



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

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

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

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, October 31. This will 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 September 6, 2022 CMAC Meeting**
- B. CMAC 2023 Calendar**
- C. FY 2023 – FY 2027 TIP Amendments**
- D. Unified Planning Work Program Amendment**

4. CONSENT ITEMS PULLED FOR DISCUSSION

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

5. **PRESENTATION/DISCUSSION/ACTION**

A. Tallahassee to Havana Trail Feasibility Study

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

RECOMMENDED ACTION: For Committee Approval

B. Stadium Drive at Lake Bradford Intersection Study

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

RECOMMENDED ACTION: For Committee Approval

C. Election of Year 2023 Chair and Vice Chair

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

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

6. **INFORMATION**

A. Future Meeting Dates

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

8. **ADJOURNMENT**



November 1, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the September 6, 2022 Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the September 6, 2022 CMAC meeting.

ATTACHMENT

Attachment 1: September 6, 2022 CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, SEPTEMBER 6, 2022

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

Meeting Minutes

Members Present: Mary Kay Falconer, Chair; John Dunn; Rodger Holdener; Dan Beaty; Chad Hanson; Hans van Tol

Staff Present: Greg Slay, Executive Director, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Tim Smith, Halff & Associates; Gary Phillips, Halff & Associates; Tyrone Scorsone, Kittelson & Associates

The meeting was called to order at 1:40p with a quorum present.

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**
 - A. **Minutes of the February 1, March 1, and May 3, 2022 CMAC Meetings**
 - B. **Unified Planning Work Program (UPWP) Amendment**
 - C. **Fiscal Year (FY) 2022 -2026 & FY 2023 – 2027 Transportation Improvement Program (TIP) Amendment Ratification**

Ms. Falconer asked for additional information regarding Safe Streets for All (SS4A) Program that was shown in Agenda Item 3B Unified Planning Work Program Amendment. Mr. Slay explained the SS4A was part of the Bipartisan Infrastructure Bill that was passed by Congress earlier this year. This program provides funding for planning and capital grants program funding for regional and local initiatives only. Mr. Slay noted state entities are not eligible to apply for these funds. In order for a local government to apply for a capital improvements project, the project would have to be included in the Safety Action Plan. After reviewing the CRTPA's plans, it was determined the projects didn't meet the criteria. Mr. Slay stated he felt it would be best if the CRTPA proceeded with completing the Safety Action Plan now, instead of waiting later when grant funding is available to complete the Action Plan. He stated the timeline for the grant funding would cause the local governments to miss an

implementation deadline next year. By adding the Safe Streets for All Project into the UPWP, this would allow CRTPA to proceed with completing the Safety Action Plan. He noted the deadline for implementation funding grant submittal is September 2023 and the Plan would be completed in June 2023.

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

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. Congestion Management Process (CMP) Update

An update will be provided on the recent initiation of an update to the CRTPA's Congestion Management Process.

RECOMMENDED ACTION: For Committee Information

Mr. Burke introduced the consultants for the Congestion Management Plan Update.

Mr. Phillips, Consultant, Halff & Associates, presented information on the Congestion Management Plan update. The information explained the purpose of the CMP. He stated the CMP is a systematic and regionally accepted approach for managing congestion; required in Metropolitan areas; and is developed and implemented as a part of the MPO planning process. Mr. Phillips also discussed the CMP process intent and goal development.

Mr. Phillips noted the scope of work will include project management and coordination; review and update CMP goals and objectives; review of the CMP Network; development of performance measures; data collection; performance monitoring and identification of critically congested corridors; identification of CMP Strategies and projects; implementation and a final report.

Mr. Smith discussed the development of updated CMP draft goals, objectives and performance measures. He stated the draft goals include the following: Incorporate multimodal options as strategies to reduce congestion in the CMP; Increase connectivity of the network providing additional person trip alternatives; Provide increased access to key destinations and modes of travel; and Provide safety improvements through the CMP process.

Ms. Falconer asked about the timeline for the CMP. Mr. Smith stated it would be ready for review early next year with a final approval around September 2023. Mr. van Tol asked about the process for setting goals for Level of Service (LOS) for non-motorized traffic and asked if climate change will be a part of the CMP. Mr. Slay stated the CMP would evaluate corridors for small spot improvements, for example, adding a turn lane, or expanding a roadway to assist with the flow of traffic. The CMP doesn't address large scale capacity projects and it limited to spot improvements. Expanding roadways would be a part of the Long Range Transportation Plan (LRTP) and climate change goals would be

included in the LRTP. Ms. Falconer asked what goal in the CMP addresses speed limits. Mr. Slay noted speed limits were not a part of the CMP. Mr. Slay noted the reduction of speed limits changes would be evaluated on a case-by-case basis and there would not be an objective to specifically address lowering speed limits. Also noted there may be recommendations to look at specific roadways to reduce speed.

