priority List

Attachment 6: Tallahassee International Airport Project Priority List

Attachment 7: StarMetro Project Priority List

**BACKGROUND**

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. CRTPA develops these lists in coordination with our modal partners, StarMetro and the Tallahassee International Airport, and state and local governments. Projects contained on the lists are established in the Connections 2045 Regional Mobility Plan; StarMetro's Transit Development Plan; Tallahassee International Airport's Aviation Master Plan; Regional Transportation Management Center's Intelligent Transportation Master Plan; and safety and multi-modal plans adopted by local governments in the CRTPA Region.

Once adopted, the lists are provided to the Florida Department of Transportation (FDOT). When developing next year's Five-Year Work Program, FDOT consults the adopted CRTPA Project Priority Lists. In addition, funding for these projects may be secured through federal discretionary grant programs or earmarks. Identifying a project as a priority supports the application for such awards.



## **PUBLIC INVOLVEMENT**

The Capital Region Transportation Planning Agency (CRTPA) conducted a virtual and an in-person public meeting to present the Draft FY 2025 – FY 2029 Project Priority Lists (PPLs) and the FY 2024–FY 2028 Transportation Improvement Plan (TIP). These meetings provide the public an opportunity to learn about the CRTPA’s projects and plans. Comment is solicited for both the PPLs and the TIP. An advertisement was placed in the local paper of circulation for each county, as well posting the notice on the CRTPA website. The notice was distributed to the CRTPA’s committees and the Board, the Community Traffic Safety Teams in the four-counties, and the contact list of stakeholders and citizens maintained by the CRTPA. Appendix G of the FY 2024– FY 2028 TIP (***Attachment 8***) documents these efforts and includes all comments received.

## **NEXT STEPS**

Subsequent Board adoption of the CRTPA FY 2025 – FY 2029 PPLs, the lists are provided to the FDOT for consideration in the development of next year’s Five-Year Work Program. In the late 2023 or early 2024, the FDOT will present the upcoming Draft Work Program for FY 2025 – FY 2029. After the Draft Work Program is released the CRTPA staff initiates development of the CRTPA’s FY 2025 – FY 2029 Transportation Improvement Program, incorporating the transportation projects in the CRTPA region that have received federal, state, and local funding.

## **RECOMMENDED ACTION**

Option 1: Recommend the CRTPA Board approve the draft FY 2025– FY 2029 Project Priority Lists provided in ***Attachment Nos. 1 through 7***.

## **ATTACHMENTS**

FY 2025 – FY 2029 PPLs

Attachment 1: Regional Mobility Plan Roadways PPL

Attachment 2: Bicycle and Pedestrian PPL

Attachment 3: Regional Trails PPL

Attachment 4: Transportation Systems Management (TSM) and Safety PPL

Attachment 5: Intelligent Transportation Systems (ITS) PPL

Attachment 6: Tallahassee International Airport PPL

Attachment 7: StarMetro PPL

Attachment 8: Appendix G of the FY 2024– FY 2028 TIP

Capital Region Transportation Planning Agency

Fiscal Year 2025 - Fiscal Year 2029  
Roadway and Capacity

Draft Project Priority List: Public Meeting 5/31/23

PRIORITY NO.	PROJECT	<sup>1</sup> PHASE & FUNDING PROGRAMMED						LENGTH	IMPROV.	NEXT PHASE	COST ESTIMATE	FUTURE PHASE	COST ESTIMATE
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28						
1	Woodville Highway (SR 363)								Add 2 lanes/multi-modal				
	Capital Circle SE to Gaile Ave	-	-	-	-	-	-	1.49		ROW	\$5.99 M	CST/CEI	\$31.01 M
	Gaile Ave to Paul Russell Rd	-	-	-	-	-	-	1.48		ROW	\$6.48 M	CST/CEI	\$15.36 M
FPN: 424009-4,-5		To date \$2.29 M expended on ROW.								Cost to complete the project - \$58,750,000			
2	Capital Circle SW (SR 263)								Add 4 lanes/multi-modal				
	Crawfordville Rd to Springhill Rd	ROW	\$3.25 M	\$2.77 M	-	-	-	2.34		ROW	\$8.63 M	CST/CEI	\$57.2 M
FPN: 219722-5		To date \$20.73 M expended or programmend on ROW.								Cost to complete the project - \$65.8 M			
3	Crawfordville Road (US 319)								Add 2 lanes/multi-modal				
	Wakulla Arran Rd to East Ivan Rd	PE	\$1.43 M	-	-	-	-	2.2		ROW	\$38.23 M	CST/CEI	\$40.08 M
FPN: 450896-2		To date \$2.29 M expended on ROW.								Cost to complete the project - \$78.3 M			
4	Orange Avenue (SR 371)								Add 2 lanes/multi-modal				
	Cypress Lake St to Monroe St	-	-	-	-	-	-	1.7		ROW	\$34.93 M	CST/CEI	\$53.78 M
	S Lake Bradford Rd to Cypress Lake	-	-	-	-	-	-	1.2		ROW	\$16.6 M	CST/CEI	\$20.9 M
	CCSW to S Lake Bradford Rd	-	-	-	-	-	-	1.6	Multi-modal	ROW	\$12.97 M	CST/CEI	\$21.7 M
	FPN: 437902-4, -3									Cost to complete the project - \$160.8 M			
5	Crawfordville Road (US 319)								Add 2 lanes/multi-modal				
	LL Wallace Rd to S of SR61 Int.	-	-	-	-	-	-	1.61		ROW	\$1.61 M	CST/CEI	\$22.41 M
	Wakulla Co Line to LL Wallace Rd	-	-	-	-	-	-	1.69		ROW	\$5 M	CST/CEI	\$40.01 M
FPN: 219881-4, -1		To date \$4.4 M expended on design.								Cost to complete the project - \$69 M			
6	Mahan Drive/Capital Circle NE Intersection								Intersection rebuild				
		-	-	-	-	-	-	0.2		PD&E	\$1.8 M	PE	-
										Project cost estimates developed once PD&E at 60% completion.			
<sup>1</sup> Phases:		Feasibility Study (FS)			Project Development & Environmental (PD&E)					Right-of-Way Acquisition (ROW)			
		Design (PE)			Construction (CST)					Construction Engineering & Inspection (CEI)			

## Draft Project Priority List: Public Meeting 5/31/23

PRIORITY NO.	PROJECT	1PHASE & FUNDING PROGRAMMED						LENGTH	IMPROV.	NEXT PHASE	COST ESTIMATE	FUTURE PHASE	COST ESTIMATE
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28						
7	Pensacola St (SR 366)								Add 2 lanes/multi-modal				
	Capital Circle SW to Appleyard Dr	-	-	-	-	-	-	0.97		PE	-	-	-
	FPN: 219820-2	To date \$1.6 M expended on the PD&E.								Project cost estimates developed once PD&E at 60% completion.			
8	Lake Bradford Road/Springhill Road <sup>BPIA</sup>		ROW	ROW		CST	-		Corridor Improvement				
	Capital Circle SW to Orange Ave		\$17.3 M	\$2.7 M	-	\$23.2 M	-	1.7		-	-	-	-
	Orange Ave to Gaines St		-	-	-	-	-	1.6		PE	\$4.75 M	CST	\$25 M
9	Crawfordville Road (US 319)								Add 2 lanes/multi-modal				
	Lost Creek Bridge to Wakulla Arran Road	-	-	-	-	-	-	2.4		PE	\$2.2 M	ROW/CST	\$85.5 M
	FPN: 451896-1									Cost to complete the project - \$87.7M			
10	Crawfordville Road (US 319)								Add 2 lanes/multi-modal				
	N of Alaska Way to Lost Creek Bridge	-	-	-	-	-	-	3.4		PE	\$2.2 M	ROW/CST	\$101 M
										Cost to complete the project - \$103.2 M			
11	Tharpe Street <sup>BPIA</sup>		PD&E	-	PE	ROW	-		Multi-modal				
	Capital Circle SW to Ocala Rd		\$2 M	-	\$ 7M	\$ 1M	-	2.7		CST	\$22 M	-	-
12	Thomasville Road								Safety/multi-modal				
	Betton Rd to Seventh Ave	-	-	-	-	-	-	0.8		PE		CST	
13	Bannerman Road <sup>BPIA</sup>								Add 2 lanes/multi-modal				
	Preservation Rd to Quail Commons Dr	CST	\$64.2 M	-	-	-	-	3.4					
		CST anticipated to begin Q3 2024 (per BPIA - May 2023)											
14	Northeast Gateway/Welaunee Blvd Ext. <sup>BPIA</sup>								New road/multi-modal				
	Fleischmann Rd to Roberts Rd	CST	\$66.05 M	-	-	-	-	2.7					
		CST anticipated to begin Summer 2023 (per BPIA - May 2023)											
15	I-10 Interchange								New Interchange				
	at Welaunee Boulevard		-	-	-	-	-	0.5		IJR			
1Phases: Feasibility Study (FS) Project Development & Environmental (PD&E) Right-of-Way Acquisition (ROW) Design (PE) Construction (CST) Construction Engineering & Inspection (CEI) <sup>BPIA</sup> Blueprint Intergovernmental Agency funded project													



