



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, SEPTEMBER 3, 2024
(11:30 a.m. – 1:30 p.m.)

TALLAHASSEE CITY HALL
TALLAHASSEE ROOM, 2ND Floor
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, September 2 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 June 4, 2024 CMAC Meeting

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**

The public is welcome to comment on any discussion item. Each member of the public is provided three (3) minutes to address the Committee.

A. North Monroe Street Safety Implementation Plan

The North Monroe Street Safety Implementation Plan identifying potential safety improvements along the N. Monroe corridor has been developed. This project was initiated in late 2023 and included development of a federal grant application.

RECOMMENDED ACTION: Recommend the CRTPA Board approve the North Monroe Street Safety Implementation Plan.

B. CRTPA Year 2050 Long Range Transportation Plan (LRTP) Kickoff

The initiation of the development of the CRTPA's long range transportation plan will be discussed.

RECOMMENDED ACTION: For Information

6. **INFORMATION**

A. Future Meeting Dates

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

8. **ADJOURNMENT**



September 3, 2024

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the June 4, 2024, CMAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the June 4, 2024, CMAC meeting.

ATTACHMENT

Attachment 1: June 4, 2024, CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, JUNE 4, 2024
(11:30 a.m. – 1:30 p.m.)

TALLAHASSEE CITY HALL
TALLAHASSEE ROOM, 2ND Floor
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Committee Members Present: Chad Hanson, Chair; Marcus Thompkins, Vice-Chair; Mary Kay Falconer; John Dunn; Jon Sewell; Julie Christesen; Christie Hale; Hans van Tol; Amie Longstreet

Staff Present: Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Greg Burke, CRTPA

1. AGENDA MODIFICATIONS

There were two agenda modifications. The following items were added to the agenda.

5D. Fiscal Year (FY) 2024-FY 2028 Transportation Improvement Program Amendment

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

None

3. CONSENT AGENDA

A. Minutes of the May 7, 2024, CMAC Meeting

Committee Action: Ms. Christensen made a motion to accept the consent agenda. Ms. Hale seconded the motion. The motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the Committee.

A. Fiscal Year (FY) 2025– FY 2029 Transportation Improvement Program (TIP)

The FY 2025 – FY 2029 TIP reflecting the projects that have received funding in the Florida Department of Transportation Work Program was developed for review and approval.

RECOMMENDED ACTION: Recommend the CRTPA Board adopt the FY 2025 – FY 2029 Transportation Improvement Program.

Ms. Lex explained the Transportation Improvement Program (TIP) is adopted annually and is the CRTPA's five-year work program which outlines transportation projects, as well as funding for maintenance, operations, ITS systems, and all modes of transportation. Continuing, she explained the TIP is a requirement for Federal and State governments and noted the board would approve the updated FY 2025– FY 2029 TIP at the June 17, 2024, Board Meeting.

Ms. Lex presented information on the FY 2025 – FY 2029 TIP. The first point discussed was the public involvement, which included the requirement to hold public meetings. Public meetings were noticed as a display ad in the local newspapers, on the CRTPA's Facebook page, website, and distributed to the interested parties contact list and the local government contacts. The dates and locations for public meetings for TIP and PPLs was provided.

Ms. Lex outlined the funding for the FY 2025- FY 2029 TIP for the counties in the Region by TIP category, noting a large amount of the funding for Jefferson and Gadsden counties are for resurfacing projects on I-10, explaining the state was required to maintain 80% good pavement conditions on the state roadways and 90% good pavement conditions on the Strategic Intermodal System (SIS).

- Airport Improvement Projects for the Quincy Regional Airport and the Tallahassee International Airport reflect Federal and State funding.
- Bike/Ped Projects include the sidewalk projects on Old St. Augustine, N. Monroe and Paul Russell Road and the MLK Project Shared Use Path, the latter two were funded by the Transportation Alternatives Program.
- Major Capacity Projects funded in the upcoming FDOT Work Program are SR 263 Capital Circle and the Welaunee Boulevard.
- StarMetro Transit Projects reflect local and federal funding programmed for operations and fixed routes. In Jefferson, Wakulla and Gadsden Counties, the funding was provided for the transportation disadvantaged programs.
- Bridge Projects funding totals 59 million dollars. Maintenance and inspection of bridges is a requirement of FDOT.
- Resurfacing Projects are the largest portion of the work program at 78 million dollars in total.