Mr. Phillips discussed next steps for the project which include: Refining Performance Measures and Benchmarks; Preparing Data Catalogue; Identification of Critical Congested Corridors and Safety Hotspots; Identification of Strategies and Projects; Implementation Plan. He noted that the Final Report should be completed in September 2023.

Committee Action: Informational item, no action taken.

6. INFORMATION

A. Future Meeting Dates

B. FY 2022 – FY 2026 TIP Administrative TIP Amendment

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

The meeting was adjourned at 12:30 pm.



November 1, 2022

COMMITTEE AGENDA ITEM 3B
2023 COMMITTEE MEETING CALENDAR

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks approval of the 2023 CRTPA Committee meeting calendar, which has been developed in concert with the proposed CRTPA 2023 calendar. The CRTPA 2023 calendar is scheduled to be approved at the November 15, 2022, Board Meeting.

RECOMMENDED ACTION

Option 1: Approve the 2023 Committee Meeting Calendar.

2023 CRTPA Board Dates	2023 Committee Dates	TAC Time	CMAC Time	Location
January 17 (Retreat)	-	-	-	-
February 28	February 7	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
March 20	March 7*	9 AM – 11 AM	11:30 AM-1:30 PM	Tallahassee Room
April 18	April 4*	9 AM – 11 AM	11:30 AM-1:30 PM	Tallahassee Room
May 22	May 2	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
June 19	June 6	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
September 19	September 5	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
October 17	October 3	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
November 21	November 7	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
December 19	December 5	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers

November 1, 2022



COMMITTEE AGENDA ITEM 3C

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

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The following TIP Amendments were requested by the Florida Department of Transportation after the September 6, 2022 CRTPA Technical Advisory Committee and the Citizen's Multimodal Advisory Committee meetings. The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2023 – FY 2027 Transportation Improvement Program (TIP) to add multi-modal and bridge projects which are detailed below.

- US 90 (SR 10) from Leon County Line to East of MLK Avenue (Project 451044-2): (Jefferson County) Provide \$810,000 in funding in FY 23 for the Project Development and Environment Study phase of the US90 Multi-use Trail. The draft TIP Project page and a location map are provided in **Attachment 1**.
- Big Bend Transit - Federal Section 5311 of 2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding - Operating (Project No. 450513-2): (Gadsden County) Provide \$884,126 in operating funding in FY 23 for transit services. The draft TIP Project page is provided in **Attachment 2**.
- StarMetro Transit - Federal Section 5311 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding – Operating (Project No. 451243-1): (Leon County) Provide \$309,228 in funding in FY 23 for operating expenses associated with transit services. The draft TIP Project page is provided in **Attachment 3**.
- High Bridge Road (CR 268) over Little River Bridge No. 504043 (Project 439383-1): (Gadsden County) Provide \$19,280,389 in funding in FYs 23 thru FY 26 for the Preliminary Engineering, Right-of-Way, Construction and Environmental Phases for the replacement of the bridge over the Little River. The draft TIP Project page and a location map are provided in **Attachment 4**.
- Hannah Mill Pond Road over Hanna Pond Bridge No. 500045 (Project 441188-1): (Gadsden County) Provide \$13,882,847 in funding in FYs 23 thru FY 27 for the Preliminary Engineering, Right-of-Way, Construction and Environmental Phases for the replacement of the bridge over the Hannah Mill Pond. The draft TIP Project page and a location map are provided in **Attachment 5**.

Additionally, the CRTPA FY 2023 – FY 2027 TIP is amended to delete the multi-modal project detailed below.

- Florida- Georgia Parkway/US 19 (SR 57) from David Road CR 57A to Martin Road (Project 403931-3): (Jefferson County) Delete from the FDOT Work Program and the CRTPA FY 2023 – FY 2027 TIP \$750,094 in funding for the Preliminary Engineering Phase of the Monticello Multi-Use Trail Extension. The deleted page is provided as **Attachment 6**. This funding was reallocated to the US90 Multi-Use Trail PD&E.