PRIORITY NO.	PROJECT NAME AND LIMITS	¹PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	COST ESTIMATE OF PHASE	NOTES	
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28						
1	US 90 Multiuse Trail	PD&E	\$1.52 M	-	-	-	-					The <u>US 90 Multi-Use Trail FS</u> approved May 17, 2022. Project cost estimates developed once PD&E at 60% completion.	
	Pedrick Road to Leon County Line at Lake Miccosukee WPN 451044-2						9.7	Leon	PE	\$			
	Leon County Line at Lake Miccosukee to the Monticello Trail						10.5	Jefferson	PD&E	\$1 M			
2	Bloxham Cutoff Road Multiuse Trail	PE	\$630,000	-	-	-	-	4.78	Leon	CST	\$	The CRTPA is finalizing the FS. Construction estimates provided at 60% design.	
	Wakulla Springs State Park to the St Marks Trail					WPN 410172-2							
3	Tallahassee to Havana Trail Ironbridge Rd	-	-	-	-	-	-	6.5	Leon & Gadsden	PE	\$	The <u>Tallahassee to Havana Trail FS</u> approved November 21, 2022.	
	Orchard Pond Rd to Havana Main St (US27)												
4	Apalachee Pkwy (US 27) Connector Trail	-	-	-	-	-	-	0.6	Leon	PE	\$		
	Sutor Road to Conner Blvd												
5	Forest Trail North Springhill Rd	-	-	-	-	-	-	5.2	Leon	FS	\$		
	Trout Pond to Lake Henrietta												
6	Nature Coast Multiuse Trail			-	-	-	-	14	Wakulla Jefferson	PD&E	\$		
	Lighthouse Rd to Taylor Co Line												
¹ PROJECT PHASES													ACRONYM
(FS)		Feasibility Study				(ROW)		Right-of-Way					²FDOT - Florida Department of Transportation
(PD&E)		Project Development & Environmental				(CST)		Construction					
(PE)		Design				(CEI)		Construction Engineering and Inspection					

## Fiscal Year 2025 - Fiscal Year 2029

# Capital Region Transportation Planning Agency

## Transportation Systems Management and Safety

## Draft Project Priority List: Public Meeting 5/25/23

PRIORITY NO.	PROJECT NAME AND LIMITS	1PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	COST ESTIMATE OF PHASE	NOTES
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28					
1	Lake Bradford Dr and Stadium Dr Intersection	-	-	-	-	-	-	0.4	Leon	PE	\$	<u>CRTPA Presentation November 15, 2022.</u>
	Lake Bradford Rd/Stadium Dr/Gaines St/Varsity Dr											
2	Thomasville Rd	-	-	-	-	-	-	0.2	Leon	PE	\$	Corridor improvements to enhance traffic circulation for vehicular and multimodal users.
	Signalization/Realignment of Ox Bottom Rd and Velda Dairy Rd at Thomasville Rd.											
3	Orange Ave and Springhill Rd Intersection	-	-	-	-	-	-	0.1	Leon	Study	\$	Study to examine intersection to include recommended improvements.
	Operational and safety improvements.											
4	Thomasville Road	-	-	-	-	-	-	0.8	Leon	PE	\$	<u>Midtown Area Plan approved Oct. 19, 2020.</u>
	7th Avenue to Betton Road											
5	Thomasville Road	-	-	-	-	-	-	0.8	Leon	PE	\$	<u>Midtown Area Plan approved Oct. 19, 2020.</u>
	7th Avenue to Betton Road											
<div><div><div>1 PROJECT PHASES</div><div><div>(FS) Feasibility Study</div><div>(PD&amp;E) Project Development &amp; Environmental Design</div><div>(PE) Design</div></div><div><div>(ROW) Right-of-Way</div><div>(CST) Construction</div><div>(CEI) Construction Engineering and Inspection</div></div></div></div>												

**Capital Region Transportation Planning Agency**

**Fiscal Year 2025 - Fiscal Year 2029**  
**Intelligent Transportation System (ITS)**

## Draft Project Priority List: Public Meeting 5/31/23

PRIORITY NO.	FDOT FPID <sup>1</sup>	PROJECT NAME & ROADWAY	PHASE <sup>2</sup> & FUNDING PROGRAMMED						NEXT PROJECT PHASE	COST ESTIMATE TO FUND THE PHASE	NOTES
			PHASE	FY 24	FY 25	FY 26	FY 27	FY 28			
1	219785-2	Annual Funding	OPS	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	-	OPS	500,000	Request for annual funding for the TMC in FY 28 & FY 29
2		ATC Cabinet Upgrades	-	-	-	-	-	-	CAP	\$1.5M	Request funding annually for 5 years beginning in FY26. ITS Master Plan Project #5
Various Locations											
3		Adaptive Traffic Signal Control (US90)	-		-	-	-	-	CAP	\$1.43M	Request funding in FY24. ITS Master Plan Project #14
Capital Circle NW to Monroe St											
4		Adaptive Traffic Signal Control (US 27)	-	-	-	-	-	-	CAP	\$1.12M	Request Funding in FY25. ITS Master Plan Project #16
Monroe St to Conner Blvd											
<div><div><sup>1</sup> FDOT Florida Department of Transportation FPID FDOT Project Identification Number</div><div><sup>2</sup> PROJECT PHASES (OPS) Operations (CAP) Capital</div></div>											

<p><b>BIL</b> Bipartisan Infrastructure Law</p> <p><b>AIG</b> Formula Infrastructure Allocations</p> <p><b>FAA</b> Federal Aviation Authority</p>		<p><sup>1</sup> <b>Abbreviations &amp; Acronyms</b></p> <p><b>WP#</b> Work Program Number</p> <p><b>FDOT</b> Florida Department of Transportation</p>
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PRIORITY NO.	PROJECT NAME and DESCRIPTION	COST
<i>Monitor and Audio Equipment at C.K. Steele Plaza</i>		
1	C.K. Steele Plaza, located downtown and serving as StarMetro’s main transit center with 24 bus bays, does not have digital signage or a digital information kiosk and has substandard speakers and audio equipment. This project will provide digital signage at C.K. Steele Plaza for real-time service schedules, emergency messages, and other information for customers. StarMetro will also update and upgrade the public announcement system simultaneously with digital sign installation and implementation and two digital information kiosks which have audio capabilities for ADA compliance.	\$500,000
<i>Construction of multi-bay Southside Sustainable Transit Center - (Meridian and Orange)</i>		
2	This transit center will provide an off-street location and possibly on-street bus bays for customers to transfer between multiple routes, serve as a layover point for operators, will assist to improve system performance, will have public restrooms, an information booth, supervisor offices, and meeting space. The building will be constructed with solar panels on the roof, overhead charging stations for transit buses and plug in chargers for staff vehicles. In addition, the SuperStop will allow StarMetro to develop neighborhood circulators on the Southside to efficiently provide transportation options for elderly, disabled and low-income individuals located in the area and improve service to the Veteran’s Administration Clinic.	\$5 M
<i>Charging Infrastructure to support an all-Electric Bus Fleet</i>		
3	Install depot charging for 66 buses at StarMetro’s bus barn including electrical, structural, and civil engineering, design, and remote monitoring,	\$500,000
<i>Redevelopment of C.K. Steele Plaza Planning Study</i>		
4	Initiate an environmental assessment, feasibility study, and preliminary design of C.K. Steele Plaza to identify the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro Administrative Staff; leasable space for office, restaurants, and retail activities; and connections to intercity transportation such as the Gadsden Express, Monticello Express, Greyhound, Megabus, Flixbus.	\$500,000

# **APPENDIX G**

## **Public Involvement**



## VIRTUAL and IN-PERSON PUBLIC MEETINGS

### GADSDEN COUNTY TRANSPORTATION PLANS AND PROGRAMS

**Virtual:** Wednesday, May 31, 2023, from 11:30 AM – 1 PM

**In-Person:** Thursday, June 1, 2023, from 11:30 AM – 1:30 PM

**Hazel J. Baker Community Center, 128 7<sup>th</sup> Avenue East., Havana, FL 32333**

The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon, and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the Region. The Fiscal Year (FY) 2024 – FY 2028 Transportation Improvement Plan (TIP) and Project Priority Lists (PPLs) are scheduled to be adopted at the June 19, 2023, CRTPA meeting.

- **The TIP identifies transportation projects (including roadway, transit, bicycle, pedestrian, and aviation) located within the Capital Region that have received state and federal funding.**
- **The PPLs are adopted annually and identify the agency's regional and/or local transportation priorities.**

***PARTICIPATE VIRTUALLY:*** The virtual meeting will be streamed live on May 31<sup>st</sup> from 11:30 AM – 1:00 PM. Access the May 31, 2023 virtual meeting and the TIP and PPL documents on the ***CRTPA webpage*** ([www.crtpa.org](http://www.crtpa.org)) ***Latest News***.

***PARTICIPATE IN-PERSON:*** Staff will be present to meet with the public on June 1, 2023 from 11:30 AM to 1:30 PM at the Hazel J. Baker Community Center, 128 7<sup>th</sup> at the Avenue East., Havana, FL 32333.