Ms. Hale explained the difficulties in the construction industry noting cost increases and labor force problems. Ms. Hale asked staff to compare the funding in the CRTPA's TIP as opposed to other areas to the west of the region.

Mr. Slay explained the resurfacing budget for the district, the CRTPA has about half of the budget. Ms. Slay explained with the capacity portion, the Strategic Intermodal System (SIS) is the department's core roadway network. Within the CRTPA, that includes I 10, US 319 and US 27 and eastern portion of Capital Circle. He noted most of the funds in the capacity portion in the district are programmed in Bay County as opposed to the CRTPA region.

Committee Action: Ms. Carter made a motion to recommend the CRTPA Board adopt of the Fiscal Year (FY) 2025– FY 2029 Transportation Improvement Program (TIP). Ms. Christensen seconded the motion, and the motion was unanimously passed.

B. Fiscal Year (FY) 2026 – FY 2030 Project Priority Lists (PPLs)

The FY 2026 – 2030 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 2026 – FY 2030 Project Priority Lists.

Ms. Lex outlined the Fiscal Year (FY) 2026 – FY 2030 Project Priority Lists (PPLs). She noted the lists are developed by the projects listed in the CRTPA's Long Range Transportation Plan (Regional Mobility Plan) and other plans developed by StarMetro, the Tallahassee Regional Airport and the competitive Transportation Alternatives Program. She stated the PPLs identify projects and phases of projects that are not yet funded and are adopted annually. PPLs are submitted to FDOT to provided available funding to the identified projects and reflect in the TIP. Ms. Lex provided the public meetings schedule and locations.

Ms. Lex provided highlights of projects on the Project Priority Lists. She explained Woodville Highway was the number 1 priority for roadway capacity for several years, the Capital Circle (Spring Hill Road to Orange Avenue) is funded for construction therefore removed from the Roadway PPL. Next, she explained the number 1 project on the Bike/Ped PPL is Thomasville Road Shared Use Path with a cost estimate for completion of 12.1 million dollars. Ms. Lex stated the projects on the Regional Trails PPL include the US 90 Trail, the Bloxham Cut Off, Tallahassee to Havana and US 90 (W) and noted the CRTPA is seeking funding from Sun Trails for these projects. A notice will be forwarded in the fall notifying if any funds were approved. Mr. Slay noted the only updates will be to the cost for the project, no changes will be made to the project as shown.

Committee Action: Ms. Carter made a motion to recommend the CRTPA Board adopt the Fiscal Year (FY) 2026 – FY 2030 Project Priority Lists (PPLs) as updated. Mr. Thompkins seconded the motion, and the motion was unanimously passed.

C. Public Involvement Plan (PIP) Update

The CRTPA's update to the PIP was discussed.

RECOMMENDED ACTION: Recommend the CRTPA adopt the PIP Update.

Ms. Lex stated this was a major update to the Public Involvement Plan. She noted the information has been streamlined, and the next update will be a minor update to include other resources or partner with a consultant to complete additional work on the PIP and update with the final forms.

Ms. Lex stated during this summer the minor update will be back before the committee in September and outlined the schedule to the Committees and the Board and the requirements for public comment period to receive public input. She noted the Board would approve the final in September.

Mr. van Tol asked about the CMAC/TAC requirements. He expressed concerns with the language that stated CMAC provides recommendations to staff for board presentation. He stated the CMAC provides recommendations directly to the board and suggested using the bylaws to have the PIPP be reflective of the bylaws. Mr. Thompkins asked about the public outreach, specifically, the steps for reaching out to the public (email, social media, etc.). Ms. Lex explained, under the current plan, the requirements would be to advertise in all for counties newspapers, hold a public meeting in Leon accessible by public transit, hold a meeting in one of the four rural counties, distribute through the CRTPA's interested parties list and as a part of CRTPA's regular meetings. Under this new plan we have added the CRTPA's Facebook page, website, interested parties contact list and the local government contacts. Ms. Falconer asked if there was community feed back from various community clubs in Leon County. Ms. Lex stated, yes, some local community clubs and individuals have responded and provided input.