CRTPA BOARD MEETING

At the October 18, 2022 CRTPA Meeting the Board approved Resolution No. 2022-10-6A (**Attachment 7**), amending the FY 2023 – FY 2027 TIP to include the multi-modal projects and to delete the Monticello Trail Design Project No. 403931-3.

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's Transportation Improvement Program reflects those projects in the region that have received state and federal funding in the Florida Department of Transportation Five-year Work Program. Following adoption, the TIP is occasionally amended to reflect project changes such as the addition or deletion of a project. The amendment for the PD&E partially funds the CRTPA's number one Bike-Ped Project Priority, the US 90 Multi-Use Trail. This funding was transferred from the Monticello Trail Extension project, which is deleted with this amendment. Federal grant funding through CRSSAA will supplement the operating expenditures for Big Bend Transit and StarMetro. In addition, two new bridge replacement projects in Gadsden County are amended into the TIP.

RECOMMENDED ACTION

Recommend approval of the amendments to the FY 2023 - FY 2027 Transportation Improvement Program to reflect the addition and deletion of projects as follows:

- US 90 (SR 10) from Leon County Line to East of MLK Avenue (Project 451044-2): (Jefferson County) Provide \$810,000 in funding in FY 23 for the Project Development and Environment Study phase of the US 90 Multi-use Path.
- Big Bend Transit - Federal Section 5311 of 2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding - Operating (Project No. 450513-2): (Gadsden County) Provide \$884,126 in operating funding in FY 23 for transit services.
- StarMetro Transit - Federal Section 5311 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding – Operating (Project No. 451243-1): (Leon County) Provide \$309,228 in funding in FY 23 for operating expenses associated with transit services.

- High Bridge Road (CR 268) over Little River Bridge No. 504043 (Project 439383-1): (Gadsden County) Provide \$19,280,389 in funding in FYs 23 thru FY 26 for the Preliminary Engineering, Right-of-Way, Construction and Environmental Phases for the replacement of the bridge over the Little River.
- Hannah Mill Pond Road over Hanna Pond Bridge No. 500045 (Project 441188-1): (Gadsden County) Provide \$13,882,847 in funding in FYs 23 thru FY 27 for the Preliminary Engineering, Right-of-Way, Construction and Environmental Phases for the replacement of the bridge over the Hannah Mill Pond.
- Florida- Georgia Parkway/US 19 (SR 57) from David Road CR 57A to Martin Road (Project 403931-3): (Jefferson County) Delete from the FDOT Work Program and the CRTPA FY 2023 – FY 2027 TIP \$750,094 in funding for the Preliminary Engineering Phase of the Monticello Multi-Use Trail Extension.

ATTACHMENTS

Attachment 1: US 90 (SR 10) from Leon County Line to East of MLK Avenue (Project 451044-2) TIP

Page Attachment 2: Big Bend Transit CRRSAA Funding - Operating (Project No. 450513-2) TIP Page

Attachment 3: StarMetro Transit CRRSAA Funding – Operating (Project No. 451243-1) TIP Page

Attachment 4: High Bridge Road (CR 268) Little River Bridge No. 504043 (Project 439383-1) TIP Page

Attachment 5: Hannah Mill Pond Road Bridge No. 500045 Replacement (Project 441188-1) TIP Page

Attachment 6: FL-GA Parkway/US 19 (SR 57) from David Road CR 57A to Martin Road
(Project 403931-3) Deleted TIP Page

Attachment 7: Resolution No. 2022-10-6A

US 90 (SR 10) MULTI-USE TRAIL
4510442 SIS



Project Description: MULTI-USE TRAIL

Notes: This project was amended into the CRTPA FY 2023 - FY 2027 TIP at the October 18, 2022 Board Meeting.