***The public may submit questions or comments prior to or at the June 19, 2023 CRTPA meeting.*** Comments may be provided in several ways. Written comments may be provided via the CRTPA website under Contact Us ([www.crtpa.org/contact-us/](http://www.crtpa.org/contact-us/)), or emailed to [Suzanne.Lex@crtpa.org](mailto:Suzanne.Lex@crtpa.org). Comments can also be mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. In-person comments may be made at the June 19, 2023 CRTPA meeting (1:30 PM) held at City Hall, 300 S. Adams St. Tallahassee. Comments received by 5 PM Sunday June 18, 2023 will be provided to the CRTPA members at their June 19<sup>th</sup> Meeting.

Public participation is solicited without regard to race, color, national origin, age, The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the region.

The TIP and PPLs are scheduled to be adopted at the June 19, 2023 CRTPA meeting.

***This notice and meeting satisfy StarMetro's Program-of-Projects requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.***



# QPD celebrates National Police Week

**Erin Hill**  
editor@gadsdencountytimes.com

The Quincy Police Department celebrated National Police Week last week by hosting a week full of events, all aimed at remembering those lost in the line of duty while celebrating and honoring those who continue to serve on the frontline of public safety. Officers began the week with an educational dissemination of safety information on Monday, followed by a memorial breakfast on Tuesday. The department also

organized a countywide law enforcement parade, in collaboration with the Gadsden County Schools District, which was held on Wednesday. Agencies participating in the parade included Gadsden County Sheriff's Office, Gretna Police Department, Midway Police Department, Havana Police Department, and the Florida Highway Patrol. On Thursday, Officers were treated to a pizza party, compliments of Pizza Hut in Quincy. Friday concluded the

week-long celebration, as Officers enjoyed an outdoor cookout and award ceremony, where all officers were recognized for their service, while at the same time, the 2023 Law Enforcement Officer of the Year for the agency was announced. Officer Adam Hartin was named Law Enforcement Officer of the Year. Investigator Malave was named Investigator of the Year. Sgt. Ana Centeno was named Law Enforcement

Supervisor of the Year. Officer Darnicia Campbell was named Rookie Officer of the Year, and Investigator Zachary D. Woods was recognized as the agency's Trailblazer. "Every day our Officers go the extra mile to protect freedom and defend our society by serving on the frontline of public safety," Police Chief Timothy Ashley said. "National Police Week is significant, as it is the time we pause to remember and pay homage to all who

continue to serve in the law enforcement capacity. We are grateful for the opportunity to serve and are constantly striving to make our communities safer every day." Local businesses assisting in this year's National Police Week celebration included Krispy Kreme Doughnuts of Tallahassee, Quincy Pizza Hut, Quality Meats, Piggly Wiggly in Quincy, and Little Successful Angels Day Care. "The week was full of

activities, honor, and recognition for our officers. Perhaps one of the most rewarding experiences was to have members of our city commission, the city manager, Shanks Middle School's Principal Dr. Jarrett and others to stop by with gifts in hand and thank us for our service," Inv. Zachary Woods expressed. "The smallest gestures of gratitude have the potential to have the biggest impact in this profession." Woods said he and the other officers were extremely grateful.



Several area law enforcement agencies celebrate National Police Week.


PHOTOS COURTESY OF QUINCY POLICE DEPARTMENT



Quincy Police Department Inv. Zach Woods smiles for a photograph with a group of children.



Local law enforcement agencies participate in a county-wide law enforcement parade, visiting local elementary schools.



### VIRTUAL and IN-PERSON PUBLIC MEETINGS

#### GADSDEN COUNTY TRANSPORTATION PLANS AND PROGRAMS

**Virtual: Wednesday, May 31, 2023, from 11:30 AM – 1 PM**  
**In-Person: Thursday, June 1, 2023, from 11:30 AM – 1:30 PM**  
**Hazel J. Baker Community Center, 128 7th Avenue East., Havana, FL 32333**

The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon, and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the Region. The Fiscal Year (FY) 2024 – FY 2028 Transportation Improvement Plan (TIP) and Project Priority Lists (PPLs) are scheduled to be adopted at the June 19, 2023, CRTPA meeting.

- The TIP identifies transportation projects (including roadway, transit, bicycle, pedestrian, and aviation) located within the Capital Region that have received state and federal funding.
- The PPLs are adopted annually and identify the agency's regional and/or local transportation priorities.

**PARTICIPATE VIRTUALLY:** The virtual meeting will be streamed live on May 31st from 11:30 AM – 1:00 PM. Access the May 31, 2023 virtual meeting and the TIP and PPL documents on the [CRTPA webpage \(www.crtpa.org\)](http://www.crtpa.org) **Latest News**.

**PARTICIPATE IN-PERSON:** Staff will be present to meet with the public on June 1, 2023 from 11:30 AM to 1:30 PM at the Hazel J. Baker Community Center, 128 7th at the Avenue East., Havana, FL 32333.

**The public may submit questions or comments prior to or at the June 19, 2023 CRTPA meeting.** Comments may be provided in several ways. Written comments may be provided via the CRTPA website under Contact Us ([www.crtpa.org/contact-us/](http://www.crtpa.org/contact-us/)), or emailed to [Suzanne.Lex@crtpa.org](mailto:Suzanne.Lex@crtpa.org). Comments can also be mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. In-person comments may be made at the June 19, 2023 CRTPA meeting (1:30 PM) held at City Hall, 300 S. Adams St. Tallahassee. Comments received by 5 PM Sunday June 18, 2023 will be provided to the CRTPA members at their June 19th Meeting.

Public participation is solicited without regard to race, color, national origin, age, The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the region.

The TIP and PPLs are scheduled to be adopted at the June 19, 2023 CRTPA meeting.

**This notice and meeting satisfy StarMetro's Program-of-Projects requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.**



## VIRTUAL PUBLIC MEETING

### JEFFERSON COUNTY TRANSPORTATION PLANS AND PROGRAMS

**Wednesday, May 31, 2023, from 11:30 AM – 1 PM**

The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon, and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the Region. The Fiscal Year (FY) 2024 – FY 2028 Transportation Improvement Plan (TIP) and Project Priority Lists (PPLs) are scheduled to be adopted at the June 19, 2023, CRTPA meeting.

- **The TIP identifies transportation projects (including roadway, transit, bicycle, pedestrian, and aviation) located within the Capital Region that have received state and federal funding.**
- **The PPLs are adopted annually and identify the agency's regional and/or local transportation priorities.**

***PARTICIPATE VIRTUALLY:*** The virtual meeting will be streamed live on May 31<sup>st</sup> from 11:30 AM – 1:00 PM. Access the May 31, 2023 virtual meeting and the TIP and PPL documents on the ***CRTPA webpage*** ([www.crtpa.org](http://www.crtpa.org)) ***Latest News***.

***The public may submit questions or comments prior to or at the June 19, 2023 CRTPA meeting.*** Comments may be provided in several ways. Written comments may be provided via the CRTPA website under Contact Us ([www.crtpa.org/contact-us/](http://www.crtpa.org/contact-us/)), or emailed to [Suzanne.Lex@crtpa.org](mailto:Suzanne.Lex@crtpa.org). Comments can also be mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. In-person comments may be made at the June 19, 2023 CRTPA meeting (1:30 PM) held at City Hall, 300 S. Adams St. Tallahassee. Comments received by 5 PM Sunday June 18, 2023 will be provided to the CRTPA members at their June 19<sup>th</sup> Meeting.

Public participation is solicited without regard to race, color, national origin, age, The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the region.

The TIP and PPLs are scheduled to be adopted at the June 19, 2023 CRTPA meeting.

***This notice and meeting satisfy StarMetro's Program-of-Projects requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.***



## VIRTUAL PUBLIC MEETING

### LEON COUNTY TRANSPORTATION PLANS AND PROGRAMS

**Wednesday, May 31, 2023, from 11:30 AM – 1 PM**

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- **The TIP identifies transportation projects (including roadway, transit, bicycle, pedestrian, and aviation) located within the Capital Region that have received state and federal funding.**
- **The PPLs are adopted annually and identify the agency's regional and/or local transportation priorities.**

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## VIRTUAL PUBLIC MEETING

### WAKULLA COUNTY TRANSPORTATION PLANS AND PROGRAMS

**Wednesday, May 31, 2023, from 11:30 AM – 1 PM**

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- **The PPLs are adopted annually and identify the agency's regional and/or local transportation priorities.**

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# Nurse appreciation is on-going at DISC Village

The celebration of nurses in the community through the Home Town Heroes: Nurse Appreciation Special Publication recently presented a remarkable occasion to shine a spotlight on the dedicated nurses of Wakulla County. These health care professionals play a vital role in supporting individuals impacted by a wide range of health concerns, especially substance use disorders (SUD). The Medication Assisted Treatment (MAT) team operated by DISC Village

Lisa Sherry



provides treatment through the Wakulla County Human Services Center located at 85 High Drive in Crawfordville and throughout the Big Bend. Lori Harrison, APRN,

consists of Lori Harrison, APRN, Jeremy Vice, LPN and a Program Coordinator, Mrs. Tameka Footman. The MAT program

relocated from Tennessee in 2008 to Wakulla County and currently resides in Leon County. She has been in the nursing profession for 21 years. For most of her career, she worked in emergency rooms providing crisis care before joining the MAT services program in 2022. Jeremy Vice, LPN, is a lifelong Wakulla County resident who is raising his family in the community. He has been in healthcare for 20 years and joined the MAT program in

2022. Tameka Footman is also a resident of Wakulla County. The MAT program provides services to underserved individuals by offering affordable or accessible medication to treat alcohol and opioid-related problems. The medications are prescribed by our APRN at a monthly clinic. These medications are Suboxone, Subutex, and Sublocade (all buprenorphine products), which treat opioid use disorders, but can also treat underlying chronic

pain. MAT also offers Vivitrol (naltrexone), which blocks alcohol and/or opioid use, thus decreasing consumption of these substances. In addition, these medications may expand to stimulant use disorders, as research is being done and shows positive results. For individuals receiving this treatment, the benefits include: ■ Gaining control over their addiction and unhealthy behaviors. ■ Being able to attend work or school.