Committee Action: Ms. Christensen made a motion to recommend the CRTPA Board adopt the Public Involvement Plan (PIP) Update. Ms. Hale seconded the motion, and the motion was unanimously passed.

D. Fiscal Year (FY) 2024 - FY 2028 Transportation Improvement Program Amendment

This item sought to amend the CRTPA FY 2024 - FY 2028 TIP to reflect the addition of the multi-modal transit projects and funding.

RECOMMENDED ACTION: Recommend the CRTPA Board adopt Resolution No. 2024-06-6B amending the FY 2024 – FY 2028 Transportation Improvement Program to reflect the addition of a multi-modal transit project and funding.

Ms. Lex stated there was a late request from FDOT to amend the Fiscal Year 2024-2028 Transportation Improvement Program (TIP). The amendment included the following projects: StarMetro Low/No Emissions Grant Award (\$8,004,790), StarMetro capital Items Project (\$13,887,548) and the SR 366 Pensacola Street from Railroad Overpass to Stadium Drive (\$14,483,177).

Mr. van Tol asked if there would be improvements to the bike lanes. Mr. Slay stated the Department (FDOT) tries to include improvements to bike lanes but noted in this area it may be difficult to improve the bike lanes. Mr. Slay explained the Department has a different project on Pensacola Street with various improvements (signalized pedestrian crossing and other improvements) to address issues within the corridor.

Committee Action: Mr. van Tol made a motion to recommend the CRTPA Board adopt the Fiscal Year (FY) 2024 - FY 2028 Transportation Improvement Program Amendment. Ms. Carter seconded the motion, and the motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Lex noted a bicycle education class will be held on June 15, 2024; a helmet fitter training will be held on June 21, 2024; and a Bike Expo will be held in October with additional information to be provided at the next meeting.

8. ADJOURNMENT

The meeting was adjourned at 1:15 p.m.

September 3, 2024



COMMITTEE AGENDA ITEM 5 A

NORTH MONROE STREET SAFETY IMPLEMENTATION PLAN

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The [North Monroe Street Safety Implementation Plan](#) has been developed for CRTPA approval. The plan identifies potential safety improvements along the N. Monroe corridor for roadway users (including motorists, pedestrian, and bicyclists). The effort also included development of a federal grant application ("Safe Streets and Roads for All" (SS4A) Grant Program) to implement many of the identified potential improvements contained in the plan.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA approve the North Monroe Street Safety Implementation Plan

BACKGROUND

In June 2023, the CRTPA adopted the [Safe Streets and Roads for All \(SS4A\) Safety Action Plan](#), a plan that identified projects and priorities addressing roadway safety in the capital region. Associated with the plan's development was the identification of High Injury Network (HIN) for roadways in the region with safety concerns. The analysis identified North Monroe Street as being on the HIN for *vulnerable road users* (defined as people, including pedestrians and bicyclists, who are not protected by a car or truck while traveling and, as a result, at a higher risk of injury in a crash with a vehicle), ***shown below***.

N. Monroe Street High Injury Network Map



PLAN INITIATION

In late 2023, the North Monroe Street Safety Implementation Plan (“plan”) was initiated to identify potential safety improvements along the N. Monroe Street corridor. The study examined a broader length of the N Monroe corridor from **Tharpe Street to Capital Circle, Northwest** (approximately 7 miles) that included the HIN. A project page detailing the plan’s efforts is available for review on the [CRTPA’s website](#).