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 7.103

Phase Group: P D & E

From: LEON COUNTY LINE (AT LAKE
MICCOSUKEE)

To: E OF MLK AVENUE

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PDE	SU	10,000	0	0	0	0	10,000
PDE	SU	800,000	0	0	0	0	800,000
		810,000					810,000

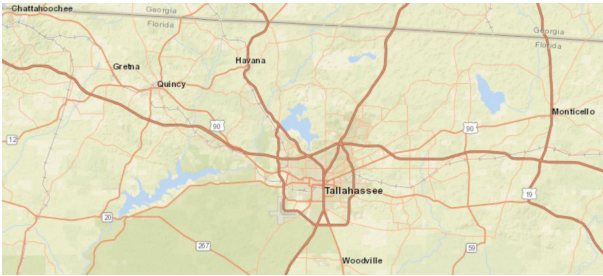
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 810,000

LRTP: 2045 Table 5 - 9 - Page 5 - 11

BIG BEND TRANSIT 5311 OPERATING 4505132 NON SIS



Project Description: Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Federal Section 5311 Operating Funding

Lead Agency: Managed by Big Bend Transit

County: Gadsden and Jefferson

Phase Group: OPERATIONS

Phase	Fund Code	Phase Code	2023	2024	2025	2026	2027	Total
OPS	DUCA	84	884,126	0	0	0	0	884,126
			884,126					884,126

Notes: This project was amended into the TIP at the October 18, 2022 CRTPA Board meeting and provides operating funds for Big Bend Transit.

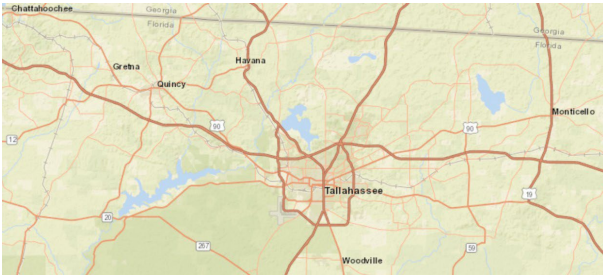
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 884,126

LRTP: 2045 RMP Table 5-6 - Page 5-9

STAR METRO TRANSIT 5311 OPERATING 4512431 NON SIS



Project Description: Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Federal Section 5311 Operating Funding

Lead Agency: Managed by the City of Tallahassee

County: Leon County

Phase Group: OPERATIONS

Phase	Fund Code	Phase Code	2023	2024	2025	2026	2027	Total
OPS	DUCA	84	309,228	0	0	0	0	309,228
			309,228					309,228

Notes: This project was amended into the TIP at the October 18, 2022 CRTPA Board meeting and provides operating funds for StarMetro Transit.

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 309,228

LRTP: 2045 RMP Table 5-6 - Page 5-9

HIGH BRIDGE ROAD/CR 268 OVER LITTLE RIVER BRIDGE NO. 500045 **4393831 SIS**



Project Description: REPLACE BRIDGE

Notes: This project was amended into the CRTPA FY 2023 - FY 2027 TIP at the October 18, 2022 Board meeting.

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 0.091

From:

To:

Phase Group: ENVIRONMENTAL, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
ENV	GFBZ	0	0	0	200,000	0	200,000
PE	GFBZ	97,500	0	0	0	0	97,500
PE	GFBZ	975,000	0	0	0	0	975,000
ROW	GFBZ	0	0	40,000	0	0	40,000
ROW	GFBZ	0	0	30,000	0	0	30,000
ROW	GFBZ	0	0	25,000	0	0	25,000
CST	GFBZ	0	0	0	15,392,234	0	15,392,234
CST	GFBZ	0	0	0	211,820	0	211,820
CST	GFBZ	0	0	0	2,308,835	0	2,308,835
		1,072,500	95,000	18,112,889	19,280,389		

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 19,280,389

LRTP: 2045 Table 5-9 - Page 5 - 11

HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043**4411881 SIS****Prior Year Cost: 0****Future Year Cost: 0****Total Project Cost: 13882847****LRTP: 2045 RMP Page 5 - 8 - Table 5 - 4****Project Description:** BRIDGE REPLACEMENT**Notes:** This project was amended into the CRTPA FY 2023 - FY 2027 TIP at the October 18, 2022 Board Meeting.**Lead Agency:** MANAGED BY FDOT**County:** GADSDEN**Length:** .012**From:****To:****Phase Group:** ENVIRONMENTAL, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
ENV	GFBZ	0	0	0	0	200,000	200,000
PE	GFBZ	89,439	0	0	0	0	89,439
PE	GFBZ	894,390	0	0	0	0	894,390
ROW	GFBZ	0	0	50,000	0	0	50,000
ROW	GFBZ	0	0	40,000	0	0	40,000
ROW	GFBZ	0	0	75,000	0	0	75,000
CST	GFBZ	0	0	0	0	10,758,814	10,758,814
CST	GFBZ	0	0	0	0	161,382	161,382
CST	GFBZ	0	0	0	0	1,613,822	1,613,822
		983,829		165,000		12,734,018	13,882,847