■ Passing drug screens for employment or court. ■ Reducing withdrawals and protecting against overdoses. These medications are specifically designed for substance use disorders. They work by blocking receptors that trigger addictive behaviors. Our communities benefit from this treatment by allowing individuals to work, maintain families, reduce involvement with the criminal justice system, and improve adverse health outcomes.

# Do you ‘STAC Up’ against human trafficking?

By ROBIN HASSLER THOMPSON

Do you know that human trafficking is not just a big-city issue? Human trafficking happens right here in Wakulla County, and you can do something about it. On any given day, sex and labor trafficking could be happening in your local restaurant, bank, shop, salon, small business, non-profit, or hotel. Do you know how to protect your workplace from liability? Trafficking is in every community – and if you are not trained to recognize the signs, your employees, customers, and reputation are at risk. Businesses – and all workplaces – are the eyes and ears of the community and are vital to preventing and stopping sex and labor trafficking. In fact, employees and management are key to identifying sex and labor trafficking in our community, if they know what to look for. You can protect your



Scan the QR code with your smartphone to find out more information.

bottom line and your workplace if you and your workforce take this free one-hour, on-demand training course called STACPRO from the Survive and Thrive Advocacy Center. Find out more and register here: <https://surviveand>

[thriveadvocacy.org/events/when-human-trafficking-comes-to-work/](https://thriveadvocacy.org/events/when-human-trafficking-comes-to-work/) Individuals and businesses can take advantage of this great resource by: ■ Hosting an in-person or virtual STACPRO session at a company lunch-and-learn ■ Incorporating STACPRO into your professional development or onboarding process ■ Encouraging or mandating all employees take the online course at their convenience by a certain date Individuals will not only benefit with tangible and practical ways to protect the workplace, but will also receive a certificate of completion. Many businesses count training completion toward required professional development training. Businesses and workplaces will receive a “STACPRO Business” digital emblem for their website and be featured on the STACPRO website. Also, every business or workplace where

a significant number of employees take STACPRO will get a “STACPRO Certified” business emblem, promotion on multiple websites, and be featured on STAC’s social media and in newsletters. STACPRO is building

stronger and smarter workplaces and employees with guidance and practical information on how to recognize and respond if they suspect sex or labor trafficking. STAC is grateful to the hundreds who have

completed the training – together we are building a network of people and organizations who stand with survivors and work together to prevent human trafficking. For information, or to sign up, visit [STACPRO.org](https://STACPRO.org).

## MOVED

From page A1

was the recommendation to move the book from elementary school to a

grade level deemed more appropriate. This does not constitute a ban, as WCSB students will still have the opportunity to read the book during their K-12 experience.”

The graphic novel is about nine students experiencing integration at Central High School, in Little Rock, Arkansas, in 1957. Katherine Lilly can be reached at [klilly@thewakullanews.com](mailto:klilly@thewakullanews.com).

David Miller and Lauren and Bronson Sweatt are proud to announce the graduation of their daughter, Isabelle Jean Miller, from Flowery Branch High School in Flowery Branch, Ga. Isabelle was born and raised in Crawfordville before relocating to Georgia in 9th grade. She is the granddaughter of Richard Miller and Ina Euckland both of Crawfordville, Lucille and the late Tom Graham of Ochlockonee Bay, and Bill Webster of Hosford.

Isabelle was dual enrolled at Lanier Technical College, while lettering in softball for four years and soccer for two years. She was a member of the DECA Marketing Club and Fellowship of Christian Athletes, all while working at Publix throughout high school.

Isabelle will attend the University of West Georgia in the fall and plans to major in business and marketing.

**Congratulations, Isabelle!**  
**We love you and are so proud of you!**

# FREEDOM SCHOLARSHIPS

## \$1,000 EACH: 3 BOYS & 3 GIRLS

CONTACT:  
WAKULLA REPUBLICAN EXECUTIVE COMMITTEE  
[WWW.WAKULLAGOP.COM](http://WWW.WAKULLAGOP.COM)  
[WAKULLAGOPYOUTH@GMAIL.COM](mailto:WAKULLAGOPYOUTH@GMAIL.COM)  
MIKE WATKINS @ 850.408.4583

# FREE FLORIDA FREE WAKULLA

CRITERIA:

- SCHOLARSHIPS ARE COMPETITIVE
- SUBMIT APPLICATION TO [WAKULLAGOPYOUTH@GMAIL.COM](mailto:WAKULLAGOPYOUTH@GMAIL.COM)
- MUST BE A WAKULLA COUNTY RESIDENT
- GRADUATING ANY WAKULLA PUBLIC, PRIVATE, OR HOMESCHOOL
- REGISTERED OR PRE-REGISTERED REPUBLICAN
- ESSAY OR VIDEO UP TO 750 WORDS ON FREEDOM

DATES:

- JUNE 2 SUBMISSION DEADLINE
- JUNE 7 NOTICE OF AWARDS
- JUNE 12 FREEDOM SCHOLARSHIP AWARDED

### VIRTUAL PUBLIC MEETING

#### WAKULLA COUNTY TRANSPORTATION PLANS AND PROGRAMS

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**From:** [CRTPA Website](#)  
**To:** [Burke, Greg](#); [Kostrzewa, Jack](#); [Mitchell, Yulonda](#); [Slay, Greg](#); [Lex, Suzanne](#)  
**Subject:** Draft TA PPL  
**Date:** Thursday, March 16, 2023 2:46:40 PM

---

\*\*\*EXTERNAL EMAIL\*\*\*

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

Name: Craig

Last: Diamond

Email: [cjdiamond@comcast.net](mailto: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.

**From:** [Lex, Suzanne](#)  
**To:** [outlandjb@hotmail.com](mailto:outlandjb@hotmail.com)  
**Cc:** [Burke, Greg](#); [Kostrzewa, Jack](#); [Mitchell, Yulonda](#); [Slay, Greg](#)  
**Subject:** RE: Agenda Item 6A US 90 (from Pedrick Road to Jefferson County Line) (Leon County):  
**Date:** Tuesday, May 16, 2023 9:21:00 AM

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Mr. Outland,

Thank you for your comments. I will include your email in the Public Involvement Section of the FY 2024 - FY 2028 Transportation Improvement Program, scheduled to be adopted at the June 19th CRTPA Meeting.

Best Regards,  
Suzanne

Suzanne K. Lex, AICP  
300 South Adams Street  
Tallahassee, FL 32301  
Desk (850) 891-8627  
[Suzanne.Lex@crtpa.org](mailto:Suzanne.Lex@crtpa.org)

CRTPA | Capital Region Transportation Planning Agency

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

From: CRTPA Website <[donotreply@crtpa.org](mailto:donotreply@crtpa.org)>  
Sent: Monday, May 15, 2023 4:49 PM  
To: Burke, Greg <[Greg.Burke@talgov.com](mailto:Greg.Burke@talgov.com)>; Kostrzewa, Jack <[John.Kostrzewa@talgov.com](mailto:John.Kostrzewa@talgov.com)>; Mitchell, Yulonda <[Yulonda.Mitchell@talgov.com](mailto:Yulonda.Mitchell@talgov.com)>; Slay, Greg <[Greg.Slay@talgov.com](mailto:Greg.Slay@talgov.com)>; Lex, Suzanne <[Suzanne.Lex@talgov.com](mailto:Suzanne.Lex@talgov.com)>  
Subject: Agenda Item 6A US 90 (from Pedrick Road to Jefferson County Line) (Leon County):

\*\*\*EXTERNAL EMAIL\*\*\*

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

Name: John

Last: Outland

Email: [outlandjb@hotmail.com](mailto:outlandjb@hotmail.com)

Subject: Agenda Item 6A US 90 (from Pedrick Road to Jefferson County Line) (Leon County):

Message: The project appears to be only a part of the multi-use trail project that is ultimately aimed to end near Monticello. The piecemeal process fails to evaluate the full environmental, road hazard and encroachment into rural community aspects of such a trail. I have previously commented on these adverse effects several times in the past.

Moreover, a \$1.52M PDE cost for this piece of the trail is misleading as the full cost and impacts to the environment, safety concerns and encroachment into rural areas could be expected to add several million dollars to the project cost. The geographical features of this route containing severe grades, wetlands, streams, creeks, forested areas and important fish and wildlife habitat are well documented and should not be dismissed by stating that "mitigation" will be used offset environmental damage. Mitigation never replaces what is lost!

"US 90 (from Pedrick Road to Jefferson County Line) (Leon County): Add project and programmed costs to develop Project Development & Environment (PD&E) Study for the US 90 Multi-Use Trail in FY 24. (\$1.52 million) (Attachment 6)"

**From:** [Slay, Greg](#)  
**To:** [beachman14@gmail.com](mailto:beachman14@gmail.com)  
**Cc:** [Tedder, Wayne](#)  
**Subject:** RE: Ox Bottom Road and Velda Dairy  
**Date:** Thursday, May 25, 2023 4:33:19 PM

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Mr. Newman –

Thank you for your comment. The Ox Bottom Road/Velda Dairy Road intersection was submitted to our agency by the City of Tallahassee for inclusion on our Transportation Systems Management (TSM) Project Priority List. Annually, the CRTPA submits a series of project priority lists to FDOT for funding consideration. Our current slate of priorities are scheduled for adoption on June 19, 2023. Your comment will be included in the packet presented to the CRTPA Board. At complete list of our priorities can be viewed at [https://crtpa.org/wp-content/uploads/25-29\\_PPL\\_5.31.23-Meeting.pdf](https://crtpa.org/wp-content/uploads/25-29_PPL_5.31.23-Meeting.pdf).

Since our office was not involved with the development of this project, I have copied Wayne Tedder, Assistant City Manager, so that he can provide more specific details on this particular one.

If you have any questions, just let me know.

Greg

**Greg Slay, AICP**  
**Executive Director**  
**Office: (850)891-8630**  
**Mobile: (850)694-1440**  
[www.crtpa.org](http://www.crtpa.org)



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

From: CRTPA Website <donotreply@crtpa.org>  
Sent: Wednesday, May 24, 2023 4:48 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: Ox Bottom Road and Velda Dairy

\*\*\*EXTERNAL EMAIL\*\*\*

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

Name: Mark

Last: Newman

Email: [beachman14@gmail.com](mailto:beachman14@gmail.com)

Subject: Ox Bottom Road and Velda Dairy

Message: I was reading an article about a proposal to connect Ox Bottom Road with Velda Dairy Road. I live in the Ox Bottom area and I am opposed to this proposal. Unless there is a traffic light for this new intersection, I am concerned that anyone trying to cross Thomasville Road will just cause more congestion for travelers on the two afore-mentioned roads as it is nearly impossible to cross. And a new traffic light there would be too close to the light at Kerry Forest, causing more congestion on Thomasville Road. Connecting Ox Bottom Road with Kerry Forest and adding a traffic light was a great idea. Connecting Ox Bottom Road with Velda Dairy is not.

**From:** [Mark Newman](#)  
**To:** [Tedder, Wayne](#)  
**Cc:** [Jumonville, Karen](#); [Lex, Suzanne](#); [Shafer, Steve](#); [Slay, Greg](#)  
**Subject:** Re: Ox Bottom Road and Velda Dairy  
**Date:** Friday, May 26, 2023 6:24:57 AM

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**\*\*\*EXTERNAL EMAIL\*\*\***

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

Thank you.

On Thu, May 25, 2023 at 10:05 PM Tedder, Wayne <[Wayne.Tedder@talgov.com](mailto:Wayne.Tedder@talgov.com)> wrote:  
Mr. Newman,

The intersection improvement will assist the already congested traffic network by providing alternative routes. For instance, as you pointed out, the intersection at Kerry Forest and Thomasville Road already has a substantial amount of congestion during the peak hours. The realigned Ox Bottom and Velda Dairy Road will relieve this intersection. In particular, traffic going to and from the Desoto Trail Elementary School will have a more efficient transportation network with the new signalized full movement intersection. This is just one example I can think of at the moment. Let me know if I can answer any additional questions.

Thanks,

**Wayne Tedder, AICP**  
Assistant City Manager  
City of Tallahassee  
O 850-891-8328 I C 850-567-4328

On May 25, 2023, at 5:45 PM, Mark Newman <[beachman14@gmail.com](mailto:beachman14@gmail.com)> wrote:

**\*\*\*EXTERNAL EMAIL\*\*\***

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

Mr. Tedder,

Thank you for your response. A traffic signal that is synced with the one at Kerry Forrest is probably the only workable approach, so I am glad to hear that. I appreciate the information.

Out of curiosity, I would like to understand how it was determined that this project is needed. I have observed very few people turning onto Velda Dairy from Thomasville Road. Are people requesting a light to facilitate turning left onto Thomasville Road from Ox Bottom and Velda Dairy?

Thank you again for your response.

Mark Newman

On Thu, May 25, 2023 at 5:36 PM Tedder, Wayne  
<[Wayne.Tedder@talgov.com](mailto:Wayne.Tedder@talgov.com)> wrote:

Mr. Newman,

The current proposal to align Ox Bottom Road and Velda Dairy Road will require a traffic signal. The signals at Kerry Forrest and the new intersection alignment will be synced as necessary to maximize traffic flow efficiency and reduce congestion.

Thanks,

**Wayne Tedder, AICP**

Assistant City Manager

City of Tallahassee

(O) 850-891-8328 *I* (C) 850-567-4328

**From:** CRTPA Website <[donotreply@crtpa.org](mailto:donotreply@crtpa.org)>

**Date:** May 24, 2023 at 4:48:08 PM EDT

**To:** "Burke, Greg" <[Greg.Burke@talgov.com](mailto:Greg.Burke@talgov.com)>, "Kostrzewa, Jack"

<[John.Kostrzewa@talgov.com](mailto:John.Kostrzewa@talgov.com)>, "Mitchell, Yulonda"

<[Yulonda.Mitchell@talgov.com](mailto:Yulonda.Mitchell@talgov.com)>, "Slay, Greg" <[Greg.Slay@talgov.com](mailto:Greg.Slay@talgov.com)>,

"Lex, Suzanne" <[Suzanne.Lex@talgov.com](mailto:Suzanne.Lex@talgov.com)>

**Subject:** Ox Bottom Road and Velda Dairy

**Reply-To:** [beachman14@gmail.com](mailto:beachman14@gmail.com)

\*\*\*EXTERNAL EMAIL\*\*\*

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

Name: Mark

Last: Newman

Email: [beachman14@gmail.com](mailto:beachman14@gmail.com)

Subject: Ox Bottom Road and Velda Dairy

Message: I was reading an article about a proposal to connect Ox Bottom Road with Velda Dairy Road. I live in the Ox Bottom area and I am opposed to this proposal. Unless there is a traffic light for this new intersection, I am concerned that anyone trying to cross Thomasville Road will just cause more congestion for travelers on the two afore-mentioned roads as it is nearly impossible to cross. And a new traffic light there would be too close to the light at Kerry Forest, causing more congestion on Thomasville Road.

Connecting Ox Bottom Road with Kerry Forest and adding a traffic light was a great idea. Connecting Ox Bottom Road with Velda Dairy is not.

**From:** [Lex, Suzanne](#)  
**To:** [Debra Rittman-Jackson](#); [Tracy Smith](#); [Ltstonehpd@mediacombb.net](#); [Reggie Bell](#); [White, Andrew](#); [Larry Gilyard](#); [RobertPresnell@fairpoint.net](#); [Antonio Jefferson](#); [balexander@mygretna.com](#); [Martina, Ryan](#); [Curtis Young](#); [Matthew Bryant](#); [Elijah Key](#); [Matt Chester](#); [tashley@myquincy.net](#); [JLee@gadsdencountyfl.gov](#); [Lex, Suzanne](#); [robnixon@tds.net](#); [Peoples, Gretchen](#); [sheheane@aol.com](#)  
**Cc:** [Burke, Greg](#)  
**Subject:** FW: Public Meetings on the Capital Region's Transportation Projects and Priorities  
**Date:** Friday, May 26, 2023 10:13:00 AM

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Gadsden County CTST Members,

The draft FY24-FY28 Transportation Improvement Program and Project Priority Lists are posted. Details below on how to access and comment. If you have an opportunity to attend either meeting next week, of course welcome the participation. Also, will be providing an update on the projects in your region at the June CTST meeting.

Have an enjoyable and safe Memorial Day Weekend.

*Suzanne*

Suzanne K. Lex, AICP  
300 South Adams Street  
Tallahassee, FL 32301  
Desk (850) 891-8627  
[Suzanne.Lex@crtpa.org](mailto:Suzanne.Lex@crtpa.org)

[CRTPA | Capital Region Transportation Planning Agency](#)

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Serving the Capital Region  
Gadsden, Jefferson, Leon, and Wakulla Counties

The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the Capital Region that have received funding, as well as the agency's proposed project priorities, scheduled to be adopted at the June 19, 2023 CRTPA meeting.

**PARTICIPATE VIRTUALLY: [Click here to Join on your Computer or Mobile Device](#)**

The virtual meeting will be streamed live on May 31<sup>st</sup> from 11:30 AM – 1:00 PM.

***Access the transportation projects in the Fiscal Year (FY) 2024 – FY 2028 Transportation Improvement Program (TIP) and Project Priority Lists (PPLs),***



***on the CRTPA webpage Latest News ([www.crtpa.org](http://www.crtpa.org)). The Latest News also includes the link to the virtual meeting and to the Interactive TIP.***

**PARTICIPATE IN-PERSON: Havana - Hazel J Baker Community Center**

Staff will be present to meet with the public on June 1, 2023 from 11:30 AM to 1:30 PM at the Hazel J. Baker Community Center, 128 7th at the Avenue East., Havana, FL 32333.

The public may submit questions or comments prior to or at the June 19, 2023 CRTPA meeting. Comments may be provided in several ways. Written comments may be provided via the CRTPA website under Contact Us ([www.crtpa.org/contact-us/](http://www.crtpa.org/contact-us/)), or emailed to [Suzanne.Lex@crtpa.org](mailto:Suzanne.Lex@crtpa.org). Comments can also be mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. In-person comments may be made at the June 19, 2023 CRTPA meeting (1:30 PM) held at City Hall, 300 S. Adams St. Tallahassee. Comments received by 5 PM Sunday June 18, 2023 will be provided to the CRTPA members at their June 19th Meeting.

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**From:** [Lex, Suzanne](#)  
**To:** ["Andrew White"](#); [Archie Hart](#); [Dana Crosby](#); [davidfolsom@flhsmv.gov](#); ["Fred Mosley"](#); [Slay, Greg](#); [Peoples, Gretchen](#); [Kostrzewa, Jack](#); [John Lilly](#); [Kimberly Albritton](#); [kreams@jeffersonclerk.com](#); [Slautterback, Lindsay](#); [Mac McNeill](#); [Mark Boatright](#); [Matthew Rabun](#); [Mike Lewis](#); [flpic@yahoo.com](#); [rogrenorris@flhsmv.gov](#); [Shannon Metty](#); [Lex, Suzanne](#); [Thomas Brannon](#); [Tim Smith](#); ["William Roseburgh"](#)  
**Subject:** Public Meetings on the Capital Region's Transportation Projects and Priorities  
**Date:** Friday, May 26, 2023 10:22:00 AM

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Jefferson County CTST Members,

The draft FY24-FY28 Transportation Improvement Program and Project Priority Lists are posted. Details below on how to access and comment. If you have an opportunity to attend either meeting next week, of course welcome the participation. You can always reach out to me directly as well.

Have an enjoyable and safe Memorial Day Weekend.

*Suzanne*

Suzanne K. Lex, AICP  
300 South Adams Street  
Tallahassee, FL 32301  
Desk (850) 891-8627  
[Suzanne.Lex@crtpa.org](mailto:Suzanne.Lex@crtpa.org)

[CRTPA | Capital Region Transportation Planning Agency](#)

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Serving the Capital Region  
Gadsden, Jefferson, Leon, and Wakulla Counties

The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the Capital Region that have received funding, as well as the agency's proposed project priorities, scheduled to be adopted at the June 19, 2023 CRTPA meeting.

**PARTICIPATE VIRTUALLY: [Click here to Join on your Computer or Mobile Device](#)**

The virtual meeting will be streamed live on May 31<sup>st</sup> from 11:30 AM – 1:00 PM.

***Access the transportation projects in the Fiscal Year (FY) 2024 – FY 2028 Transportation Improvement Program (TIP) and Project Priority Lists (PPLs), on the CRTPA webpage Latest News ([www.crtpa.org](http://www.crtpa.org)). The Latest News also includes the***

***link to the virtual meeting and to the Interactive TIP.***

**PARTICIPATE IN-PERSON: Havana - Hazel J Baker Community Center**

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**From:** [Lex, Suzanne](#)  
**To:** [Lex, Suzanne](#)  
**Bcc:** [Gretchen.Peoples@dot.state.fl.us](#); [Kearney, Cassidy](#); [sarita.taylor@dot.state.fl.us](#); [kristen.allen@madd.org](#); [Sally Davis](#); [Michael.Lewis@dot.state.fl.us](#); [Andrew.White@dot.state.fl.us](#); [Dukens Methellus](#); [McNealy, Laura](#); [Claudia.Machado@madd.org](#); [Varble III, Robert](#); [Adams, Robert](#); [Harris, James](#); [Birriel, Elizabeth](#); [Emily Bouza](#); [cdvarborough@fsu.edu](#); [jmaloy@fsu.edu](#); [jtrumbower@fsu.edu](#); [rwooten@fsu.edu](#); [PatriciaJefferson-Shaw@flhsmv.gov](#); [Fortunas, Jacob](#); [Zeke.Hayes@dot.state.fl.us](#); [rrind@fsu.edu](#); [JohnsonF@leonschools.net](#); [Sara Bourdeau](#); [Poplin, Susan](#); [Steve Barrow](#); [Dill, Romero](#); [Muntean, David](#); [Florida Teen Safe Driving Coalition](#); [Hollingsworth, Joshua](#); [Ford, Justin](#)  
**Subject:** Public Meetings on the Capital Region's Transportation Projects and Priorities  
**Date:** Thursday, May 25, 2023 5:22:00 PM



Serving the Capital Region  
 Gadsden, Jefferson, Leon, and Wakulla Counties

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**From:** [Lex, Suzanne](#)  
**To:** [MKemp](#); [Ryan](#); [Andrew Johnson](#); [Brandon Alyea](#); [Dale Evans](#); [Jennifer Nagy](#); [Jim Griner](#); [Justin](#); [Marge Kinder](#); [Mari Law](#); [marvin walters](#); [Mickie](#); [Mike King](#); [robert ceska](#); [andrew.white@dot.state.fl.us](#); [Peoples, Gretchen](#); [Lex, Suzanne](#)  
**Cc:** [Burke, Greg](#)  
**Subject:** FW: Public Meetings on the Capital Region's Transportation Projects and Priorities  
**Date:** Friday, May 26, 2023 10:15:00 AM

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Wakulla County CTST Members,

The draft FY24-FY28 Transportation Improvement Program and Project Priority Lists are posted. Details below on how to access and comment. If you have an opportunity to attend either meeting next week, of course welcome the participation. You can always reach out to me directly as well.

Have an enjoyable and safe Memorial Day Weekend.

*Suzanne*

Suzanne K. Lex, AICP  
300 South Adams Street  
Tallahassee, FL 32301  
Desk (850) 891-8627  
[Suzanne.Lex@crtpa.org](mailto:Suzanne.Lex@crtpa.org)

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Serving the Capital Region  
Gadsden, Jefferson, Leon, and Wakulla Counties

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**From:** [Lex, Suzanne](#)  
**To:** [Justin Stiell](#); "[eandrews@gadsdencountyfl.gov](mailto:eandrews@gadsdencountyfl.gov)"; "[bscott@gadsdencountyfl.gov](mailto:bscott@gadsdencountyfl.gov)"  
**Cc:** [Burke, Greg](#)  
**Subject:** Public Meetings on the Capital Region's Transportation Projects and Priorities  
**Date:** Friday, May 26, 2023 10:08:00 AM

---

Justin, Ellen, and Beau,

The draft FY24-FY28 Transportation Improvement Program and Project Priority Lists are posted. Details below on how to access and comment. If you have an opportunity to attend either meeting next week, of course welcome the participation.

Have an enjoyable Memorial Day Weekend.

Suzanne



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Gadsden, Jefferson, Leon, and Wakulla Counties

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## COMMITTEE AGENDA ITEM 5D

### **STRATEGIC INTERMODAL SYSTEM (SIS) DISCUSSION**

**TYPE OF ITEM:** Presentation/Discussion/Action

#### **STATEMENT OF ISSUE**

This item recommends additional roadways be added to FDOT's Strategic Intermodal System (SIS).

#### **RECOMMENDED ACTION**

- Option 1: Approval  
Option 2: As desired by the committee

#### **BACKGROUND**

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments. Approximately 75% of available capacity funding is allocated to the SIS facilities while the remaining 25% is allocated to other state and federal roadways (Other Arterials).

The criteria for roadway designation on the SIS is as follows: (a facility must meet at least one)

- An interstate for high-capacity tolled facility.
- A limited access facility (access level 1) with a SIS facility or limited access facility (access level 1) at each end.
- A National Highway System (NHS) facility that connects to an urbanized area outside of Florida that is not already served by a SIS facility.
- A controlled access facility (access level 2 or 3) connecting two or more urbanized areas with a SIS facility at each end.
- A corridor connecting one or more urbanized areas with or through a Rural Area of Opportunity (RAO) and having an Average Annual Daily Traffic (AADT) of at least 6,000 or an AADTT of at least 1,000 with a SIS facility at each end.

The current facilities designated as part of the SIS in the CRTPA region include:

- I-10
- Capital Circle NW/SW (SR 263) from the Tallahassee International Airport to I-10
- Thomasville Road (US 319) from I-10 to the state line

The current construction on Capital Circle from Springhill Road to Orange Avenue represents the last SIS roadway investment in the CRTPA region. This segment was the only remaining portion of a SIS facility that was capacity deficient. Our remaining capacity needs (Woodville High, Capital Circle SW from Springhill Road to Crawfordville Road, Orange Avenue, etc.) compete for funding from the Other Arterials program, which is a significantly smaller pot of money.

In order to attempt to capture additional SIS funding for our region, staff is proposing to add the following facilities:

1) Crawfordville Road - US 98 to Capital Circle SW

This portion of Crawfordville Road meets the SIS designation criteria of a corridor connecting an urban area with a Rural Area of Opportunity (Wakulla County) and has a AADT of at least 6,000 (ranged from 13,000 to 22,000 depending on location in 2022)

2) Capital Circle SW - Springhill Road to Crawfordville Highway

This section of Capital Circle SW would provide access to the Tallahassee International Airport (TLH) from areas south of Leon County and provide a continuous connection with the SIS.

3) Capital Circle SW/SE - Crawfordville Highway to I-10

This would provide continuous connection on the SIS to eastern Tallahassee and I-10 East.

4) US 27 - I-10 to Georgia State Line

Meets the criteria related to NHS designated facilities that connect to an urbanized area outside the state not already served by a SIS facility.

5) Capital Circle NW – I-10 to US 27

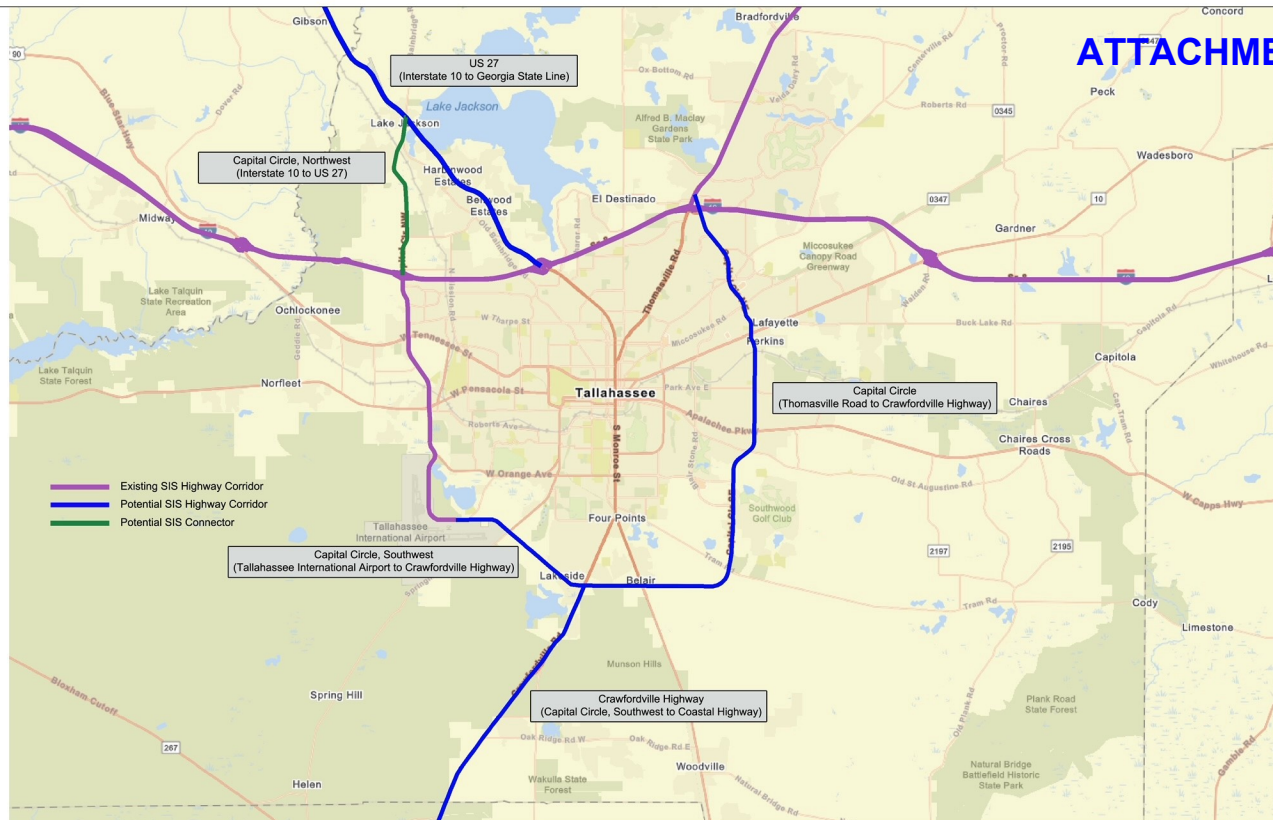
This segment of Capital Circle NW serves as a hub connection from US 27 to the Tallahassee International Airport as well as I-10. Truck volumes along this segment are nearly 10% of overall AADT.

Once approved by the CRTPA Board, the proposal is submitted to FDOT District 3 for review and ultimately to FDOT Central Office for final consideration.

## **ATTACHMENT**

Attachment 1: Proposed SIS Designation Map

# ATTACHMENT 1



## Proposed SIS and SIS Connectors 5 22 23

### DISCLAIMER

This product has been compiled from the most accurate source data from Leon County, the City of Tallahassee, and the Leon County Property Appraiser's Office. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County, the City of Tallahassee and the Leon County Property Appraiser's Office assume no responsibility for any use of the information contained herein or any loss resulting therefrom.



## Tallahassee/Leon County GIS

<b>Scale:</b>	Management Information Services
<b>Not To Scale</b>	Leon County Courthouse
<b>Date Drawn:</b>	301 S. Monroe St, P3 Level
	Tallahassee, FL 32301
	850/606-5504
May 22, 2023	<a href="http://www.tlccgis.org">http://www.tlccgis.org</a>

POWERED BY  
TLCGIS



June 6, 2023

COMMITTEE AGENDA ITEM 5E

**THOMASVILLE ROAD MULTI-USE PATH DESIGN UPDATE**

TYPE OF ITEM: Presentation/Discussion/Action

An update of the Thomasville Road Multi-Use Path Design will be provided by CRTPA staff. This item was discussed at the May 22 CRTPA meeting and the agenda item from that meeting is provided as ***Attachment 1***.

**RECOMMENDED ACTION**

Option 1: Not Action Required.

**ATTACHMENT**

Attachment 1: May 22 CRTPA Meeting Agenda Item 7A

May 22, 2023



## AGENDA ITEM 7 A

**THOMASVILLE ROAD MULTI-USE PATH  
DESIGN UPDATE**

TYPE OF ITEM: Presentation

**STATEMENT OF ISSUE**

The Thomasville Road Multi-Use Path Feasibility Study was completed in January 2022. The design phase funding was approved by the CRTPA Board in March 2022 and was initiated in April 2022. Since then, the design consultant, Mott MacDonald, has completed the Phase 2 Design Plan (also known as 60% plans) for the project and a public information meeting is scheduled for June 27.

**BACKGROUND**

After approval of the [Feasibility Study](#) by the CRTPA Board, design began in April 2022. Since that time the design of the project has included the corridor survey, Phase 1 Design Plan (30% plans) and Phase 2 Design Plan (60% plans). The Phase 1 Design Plan submitted (to FDOT) in December of 2022 with the Phase 2 Design Plan submitted in April 2023. Phase 3 plans (90% plans) are scheduled to be submitted later this summer.

**Phase 2 Design Plan (60% Plan)**

CRTPA staff has taken the plan document and divided into sections, including:

[Typical Section](#) – Provides a generalized cross section of Thomasville Road right of way including the improvements. As noted on the typical section, the path varies in width from 8' to 12' due to limited right of way and to protect trees.

[Selective Clearing and Grubbing](#) – This gives guidance regarding the clearing of the site for construction and includes a "Plant Protection Area" for special attention.

Detailed [Roadway Plan](#) – Shows the details of the engineering for the project.

CRTPA also requested the Roadway Plan to show the improvements with color and without the engineering annotations. This [Enhanced Roadway Plan](#) shows the shared use path and concrete improvements along the corridor as well as the grassed areas and the existing trees. Those access points that are asphalt improvements are shown on the detailed Roadway Plan.

[Signing and Marking](#) – Provides details on sign locations and the type of sign being placed at those locations. Between Hidden Oaks and Rabbit Hill Road (PDF page 9) there are directional signs for the path to negotiate users around the tree at that location.

### **Phase 1 Design Plan and Phase 2 Design Plan Review**

CRTPA staff met with the Design contractor (Mott MacDonald) at the Phase 1 Design Plan and Phase 2 Design Plan levels to discuss and provide comments on the plans relating to the Feasibility Study to ensure comments, questions and concerns were fully addressed. These Design Recommendations (generalized) were outlined in the Feasibility Study beginning on PDF page 82. Additionally, other specific questions are addressed from the Feasibility Study comments after the Design Recommendations.

### **Feasibility Study Design Recommendations and Responses**

#### **Recommendation: Meandering Path**

A meandering design will allow the multi-use path to weave in and out of obstructions, such as large trees, and can aid bicyclists in slowing down when approaching intersections or driveways, while also improving the overall aesthetic and experience for path users. A meandering design along Thomasville Road would be beneficial as it addresses large oak trees, topography, and grade changes, and will add to the overall aesthetic of the corridor. Meandering should be incorporated in specific areas where right-of way permits.

#### ***Response:***

**Phase 1 Design Plan** *Given the limited right of way, the path generally follows the same location as the existing sidewalk (east side) and asphalt path on the west side of Thomasville Road, North of Woodgate Way. Information regarding trees is discussed later under the “Constrained Areas” section.*

**Phase 2 Design Plan** *Reflected in Phase 1 Design Plan.*

#### **Recommendation: Crossing Treatments and Signage**

Evaluation of every driveway and road crossing along the corridor will be completed in the Design phase. However, some treatments that are recommended for these driveways include the following:

- Crosswalk markings that are highly visible and/or decorative to match the aesthetic of the Thomasville Road corridor.
- Stop bars and MUTCD appropriate signage at all driveway crossings, including private, to stop motorists before crossing the path.
- MUTCD appropriate signage on the path to stop path users before proceeding into the crosswalk, including yield signage detailing trail user etiquette, and trail speed limit signs. This would be addressed following construction to identify areas of high conflict.

As noted in the existing conditions section of the Feasibility Study, there are numerous driveways along both sides of the corridor. In order to address this and maintain safety for both path users and motorists, it is important that crosswalk treatments are targeted and innovative. Crossing treatments

may vary by driveway type but should remain generally consistent in the type of markings and signage provided.

**Response:**

**Phase 1 Design Plan** *Not a component of the Phase 1 Design Plan.*

**Phase 2 Design Plan** *The cross treatments have been included. Notable changes include closing the middle entrance to Circle K (for safety) and asphalt reconstruction at Post Road, Wilmon Court, Greenbrier Lane, Armistead Road, Winthrop Way, Peacefield Place, Woodgate Way, Carriage Road, Myrtle View Drive, Leewood Drive, the entrance to the School of Arts and Sciences, Oven Park Drive (north of Fire Station #9), and Piedmont Drive. The [Signing and Marking Plan](#) for the project meets all MUTCD safety standards.*

**Recommendation: Sight Distance**

Throughout public engagement, several members of the public voiced concerns about sight distance when exiting their neighborhoods onto Thomasville Road. Most sight distance concerns along the corridor are related to overgrown foliage, landscaping, and topography that block motorists' views of oncoming traffic. The wider path and improving sight distance of the motorists will benefit path users while improving motorist's sight distance as well. Horizontal and vertical clearance along the path should also be maintained for the safety and comfort of path users and will also ensure adequate sight distance in certain situations. Sight distance analysis along the corridor is recommended to determine appropriate crossing treatments that benefit motorists and trail users.

**Response:**

**Phase 1 Design Plan** *Sight distances met current standards.*

**Phase 1 Design Plan Comment (CRTPA Staff)** *Access to Brockton Way will remain the same as it is now? Can the sidewalk on the east side be moved closer to the road since the bike lane is being removed to help provide better sight distance?*

*Mott MacDonald Response: The sidewalk (shown on page 14 in the [Enhanced Roadway Plan](#)) will be moved in slightly with the current design, but the FDOT standard driveways dictate the offset of the sidewalk to meet ADA standards.*

*At the CRTPA's request Mott MacDonald has provided all [sight triangles](#) from stop bars for the Phase II Plan.*

**Phase 2 Design Plan** *The sidewalk on Thomasville Road fronting Brockton Way was moved to provide better sight distance.*

**Recommendation: Wide Buffers**

Buffers of at least 4 feet are recommended between the inner edge of the multi-use path and the back of curb for the Thomasville Road corridor. According to the Florida Department of Transportation Design Manual, a minimum acceptable buffer for a multi-use path on a 45 mile-per-hour or higher road is 4 feet from the back of curb (FDOT Design Manual, 2021). Where feasible, buffers should exceed this 4-foot minimum separation from the travel lanes to accommodate the safety and comfort of path users.

**Response:**

**Phase 1 Design Plan** *The width of the buffer was not noted in the Phase 1 Design Plan.*

**Phase 1 Design Plan Comments (CRTPA Staff)** *Regarding the sidewalk on the west side of Thomasville Road. The CRTPA is interested in creating a buffer between the back of curb and the sidewalk with the available right of way, both from the removal of the bike lane and the existing right of way. The existing asphalt path is terrible but is a good distance away from the edge of the road. Is there a reason that can't be used as the location of the sidewalk? Is it because of utility relocation? Grade and slope? Gas Main? With other projects that the CRTPA has been involved with, through public engagement, people do not like walking on the edge of the road and Thomasville Road traffic isn't exactly moving slow. How can more space be provided between the back of the curb and the sidewalk? Is it possible to incorporate a sidewalk from Waverly Road south to Gardenia Drive?*

*Mott MacDonald Response: The sidewalk was placed directly behind the curb to minimize the impacts that you outlined above. If we add a buffer, utility poles will need to be relocated, additional trees will be impacted, and gravity walls with handrails will be required in several locations. We agree adding the buffer would be a safer alternative for pedestrians, and we will evaluate adding a buffer before the next submittal.*

*Can the path in front of McCord Park add at least a five foot back of curb buffer and maintain the 10' path, or are the slopes to McCord Park too steep to accomplish this? Or are the trees the issue?*

*Mott MacDonald Response: The buffer space was reduced to 2' ([Enhanced Roadway Plan](#) PDF page 5 and 6) in this area for the trees to remain. We will review this area with the District Landscape Architect to evaluate additional alternatives.*

**Phase 2 Design Plan** *The back of curb distance varies along the corridor with the minimum being 2' with the majority being 4.5' (shown in [Typical Section](#) on PDF page 1). In front of McCord Park the back of curb distance is 2' to protect the trees lining the path. The sidewalk on the west side of the corridor Waverly Road to approximately 200' south of Savannah Trace has a buffer of 2' from the back of curb. **Additionally, the sidewalk from Waverly Road to Gardenia Drive (shown on the [Enhanced Roadway Plan](#) PDF pages 6 and 7) was incorporated into the plan. The sidewalk will be 6' wide and the distance from the back of curb to the edge of the sidewalk will vary from 2' to 5'.** McCord Park remains with a buffer of 2'.*



### **Recommendation: Constrained Areas**

Tallahassee is well known for wanting to protect trees for all projects, not just transportation efforts. In Feasibility Study there is a section which discusses trees along the study area corridor, but this is not a complete list. A strong effort should be made to minimize the impacts to trees along the corridor should the project move forward. Shown in Figures 52, 53, and 54 of the Feasibility Study, areas of constrained right-of-way in association with large oak trees were identified along the preferred alternative route. These maps identify areas which should be further evaluated during the Design phase to determine innovative solutions to preserve the tree canopy and reduce impacts.

### **Response:**

**Phase 1 Design Plan** Throughout the corridor, no significant trees were taken for the path mainly due to the utilization of the sidewalk area and the removal of the bike lane. The tree South of Rabbit Hill, trees in front of McCord Park, trees in front of Tallahassee Nursery, trees North of Preakness Point, and trees South of Savannah Trace all remain.

**Phase 2 Design Plan** Only trees 4" or less were removed for the path with no "significant" trees being removed. Mott MacDonald created a [Selective Clearing and Grubbing Plan](#) to address concerns regarding construction impacts to trees. In addition, field visits were conducted with FDOT District 3's landscape architect to review potential areas of concern and identify techniques to minimize impact to existing trees.

There were three locations with significant trees that are shown below and how they were addressed in the Phase 1 Design Plan and Phase 2 Design Plan.

Location	Phase 1 Design Plan	Phase 2 Design Plan
Treatment of tree South of Rabbit Hill	Bifurcated path with asphalt.	Bifurcated path using concrete to protect tree. Path closest to road is 5' wide, behind the tree 6' wide. <a href="#">(Signing and Marking plan, PDF page 9)</a>
Trees South of Savannah Trace	Sidewalk placed close to trees.	Sidewalk placed along fence to protect trees further. <a href="#">(Signing and Marking plan, PDF page 10)</a>
Trees North of Preakness Point	Bifurcated path around trees. Both routes total 12'.	Path reduced to 8' and place behind trees. <a href="#">(Signing and Marking plan, PDF page 11)</a>

### **Users**

In the past, bicyclists and pedestrians have been the primary user types associated with multi-use paths in urban and suburban areas. However, in recent years, micromobility options including electric bicycles (e-bikes) and electric scooters (e-scooters) have become increasingly prevalent due to the convenience they provide. According to Florida Statute, e-bikes and e-scooters are permitted on

sidewalks and multi-use paths. The statute allows local municipalities to regulate the operation of these micromobility options at their discretion, which Tallahassee and Leon County have begun to do. The City of Tallahassee has outlined rules of etiquette for e-scooters, and have noted that e-scooters are to abide by the same rules as bicyclists when in use, which includes requirements for speed, passing, and parking. Signage should be installed on the Thomasville Road Multi-Use Path that indicates which users yield in each type of situation, and the appropriate use of both e-bikes and e-scooters on the path.

The legal users of the corridor include pedestrians, all non-motorized vehicles, motorized scooters, and e-bikes. No golf carts are allowed.

### **Additional Questions**

There were additional questions that CRTPA staff asked Mott MacDonald about specific issues that were discussed during the Feasibility Study. These are presented below.

The citizens from Greenbriar Lane have landscaped their entrance and it looks like this will remain intact, is this correct?

**Mott MacDonald Response:** For the most part, yes, but there may be minimal impacts at the new curb returns.

Tallahassee Nurseries was also concerned about the landscaping in front of their business, and it looks like that will not be impacted, is this correct?

**Mott MacDonald Response:** The new asphalt path will not impact their landscape, but the tie slope will have a small impact to the flowerbeds. The mature landscape will not be impacted.

Is or can the crossing of Thomasville Road at Woodgate go through the median to provide for pedestrian refuge? Is that the intent?

**Mott MacDonald Response:** Yes, a pedestrian refuge will be included with future submittals.

### **NEXT STEPS**

There will be a Hybrid Public Meeting held on June 27, 2023, from 5:30 – 6:30 at the Thomasville Road Baptist Church located at 3131 Thomasville Road.



June 6, 2023

## COMMITTEE AGENDA ITEM 6A

### FUTURE MEETING DATES

TYPE OF ITEM: Information

2023 Committee Dates	TAC Time	CMAC Time	Location
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