PLAN DEVELOPMENT/SAFETY ANALYSIS

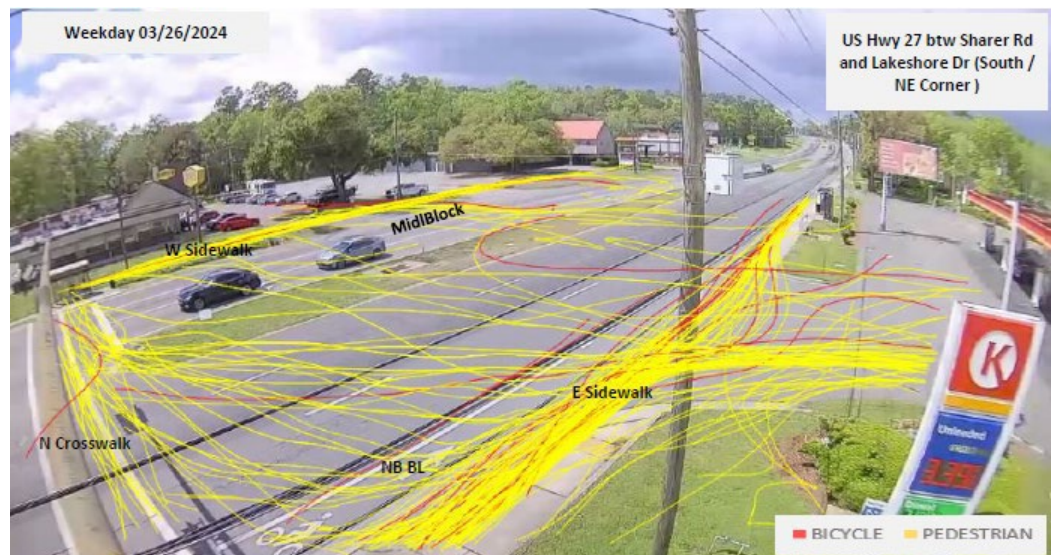
Development of the N. Monroe plan included an in-depth review of the safety conditions along the corridor. This analysis utilized known crash locations, previous planning efforts, stakeholder/public engagement, available data sources, a walking and driving safety audit, and camera count analysis to better understand the patterns of bicycle and pedestrian movements. Additionally, sidewalk and bicycle lane gaps along the corridor were identified.

The camera count analysis occurred over a 48-hour period in March 2024 in order to understand crossing movements for vulnerable road users at the following six (6) key intersection and mid-block locations (identified from north to south):

- N Monroe/Sessions Road
- N Monroe/Lakeshore Drive
- N Monroe/Between Sharer Road & Lakeshore Drive
- N Monroe/John Knox Road
- N Monroe/Sharer Road
- N Monroe/Tharpe Street

The analysis identified and tracked the movements of bicyclists and pedestrians and ultimately provided a view of potentially needed corridor safety improvements. The selection of the locations used for the analysis were informed through corridor crash analyses conducted for intersections and segments.

The **photograph to the right** provides an analysis of pedestrian (in yellow) and bicyclist (in red) crossings over a 2-day period looking north along the corridor from Sharer Road. At this location, 237 pedestrians and 29 bicyclists were identified, of which, 21% of bicyclists and 36% of pedestrians chose to jay walk at the midblock location.



The camera count analysis also included a near miss review between vulnerable users and motorized vehicles. This near miss analysis allowed for development of proactive recommendations (the **photographs below** from the report provide examples of near misses on the corridor).

Corridor Location: N. Monroe/Sharer Road



Figure 4: Pedestrian starts crossing westbound near the Gas Station driveway and passes near an incoming vehicle entering US Hwy 27 from the east leg of Sharer Rd. It represents a near-miss case where the driver had to evade the pedestrian. (Date 03/26/2024 at 3:35 PM)

Corridor Location: N. Monroe/John Knox Road



Figure 3: Pedestrian crossing the south approach, vehicle approaching from Northbound Right Turn failed to yield to pedestrian (Date 03/21/2024 at 02:52 PM)

A corridor walking and driving safety audit occurred on March 15, 2024, to further assess the conditions along the corridor and was comprised of a multidisciplinary team that included planners, engineers, and law enforcement. Ultimately, the safety audit helped generate coordinated and integrated recommendations for the N. Monroe corridor through this collaborative approach.

Corridor Crashes

A review of data identified that between 2017 – 2023, identified that the corridor experienced 3,196 crashes with fourteen (14) resulting in fatalities and 41 resulted in incapacitating injuries. The most common types of crashes were rear end (45%), left turn (15%), and sideswipe (15%). During this period, 21 bicycle crashes occurred on the corridor, of which one (1) was fatal, and 54 pedestrian crashes occurred, of which eight (8) were fatal. Bicycle and pedestrian crashes comprised 2.3% of all crashes and 64% of all fatal crashes in the study area.

In terms of time of day, most crashes occurred during the day (71%), with some (21%) occurring at night but under lit conditions; only 4% occurred in the dark under unlit conditions. Most crashes took place on dry pavement (84%).