~~FL GA PKWY (SR 57/US 19) FROM DAVID RD (CR 57A) TO MARTIN RD~~
~~4039313 SIS~~



Project Description: BIKE PATH/TRAIL

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 2.725

From: CR 57A DAVID RD

To: MARTIN RD

Phase Group: P D & E, PRELIMINARY ENGINEERING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	SU	750,000	0	0	0	0	750,000
		760,000					760,000

**This project was deleted from the FY 2023 - FY 2027 TIP
at the October 18, 2022 CRTPA Board Meeting.**

Prior Year Cost: 558,463

Future Year Cost: 0

Total Project Cost: 1,318,463

LRTP: 2045 Table 5-9 - Page 5-11

CRTPA RESOLUTION 2022-10-6A**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) AMENDING
THE FY 2023 – FY 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 Program to reflect:

- US 90 (SR10) from Leon County Line to East of MLK Avenue (Project 450153-): (Jefferson County) Provide \$810,000 in funding in FY 23 for the Project Development and Environment Study phase of the US90 Multi-use Path.
- Big Bend Transit - Federal Section 5311 of 2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding - Operating (Project No. 451243-1): (Gadsden County) Provide \$884,126 in operating funding in FY 23 for operating expenses associated transit services.
- StarMetro Transit - Federal Section 5311 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding – Operating (Project No. 450520-1): (Wakulla County) Provide \$309,228 in funding in FY 23 for operating expenses associated with transit services.
- High Bridge Road (CR 268) over Little River Bridge No. 504043 (Project 439383-1): (Gadsden County) Provide \$19,280,389 in funding in FYs 23 thru FY 26 for the Preliminary Engineering, Right-of-Way, Construction and Environmental Phases for the replacement of the bridge over the Little River.
- Hannah Mill Pond Road over Hanna Pond Bridge No. 500045 (Project 441188-1): (Gadsden County) Provide \$13,882,847 in funding in FYs 23 thru FY 27 for the Preliminary Engineering, Right-of-Way, Construction and Environmental Phases for the replacement of the bridge over the Hannah Mill Pond.
- Florida- Georgia Parkway/US 19 (SR 57) from David Road CR 57A to Martin Road (Project 403931-3): (Jefferson County) Delete from the CRTPA FY 2023 – FY 2027 TIP the project \$750,094 in funding for the Preliminary Engineering Phase of the Monticello Multi-Use Trail Extension.

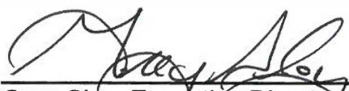
Passed and duly adopted by the Capital Region Transportation Planning Agency on this 18th day of October 2022.

Capital Region Transportation Planning Agency

Attest:

By.

Kristin Dozier, Chair


Greg Slay, Executive Director

November 1, 2022



COMMITTEE AGENDA ITEM 3D
CRTC FISCAL YEAR (FY) 2023 – FY 2024
UNIFIED PLANNING WORK PROGRAM AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The Unified Planning Work Program (UPWP), a federally required document, describes the work activities, schedule, and budget for the CRTC operations and planning activities. The purpose of this item is to amend the CRTC FY 2023 – FY 2024 Unified Planning Work Program (UPWP) to include the scope of work, schedule and milestones for the final deliverable, The Regional Freight Study. The funding for this project, \$175,000, is already budgeted in the adopted FY 2023 – FY 2024 UPWP.

HISTORY AND ANALYSIS

Freight, which is the movement of goods and commodities, plays a vital role in Florida's economy and the lives of all Floridians. The Pandemic spurred a significant increase in freight delivery and this trend that continues. Additionally, as Florida's population grows and the demand for goods and services increases, efficient and cost-effective freight movement becomes more critical. It is necessary to integrate freight needs into transportation planning processes to ensure that freight moves safely and efficiently to, from and through our region now and into the future.

Subtask 7.2 is amended to provide an outline of the steps for developing the CRTC's Regional Freight Plan. (**ATTACHMENT 1**) As amended, the task includes identifying the key elements of the region's freight transportation system, data collection and analysis, assessing existing and future conditions, and developing recommendations. In addition, private and public sector stakeholders will be engaged throughout the development of the plan. The final work product is the Regional Freight Study.

RECOMMENDED ACTION

Option 1: Recommend the Board approve the amendment to FY 2022 – FY 2024
UPWP Subtask 7.2.

ATTACHMENT

Attachment 1: Amended Subtask 7.2

Subtask 7.2: Regional Freight Study**Responsible Agency:** CRTPA (Consultant support will be used to complete this task.)**Purpose:** Conduct an analysis considering freight movement by modes, origins/destinations, and types of goods moving through the area to understand the existing conditions and to identify freight movement trends, challenges, and opportunities for improvement within the CRTPA region.

Required Activity	End Products	Completion Date
<u>Identify and engage with stakeholders from the public and private sector, Chambers of Commerce and with key representatives from local industry, including large freight companies.</u>	<u>Stakeholder Engagement Meetings</u>	<u>Ongoing through Nov 2023</u>
<u>Collect and analyze data on the four- county area. Data for this analysis will be gathered and synthesized from a myriad of sources.</u>	<u>Data and Analysis</u> <u>Synthesis of data into tech memos</u>	<u>Ongoing through Nov 2023</u>
<u>Conduct a review of industry trends, transportation data and development patterns. Develop existing conditions, forecasted growth and future conditions report.</u>	<u>Comprehensive profile of the freight network and movements</u>	<u>September 2023</u>
<u>Final Report assessing the needs and identifying the deficiencies within the region and establishing recommendations to implement Policy, Infrastructure, and Technology revisions/improvements that support the movement of freight in the region.</u>	<u>Draft and Final</u> <u>Regional Freight Study</u>	<u>December 2023</u>



COMMITTEE AGENDA ITEM 5 A

TALLAHASSEE TO HAVANA TRAIL FEASIBILITY STUDY

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

A technical feasibility study evaluating a potential multi-use trail connection between Tallahassee and Havana has been developed.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board approve the Tallahassee to Havana Trail Feasibility Study

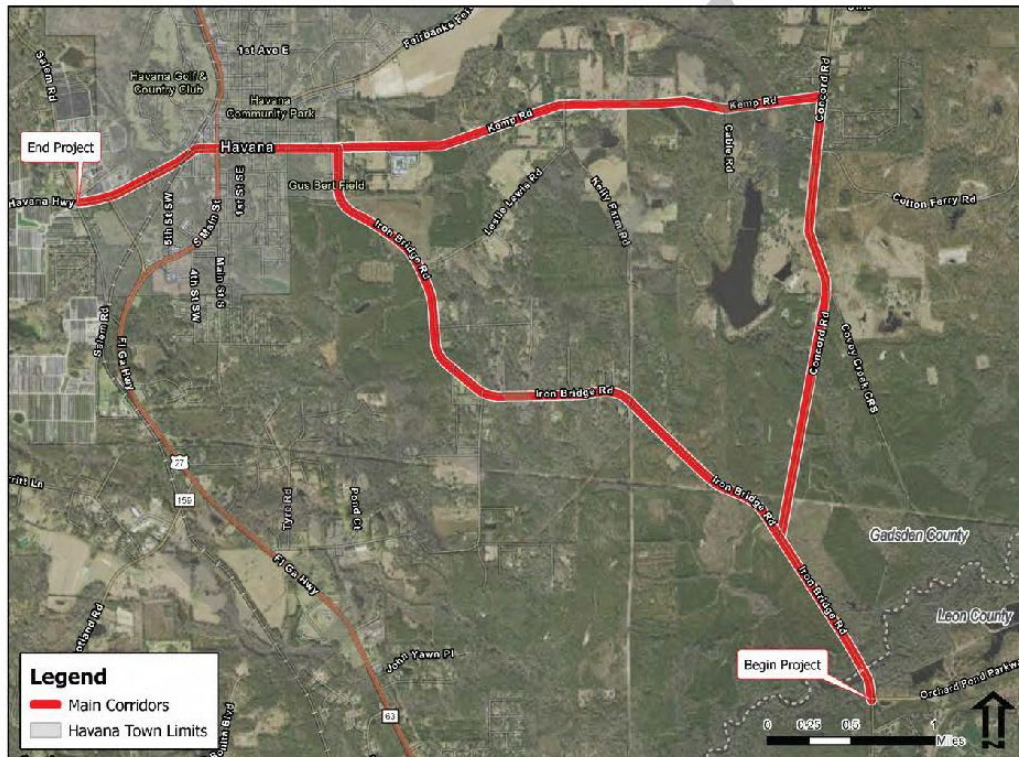
BACKGROUND

Initiated in the Spring of 2022, the [Tallahassee to Havana Trail Feasibility Study](#) evaluated the potentiality to construct a 10 to 12-foot multi-use trail between the Orchard Pond Parkway in Leon County and Salem Road in Gadsden County. Ultimately, construction of such a trail will provide a regional connection between existing and planned multi-use trails in the Capital Region.