PLAN RECOMMENDATIONS/POTENTIAL IMPROVEMENTS

The North Monroe Safety Implementation Plan ultimately resulted in the identification of a series of potential improvements to improve safety along the corridor.

General improvements for the corridor include the modification of signal walk times, implementation of leading pedestrian intervals, increased pavement marking maintenance, safety / roadway education, and traffic enforcement. Furthermore, potential improvements may be grouped into linear improvements and spots improvements.

Linear Improvements - Linear improvements include elimination of sidewalk and bike lane gaps as well as development of pedestrian fencing, high emphasis crosswalks, raised medians, pedestrian fencing / railings, road repairs, and turn lane modifications.

Spot Improvements - Spot improvements have been identified for specific locations along the corridor and include the following:

- Blank Out Sign
- Directional Median Openings
- Green-Colored Pavement Marking
- High Friction Surface Treatment
- No U-turn Signage
- Pedestrian / Median Refuge
- Repositioning of a Transit Stop
- Temporary Curb
- Controlled Pedestrian Crossing
- Dynamic Speed Feedback Sign
- Heavy Pedestrian Signage
- Near Perpendicular Right Turn
- Pedestrian Fencing
- Rectangular Rapid Flashing Beacon (RRFB)
- Truncated Domes/Detectable Warning Surface

FEDERAL GRANT SUBMISSION

Associated with plan's development was the development and submission of a federal SS4A implementation grant seeking funds to implement identified potential improvements for the corridor. The grant was submitted by the CRTPA in mid-May 2024 and was developed in coordination with the Florida Department of Transportation (FDOT) and the Blueprint Intergovernmental Agency (BPIA). The BPIA has committed to provide the local match (\$4.2 million) for the grant (\$21 million in total) and to implement the safety improvements upon successful award.

PUBLIC ENGAGEMENT

In addition to engagement activities associated with previous corridor planning efforts (detailed in the report), a public information meeting was conducted on April 29, 2024 (see [Appendix A](#)). The meeting was held at the Lake Jackson Community Center, the approximate midpoint of the study corridor and was attended by over 30 members of the public including elected officials, members of advocacy groups, and local jurisdictional engineering and planning staff. Attendees were provided with locations and descriptions of the safety improvements via concept drawings and strip maps. The participants were asked to identify their priorities through interactive exercises and provide additional comments/feedback. Outreach results were ultimately incorporated into the analysis to ensure the potential improvements also considered direct public input.

ATTACHMENTS

Attachment 1 – [Draft Report Link](#)

Attachment 2 – Report Appendices

- [Appendix A](#) (April 29 Workshop Information)
- [Appendix B](#) (Data Collection: Motorized and Non-Motorized)
- [Appendix C – E](#) (Intersection/Segment Data; Improvements Visualization; and Potential Corridor Improvements)

September 3, 2024



COMMITTEE AGENDA ITEM 5B

2050 LONG RANGE TRANSPORTATION PLAN KICKOFF

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Kittelson and Associates (KA) will be making a presentation to kick off the 2050 Long Range Transportation Plan (LRTP). KA will outline the key components of the LRTP, and the timeline associated with completing the project.

BACKGROUND

The Capital Region Transportation Planning Agency (CRTPA) is required to update the Long Range Transportation Plan (LRTP) in five-year cycles. The LRTP is the most important document produced by the CRTPA since it provides the public guidance on the transportation system in the region for a horizon period of 20 years. This document will include all modes of transportation ranging from pedestrian, bike, transit, roadway, freight, and rail.

The last update of the LRTP (Connections 2045 Regional Mobility Plan) was completed and approved by the CRTPA Board in November 2020. The LRTP is scheduled to be adopted in November 2025.

NEXT STEPS

The consultant team will begin working on the LRTP by initiating the development of the Public Participation Plan, updating the Guiding Principles, Goals and Strategies, and collecting transportation system data.



September 3, 2024

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

Committee Dates	TAC Time	Location	CMAC Time	Location
October 1	9 AM – 11 AM	Commission Chambers	11:30 AM-1:30 PM	Tallahassee Room
November 5	9 AM – 11 AM	Commission Chambers	11:30 AM-1:30 PM	Tallahassee Room
December 3	9 AM – 11 AM	Commission Chambers	11:30 AM-1:30 PM	Tallahassee Room