The study's evaluation of a connection between Tallahassee and Havana focused on primarily on the following main corridors (see map "Main Corridors Evaluated" on following page):

- Old Bainbridge Road/Iron Bridge Road
- Concord Road
- Kemp Road
- 9th Avenue/SR 12

MAIN CORRIDORS EVALUATED



Within downtown Havana, local neighborhood streets were additionally evaluated to provide safe and accessible connections to the downtown.

An existing conditions analysis was conducted as part of the feasibility study that included site visits as well as a desktop analysis and preliminary mapping. Data reviewed as a part of a desktop analysis included:

- Traffic Data (Average Annual Daily Traffic (AADT), Truck AADT, Number of Lanes, Speed Limit, Roadway Functional Classification)
- Crash Analysis
- Preliminary Right-of-Way
- Historic Structures, Resources, Bridges and Cemeteries
- Land Use
- FEMA Flood Zones
- Wetlands
- Species
- Strava Bicycle Patterns

Ultimately, the three (3) viable alternatives (shown below) were identified during the existing conditions analysis with each beginning at the eastern terminus where Orchard Pond Parkway intersects with Old Bainbridge Road/Iron Bridge Road. Furthermore, all of the identified routes follow Iron Bridge Road until the Havana town limits with route variations occurring within Havana although

provide access to the downtown's commercial district. The following summarizes the variation of each alternative:

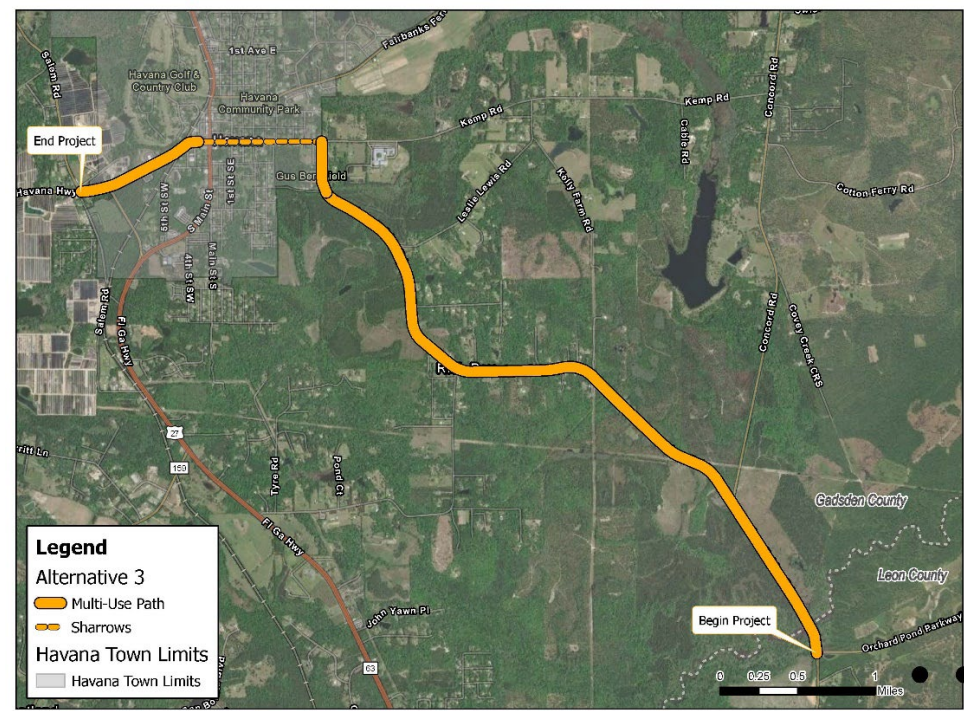
- **Alternative 1** – This route utilizes neighborhood streets south of 9th Avenue East



- **Alternative 2** – This route utilizes neighborhood streets north of 9th Avenue East



- **Alternative 3** – This route remains on 9th Avenue through downtown Havana.



Project Coordination: Due to the technical nature of the feasibility study, project coordination included meetings conducted with Gadsden County and Town of Havana staff. Should the project proceed forward, future meetings will incorporate opportunities for public involvement.

Next Steps/Funding Potentiality: Next steps related to the Study include the identification of funding to conduct additional project phases. To that end, every five (5) years, the Florida Greenways and Trails Opportunity Trail Map and Priority Trail Map are updated by the Florida Department of Environmental Protection (FDEP). This process is currently underway and, in the Spring of 2022, the CRTPA provided the FDEP with proposed changes to these maps in the CRTPA region for FDEP consideration. One of the recommended changes submitted by the CRTPA to the FDEP is an update to the connection between Tallahassee and Havana. Specifically, the CRTPA recommended that this connection, currently included on the “Opportunity Trail Map”, be revised to reflect its inclusion on the “Priority Trail Map”. The inclusion of the project on the FDEP Opportunity Trail Map would make the project eligible for future SUN Trails (Shared-Use Nonmotorized (SUN) Trail) funding as projects included on the Opportunity Trail Map are also included on the SUN Trails Map for funding eligibility.

ATTACHMENT

Attachment 1: [Draft Feasibility Study LINK](#)



November 1, 2022

COMMITTEE AGENDA ITEM 5B

STADIUM DRIVE AT LAKE BRADFORD ROAD INTERSECTION

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Capital Region Transportation Planning Agency (CRTPA) staff and RS&H staff (the Project Team) will be presenting the preferred alternative for the Stadium Drive at Lake Bradford Road Intersection project.

RECOMMENDED ACTION

Option 1: Recommend approval of Alternative 8B - Eppes Extension and Quadrant Reduced Build.

INTRODUCTION

At the [March 15, 2022 CRTPA Board meeting](#) the Lake Bradford Road/Stadium Drive intersection alternatives were presented to Board members. These alternatives are outlined in [Attachment 1](#) for reference (this includes a brief description and links for visualization purposes).

Other materials that were presented at the March meeting include:

- [Existing Conditions Report](#)
- [Future Year Traffic Analysis – Level of Service](#)
- Alternatives [Comparison Matrix](#), and
- Alternatives [Matrix Results](#)

With these materials as background information, the three highly viable alternatives included:

- Alternative 3 - Quadrant System (16 points)
- Alternative 8A - Eppes Extension and Quadrant “Full Build-out” (16 points)
- Alternative 8B - Eppes Extension and Quadrant Reduced Build (16 points)

COMPARING ALTERNATIVES

There are a number of factors from the operational analysis to consider when comparing various alternatives. Typically, level-of-service is one of the top considerations and while it's an important indicator of how the vehicular traffic flows, it is not the sole determinant of evaluating various alternatives. Other factors for the Stadium Drive at Lake Bradford Road intersection included:

- Bike and Pedestrian System Improvement
- Vehicle Safety
- Bike and Pedestrian Safety
- Timeline for Implementation
- Construction Complexity
- Driver Perceived Complexity

In addition to the above information, the cost of each alternative was developed for presentation purposes based on [October 2022 estimates](#). As with all projects, these estimates are “planning level” costs and will change as the project progresses.

- Alternative 3 - Quadrant System - \$1,600,000

[Overhead Image](#)
[Zoomed in configuration](#)
[Stadium Drive at Lake Bradford Road Rendition](#)

- Alternative 8A - Eppes Extension and Quadrant “Full Build-out” - \$3,900,000

[Alternative 8A Overhead](#)
[Alternative 8A Zoomed in Configuration](#)

- Alternative 8B - Eppes Extension and Quadrant Reduced Build - \$3,600,000

[Alternative 8B Overhead](#)
[Alternative 8B Zoomed in Configuration](#)

Based on the evaluation of the three alternatives for consideration the Project Team is recommending approval of the hybrid alternative 8B – Eppes Drive Extension and Quadrant Reduced Build. This recommendation is based on the alternative addressing vehicle, bike and pedestrian safety and improving the overall transportation system in the area while minimizing the impacts to the intersection of Jackson Bluff Road at Lake Bradford Road (as compared to Alternative 8A).

NEXT STEPS

CRTPA staff will forward incorporate the recommendations of the Committees into the agenda item for the CRTPA Board.

OPTIONS

Option 1: Recommend approval of Alternative 8B - Eppes Extension and Quadrant Reduced Build.
(Recommended)

ATTACHMENTS

[Attachment 1 – Stadium Drive at Lake Bradford Road Alternatives](#)



November 1, 2022

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

Committee Dates	TAC Time	CMAC Time	Location
December 6	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall