



## **CRTPA BOARD**

MEETING OF TUESDAY, FEBRUARY 18, 2020 AT 1:30 PM

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

### ***MISSION STATEMENT***

*"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."*

### **FINAL AGENDA**

1. **CALL TO ORDER AND ROLL CALL**
2. **AGENDA MODIFICATIONS**
3. **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 CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

4. **CONSENT AGENDA**
  - A. Minutes of the January 21 meeting
  - B. CRTPA Safety Measures Update
5. **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.*

**6. CRTPA 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 CRTPA.*

**A. Town of Havana Main Street Assessment**

An analysis of US 27 in downtown Havana has been developed for Board approval by CRTPA general planning consultant RS&H.

**B. Connections 2045 Regional Mobility Plan**

This item will provide information to the CRTPA Board regarding the Needs Plan, Evaluation Criteria, Prioritization Criteria, Jurisdictional Outreach and a Public Engagement Update.

**C. CRTPA Audit Solicitation**

This item seeks approval to enter into an agreement for auditing services.

**D. Thomasville Road Trail Feasibility Study Kickoff**

The Thomasville Road Feasibility Study is the first project to be initiated from the Tallahassee-Leon County Bicycle and Pedestrian Master Plan. The Project Team will be providing general information about the project, its purpose and schedule.

**7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT**

**8. EXECUTIVE DIRECTOR'S REPORT**

A status report on CRTPA activities will be provided including on an update on CRTPA projects.

**9. CRTPA INFORMATION**

**A. Future Meeting Dates**

**B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)**

**10. ITEMS FROM CRTPA BOARD MEMBERS**

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA, as appropriate.



February 18, 2020

AGENDA ITEM 1

**CALL TO ORDER AND ROLL CALL**



February 18, 2020

## AGENDA ITEM 2

### **AGENDA MODIFICATIONS**



February 18, 2020

### AGENDA ITEM 3

### **CITIZEN COMMENT**



February 18, 2020

## AGENDA ITEM 4 A

### MINUTES

TYPE OF ITEM: Consent

The minutes from the January 21, 2020 meeting are provided as ***Attachment 1***.

### **RECOMMENDED ACTION**

Option 1: Approve the minutes of the January 21, 2020 CRTPA meeting.

### **ATTACHMENT**

Attachment 1: Minutes of the January 21, 2020 CRTPA meeting.



**CRTPA BOARD**

MEETING OF TUESDAY, JANUARY 21, 2020 AT 1:30 PM

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

**Meeting Minutes**

Members Present:

Commissioner Merritt, Chairman, Wakulla County  
Commissioner Barfield, Jefferson County  
Commissioner Dr. V, Gadsden County  
Commissioner Minor, Leon County  
Commissioner Dozier, Leon County  
Commissioner Maddox, Leon County  
Commissioner Desloge, Leon County  
Commissioner Richardson, City of Tallahassee  
Commissioner Williams-Cox, City of Tallahassee

Staff Present: Thornton Williams, CRTPA Attorney; Greg Slay, CRTPA, Jack Kostrzewa, CRTPA; Suzanne Lex, CRTPA; Greg Burke, CRTPA; Yulonda Mitchell, CRTPA; Bryant Paulk, FDOT

**1. CALL TO ORDER AND ROLL CALL**

**2. AGENDA MODIFICATIONS**

**3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

Commissioner Bill Proctor, 300 South Monroe street, spoke on the Woodville Highway Project. Commissioner Proctor stated when the citizens met with Florida Department of Transportation, there was no resolution. He requested the Board empathize with the citizens of the south side and stated the people in the area do not want this project and have presented an alternative to the proposal by FDOT.

Sue Ellen Gardiner, requested the board take no action until the Board hears from the citizens of the south side. There will be a townhall meeting prior to the March meeting. No additional information was given on the townhall meeting.



**4. CONSENT AGENDA**

- A. Minutes of the November 19 meeting**
- B. CRTPA Part-time Position**

**Board Action:** Commissioner Richardson made a motion to accept the consent agenda. Commissioner Minor seconded the motion. The motion was unanimously passed.

**5. CONSENT ITEMS PULLED FOR DISCUSSION**

None

**6. CRTPA ACTION**

**A. Transportation Alternative (TA) Evaluation Criteria**

This item seeks approval of a minor update to the CRTPA's adopted TA evaluation criteria recommended by the CRTPA's TA Subcommittee.

Mr. Burke presented the minor changes to the CRTPA's adopted TA evaluation criteria. He stated the CRTPA coordinates both solicitation and ranking of projects. Applications will be accepted with a deadline of March 6, 2020. This process is guided by the CRTPA's TA subcommittee which consists of 3 members from the Technical Advisory Committee (TAC) and 3 members from the Citizens Multimodal Advisory Committee (CMAC). The committee proposed minor changes. Currently, there are 8 criteria with a total of 100 points. One criterion, the leveraging of funds criterion, is proposed to be removed with the criterions 5 points being added to the constructability criterion.

**Board Action:** Commissioner Minor made a motion to accept the update to the Transportation Alternative (TA) Evaluation Criteria. Commissioner Richardson seconded the motion. The motion passed with Commissioner Viegbesie voting in opposition.

**B. FY 2018 CRTPA Financial Statements**

Staff from Thomas, Howell and Ferguson and City of Tallahassee Financial Services will be on hand for questions related to the FY 2018 Financial Statements.

Mr. Slay noted most of the findings have been corrected in the past 2 years. He explained processes were currently in place to resolve many of the findings.

**Board Action:** Commissioner Viegbesie made a motion to accept the FY 2018 Financial Statements as presented. Commissioner Richardson seconded the motion. The motion was unanimously passed.

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**C. Regional Mobility Plan Update**

This item will provide information regarding public feedback, present the 2045 RMP Goals, and present the schedule for the Needs Plan, Project Prioritization and Cost Feasible Plan to meet the June 2020 Cost Feasible Plan approval.

Mr. Kostrzewa stated the Regional Mobility Plan next steps will be adopting goals, objectives and a cost feasible plan.

Richard Barr, Kimley Horn and Associates, provided information on the goals and survey results. The Regional Mobility Plan has the following nine (9) goals: safety, connectivity, access, multimodalism, land use, security, economic development, natural resource protection and public health. Mr. Barr noted the survey was being conducted and, to date, received 270 responses. Feedback from the survey included that safety was the number one priority followed by environmental sustainability and congestion reduction. Respondents felt that bicycle transportation opportunities could use the most safety improvements. Mr. Barr noted the Traffic Jam, Winter Fest and the online survey were the ways in which the surveys were conducted and also, noted there was a mapping component to this project.

The Board discussed other ways for the surveys to be conducted. Commissioner Viegbesie noted the surveys could be conducted via churches in the smaller communities. Commissioner Williams-Cox noted there would be citizens who would not be able to complete online surveys and suggested a mailed or paper survey be sent to increase the public input on the Regional Mobility Plan. The Board expressed a desire to increase the response and Mr. Barr noted that there are additional opportunities to complete the survey. He also noted there were several more planned public meetings and the expectation is more survey respondents. Mr. Barr concluded his presentation by discussing upcoming milestones.

**D. CRTPA Board Weighted Voting Update**

This item provides an update related to the February 18, 2018 CRTPA meeting whereby members approved moving forward with changes to the CRTPA's Interlocal Agreement to reflect elimination of the weighted voting system of the CRTPA Board.

Mr. Slay discussed that, as noted in the agenda item, as staff initiated the process of updating the Interlocal Agreement, the membership of the CRTPA Board changed with the addition of a Leon County representative. As a result, the proposal to change the Board's weighted voting requires Board clarification. Specifically, under the proposal discussed at the February 2018 meeting, the City of Tallahassee and Leon County would each have 3 votes. Furthermore, Mr. Slay noted that updating the Interlocal Agreement requires all entities signing off on any change.

**Board Action: Commissioner Maddox made a motion to approve the voting structure presented by staff, with Leon County having 4 members with .75% per vote (3 points total). Commissioner Desloge seconded the motion. The motion was unanimously passed.**

**E. Leon County CRTPA Executive Committee Representation**

This item seeks appointment of a Leon County representative to serve on the CRTPA Executive Committee.

Mr. Slay provided information on the Executive Committee. He noted there was not currently a member representing Leon County. Currently on the committee is Commissioner Merritt, Commissioner Viegbesie and Commissioner Matlow.

**Board Action: Commissioner Minor nominated Commissioner Dozier to represent Leon County. Commissioner Maddox seconded the nomination. The nomination was unanimously approved.**

**7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT**

Mr. Paulk provided an update on the US 319 capacity project in Wakulla County (East Ivan to SR 267) and noted that the project is scheduled to let on January 29, 2020 (with construction likely to occur around March 2020).

**8. EXECUTIVE DIRECTOR'S REPORT**

A status report on CRTPA activities will be provided.

**9. CRTPA INFORMATION**

**A. TIP Administrative Amendment**

**B. Future Meeting Dates**

**C. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)**

**10. ITEMS FROM CRTPA BOARD MEMBERS**

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA, as appropriate.

**11. ADJOURNMENT**

**Attest:**

\_\_\_\_\_  
Yulonda Mitchell, Recording Secretary

\_\_\_\_\_  
Randy Merritt, Chairman

February 18, 2020



## AGENDA ITEM 4 B

# CRTPA SAFETY TARGETS AND PERFORMANCE MEASURES

TYPE OF ITEM: Consent

### **STATEMENT OF ISSUE**

This item seeks adoption of the 2020 Safety Performance Targets for the Capital Region Transportation Planning Area (CRTPA) for the following five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) for all public roads:

1. Number of fatalities;
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 Million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

### **CRTPA COMMITTEE ACTIONS**

On February 4, the Technical Advisory Committee (TAC) met and recommended approval of the CRTPA staff recommended safety targets for the five safety performance measures. The Citizen's Multimodal Advisory Committee (CMAC) did not have a quorum present; however, the committee discussed the item and expressed a desire to see the safety measure targets established in a manner that reflect a desired decline in incidents versus the current 5-year average. Additionally, members expressed interest in the inclusion of data related to e-scooters.

### **RECOMMENDED ACTION**

Option 1: Adopt the CRTPA staff recommended Safety Targets for 2020.

### **BACKGROUND**

Pursuant to the FHWA, Transportation Performance Management is defined as "a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Transportation Performance Management:

- Is systematically applied, a regular ongoing process

- Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information”

The Moving Ahead for Progress in the 21st Century Act (MAP-21, adopted July 6, 2012) requires performance management in seven (7) areas: **safety**, pavement condition, highway performance, bridge condition, freight movement, traffic congestion, and on-road mobile sources. Relatedly, MAP-21 created the National Highway Performance Program (NHPP) to be administered by the FHWA. MAP-21 notes that “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal aid highway program, and improving project decision making through performance-based planning and programming.”

With regards to **safety** (the first areas of performance management to go into effect), beginning in 2018, Florida MPOs (such as the CRTPA) were required to annually adopt the following five (5) safety performance measures for all public roads:

1. Number of fatalities;
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 Million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

State Department of Transportation agencies (such as the Florida Department of Transportation (FDOT)) are required to establish statewide targets and MPOs have the option to support such targets or adopt their own. In 2017 (prior to the initiation of the mandate that MPOs such as the CRTPA annually adopt safety performance measures), the FDOT adopted a target of “Zero” for the five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) for all public roads.

### **CRTPA Safety Measures**

On January 16, 2018, the CRTPA adopted the first of its annual targets for the safety measures. The CRTPA’s adopted targets were developed from data provided to the agency from FDOT and FHWA that were based upon an average result for each performance measure for the most recent five-years of data (2012 – 2016). Each average was used as the target for each safety performance measure.

Last year (2019) was the second year in which the CRTPA adopted its annual safety performance standards with the adopted 2019 safety targets being developed in the same manner as in 2018, using updated five-year data (2013-2017). The adopted 2019 safety performance standards were slightly lower than those adopted in 2018 and, as noted in the agenda item, “a fluctuation from year

to year is to be expected due to the use of newly updated information.” The following provides the adopted 2019 CRTPA Safety Performance Measures:

<b>ADOPTED 2019 Safety Performance Measures</b>	<b>Target and Performance Measure</b>
Number of fatalities	54
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.203
Number of serious injuries	258
Rate of serious injuries per 100 Million VMT	5.842
Number of non-motorized fatalities and non-motorized serious injuries	43.8

#### **2020 Proposed Safety Performance Measures**

This year’s (2020) proposed safety targets were developed in a manner consistent with the last two-years and reflect use of the updated five-year data from 2014-2018 (provided as **Attachment 1**). The proposed measures are as follows:

<b>2020 Safety Performance Measures</b>	<b>Target and Performance Measure</b>
Number of fatalities (1)	58
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.273
Number of serious injuries (3)	256
Rate of serious injuries per 100 Million VMT (4)	5.684
Number of non-motorized fatalities and non-motorized serious injuries (5)	42.2

DATA SOURCES: fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office's Crash Analysis Reporting (CAR) database as of November 25, 2019:

(1) The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5, to one decimal place. Fatalities are individuals listed on a Florida Traffic Crash Report (FTCR) form with injury code “5” – fatal (within 30 days). (2) The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of fatalities for the year by the total traffic volume for the year. Traffic volume is expressed in 100 Million Vehicle-Miles and is the Daily Vehicle-Miles Traveled (sum for the region of the counts of vehicles per day times the length of the segments associated with the traffic) times the number of days in the year, divided by 100,000,000. This yields an annual volume of Vehicle-Miles. The number of fatalities divided by the traffic volume is the annual fatality rate. This measure averages the five annual rates within the measurement window and does NOT use the cumulative five-year fatalities over the cumulative five-year traffic volume. (3) The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5, to one decimal place. Serious injuries are individuals listed on an FTCR form with injury code “4” – incapacitating. (4) The

average serious injury rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of serious injuries for the year by the total traffic volume for the year. See (3) above for an explanation of traffic volume. The same traffic volume figure is used here in the same way. (5) The average number of combined fatalities and serious injuries for bicyclists and pedestrians is per year is the sum of the annual total bicyclist and pedestrian fatalities and total bicyclist and pedestrian serious injuries for each year in the range divided by 5, to one decimal place. Bicyclist and pedestrian fatalities and serious injuries are individuals listed on an FTRC form as Non-Motorist with a Non-Motorist Description code of "01" (pedestrian), "02" (other pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.)), "03" (bicyclist) or "04" (other cyclist) and with injury code "5" – fatal (within 30 days) or injury code "4" – incapacitating.

With regards to a comparison of this year's proposed 2020 Safety Performance Measures with those adopted in 2019:

- The number of fatalities *increased* (from 54 to 58)
- The rate of fatalities *increased* (from 1.203 to 1.273)
- The number of serious injuries *decreased* (from 258 to 256)
- The rate of serious injuries *decreased* (from 5.842 to 5.684)
- The number of non-motorized fatalities and serious injuries *decreased* (from 43.8 to 42.2)

### Analysis

Due to the broad nature of transportation performance measures, the ability to effectuate change requires a number of actions and improvements over time. To that end, the CRTPA's Transportation Improvement Program (TIP) includes a discussion of such measures and actions that the agency is pursuing to improve safety. As noted in the adopted FY 2020 – FY 2024 TIP:

"The TIP considers potential projects that fall into specific investment programs established by the MPO. For the CRTPA this includes safety programs and policies such as:

- CRTPA participation in, and monitoring of, the region's four (4) Community Traffic Safety Teams;
- Bi-monthly safety coordination meetings held with FDOT District 3;
- CRTPA Urban Attributable (SU) funding guidance, adopted in November 2017, identifying explicit funding for safety projects;
- CRTPA review, in coordination with FDOT and local transportation partners, identifying opportunities for inclusion of safety improvements in near-term resurfacing projects;
- Congestion Management Plan Update that includes a focus on the implementation of safety projects. Implementation of infrastructure projects that improve regional safety including addition of enhanced lighting at key intersections to improvement pedestrian safety and access management improvements to address roadway safety.

The TIP includes specific investment projects that support all of the CRTPA's goals including safety, using a prioritization and project selection process. The TIP prioritization process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The CRTPA's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements."

**RECOMMENDED ACTION**

Option 1: Adopt the CRTPA staff recommended Safety Targets for 2020.  
(Recommended)

Option 2: CRTPA Board Discretion.

**ATTACHMENT**

Attachment 1: FDOT 2018 Safety Data



MPO/TPO		Average Annual Fatalities <sup>1</sup>										Average Annual Serious Injuries <sup>2</sup>										Average Annual Fatality Rates <sup>3</sup>										Average Annual Serious Injury Rates <sup>4</sup>										Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries <sup>5</sup>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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February 18, 2020

## AGENDA ITEM 5

### **CONSENT ITEMS PULLED FOR DISCUSSION**

February 18, 2020



## AGENDA ITEM 6A

### TOWN OF HAVANA MAIN STREET ASSESSMENT

TYPE OF ITEM: Action

#### **STATEMENT OF ISSUE**

This item seeks approval of the Town of Havana Main Street Assessment developed for the CRTPA by RS&H (provided as **Attachment 1**) which studied the feasibility of reducing lanes on US 27 within downtown Havana.

#### **CRTPA COMMITTEE ACTIONS**

The CRTPA's Technical Advisory Committee (TAC) met on February 4 and recommended the CRTPA adopt the Town of Havana Main Street Assessment. A quorum was not present at the Citizen's Multimodal Advisory Committee (CMAC) on February 4.

#### **RECOMMENDED ACTION**

Option 1: Adopt the Town of Havana Main Street Assessment.

#### **BACKGROUND**

Initiated in late 2018, The Town of Havana Main Street Assessment was developed by the CRTPA's planning consultant RS&H. The purpose of the study was to evaluate the feasibility of reducing the lanes of US 27 through downtown Havana (between 9<sup>th</sup> and 5<sup>th</sup> avenues). This study supports the desire of the Town to both improve the pedestrian environment as well as corridor aesthetics. Additionally, the CRTPA's 2040 Regional Mobility Plan identified the potential for a lane reduction through downtown Havana.

The study's data collection efforts included traffic counts over a three-day period (Thursday, Friday, Saturday) in December 2018. Furthermore, an analysis was conducted using Synchro 10 software to determine how the facility would function as a two-lane roadway with on street parking and if dedicated left turn lanes were warranted at 7th Avenue and US 27/Main Street.

Ultimately, the study found that reducing US 27 through downtown Havana from four lanes to two lanes will not adversely affect traffic flow. The roadway could be reconfigured as a two-lane facility with on-street parallel parking on each side, providing a buffer between the traffic and the sidewalk and improving the pedestrian environment with no additional sidewalk width.

As detailed in the study, four (4) alternatives were developed that all included reducing the number of lanes through downtown Havana. The report recommends Alternative 4 which proposes three (3) lanes and reallocating the remaining pavement for gutters, wider sidewalks and/or planting strip/landscaping.

### **RECOMMENDED ACTION**

Option 1: Adopt the Town of Havana Main Street Assessment.  
(Recommended)

Option 2: Board Direction

### **ATTACHMENT**

Attachment 1: Study Report

**FINAL REPORT: DRAFT**  
**US 27/Main Street Analysis - Havana, Florida**  
**January, 2020**

### Introduction

US 27/Main Street is a four-lane divided Rural Principal Arterial that is the major north-south route through the Town of Havana. Entering Havana from the south, the facility transitions from a four-lane divided roadway to a four-lane undivided highway near SR 12/9<sup>th</sup> Avenue, approximately 45 feet wide. US 27 runs through the downtown area of Havana and transitions back to a divided facility near 5<sup>th</sup> Avenue. In the downtown area, there are narrow sidewalks, approximately 4 feet wide, and buildings located directly adjacent to the sidewalk on both sides of the facility. There are existing pedestrian crosswalks at the signalized intersections with 9<sup>th</sup> Avenue and 7<sup>th</sup> Avenue.

The Town of Havana is interested in identifying potential treatments within the downtown area between 9<sup>th</sup> Avenue and 5<sup>th</sup> Avenue to improve the pedestrian experience and manage traffic, as well as improving the aesthetics of the corridor in support of the overall goals of the Town.

### Data Collection

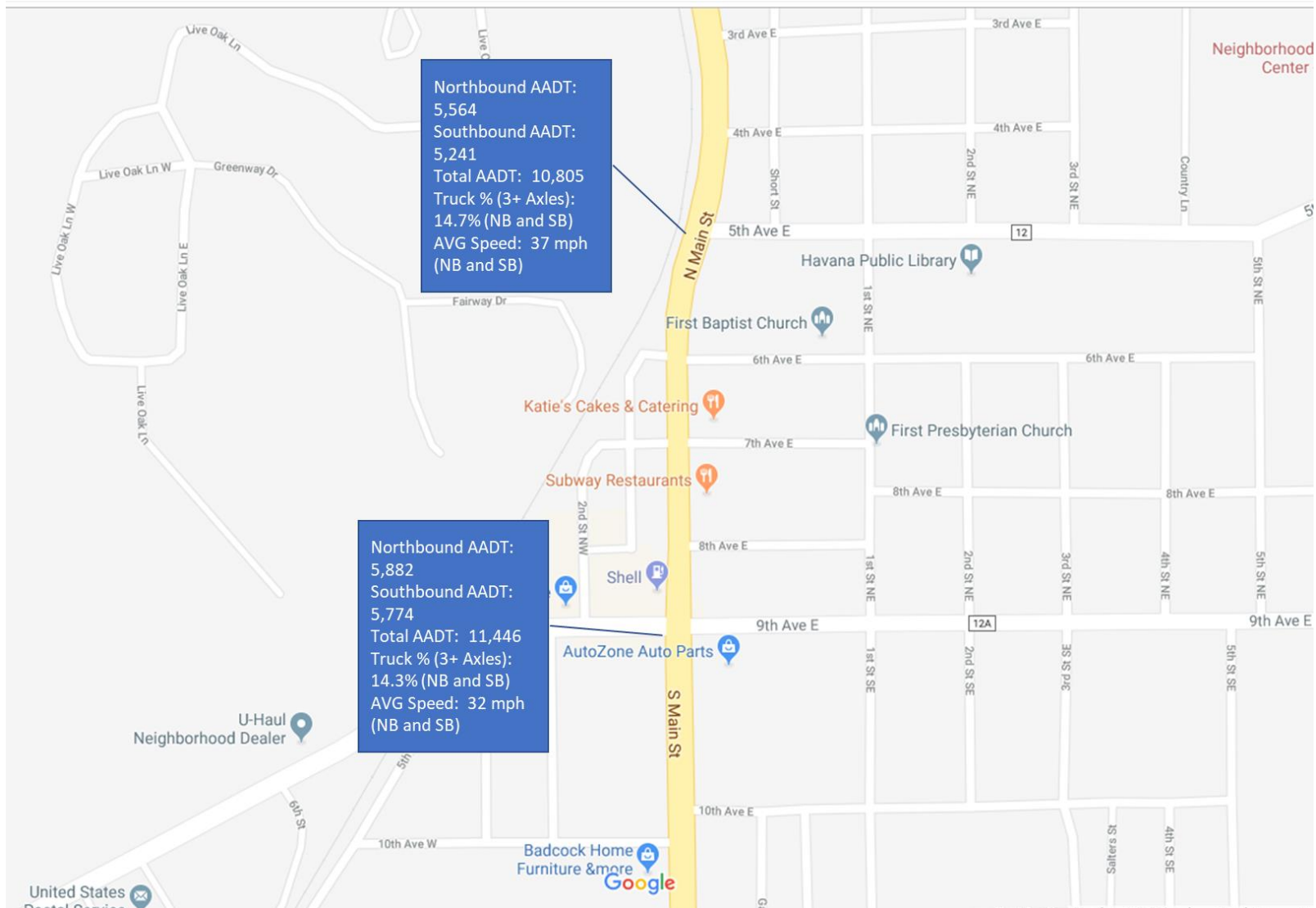
In order to analyze the feasibility for reducing the number of lanes to improve the pedestrian environment and enhance the character of the downtown, comprehensive traffic counts were taken. These counts were taken over a three-day period (Thursday, Friday, Saturday) on December 14 -16, 2018. Count locations included US 27/Main Street at 5<sup>th</sup> Avenue and US 27/Main Street at 9<sup>th</sup> Avenue. Due to heavy rains, the tubes at 9<sup>th</sup> Avenue were dislodged and were then replaced with counts taken on the next Thursday, Friday and Saturday (December 20-22). The traffic counts also included classification and speed, as well as turning movements at 7<sup>th</sup> Avenue. Table 1 and Figure 1 display the collected data.

*Table 1. Traffic Data*

<b>US 27/Main Street at 5<sup>th</sup> Avenue</b>				
<b>NB AADT*</b>	<b>SB AADT</b>	<b>Total AADT</b>	<b>Truck %</b>	<b>Avg Speed (NB and SB)</b>
5,564	5,241	10,805	14.7%	37 mph
<b>US 27/Main Street at 9<sup>th</sup> Avenue</b>				
5,882	5,774	11,446	14.3%	32 mph

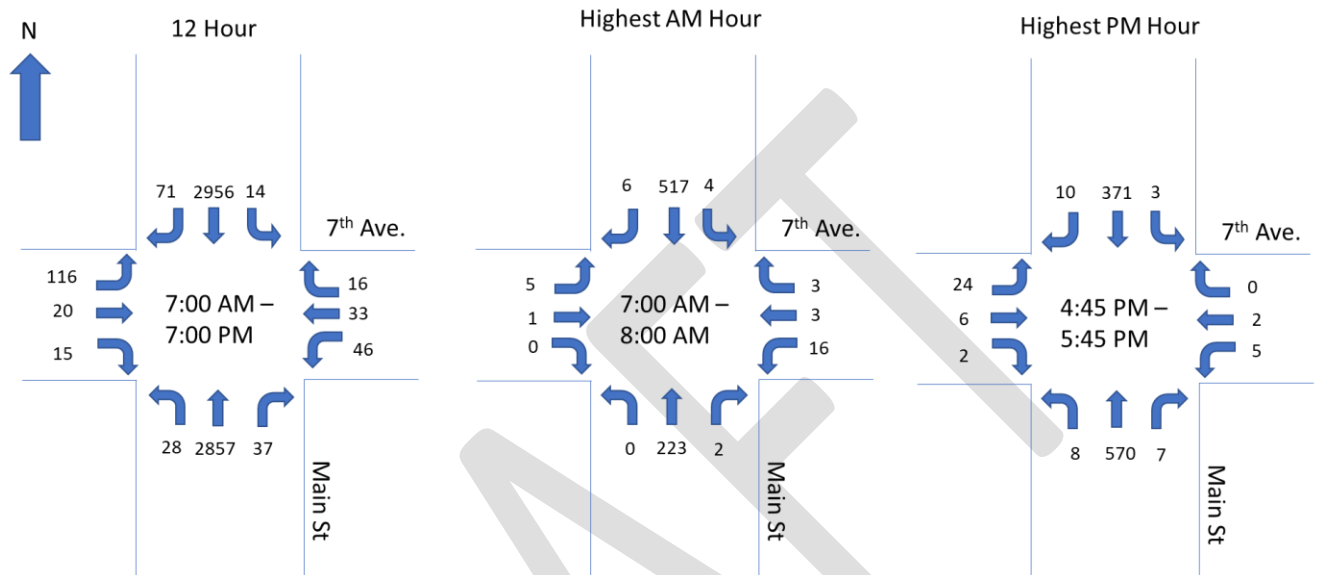
\*AADT: Average Annual Daily Traffic

Figure 1. Traffic Data



The turning movement counts at 7<sup>th</sup> Avenue were identified for the day of the highest traffic, which was December 14, 2018. The movements were collected for the 12-hour period from 7:00 am to 7:00 pm, the highest AM hour (7:00 am – 8:00 am) and the highest PM hour (4:45 pm – 5:45 pm). The highest movement in the 12-hour period was from eastbound 7<sup>th</sup> Avenue to northbound US 27/Main Street. Figure 2 displays the turning movements.

Figure 2. Turning Movement Counts



### Analysis

The analysis was conducted using Synchro 10 to determine how the facility would function as a two-lane roadway with on street parking and if dedicated left turn lanes were warranted at 7<sup>th</sup> Avenue and US 27/Main Street. The analysis was based on the PM peak hour traffic collected on December 14<sup>th</sup>, again reflecting the highest traffic. The build configuration of two lanes in each direction from the analysis is shown in Figure 3.

Figure 3. Build Alternative



With a configuration of two lanes and no left turn lane at the intersection of 7<sup>th</sup> Street/US 27, the segment and the intersection operates at Level of Service (LOS) B. Various growth rates in traffic were applied for the year 2040 to determine when the Level of Service deteriorates with the two-lane configuration. The growth rate scenarios included an annual growth rate of 1% and an annual growth rate of 2%. The annual growth rate was then increased until the intersection operated at LOS D, which resulted in an annual growth rate of 4.8% needed to reach LOS D by 2040. The results for the growth rate analysis is shown in Table 2.

*Table 2. Growth Rate and Intersection Level of Service*

Year	Growth Rate	Level of Service
2018	N/A	B
2040	1%	B
2040	2%	B
2040	4.8%	D (Approaching E)

Crash data, from the Florida Integrated Report Exchange System (FIRES), from 2014 through 2018, was also reviewed for the study area. There was a total of 39 crashes within the study area during that period of time: 19 were located near or at the 9<sup>th</sup> Street/US 27 intersection; six at the 8<sup>th</sup> Street/US 27 intersection; seven at the 7<sup>th</sup> Street/US 27 intersection; two at the 6<sup>th</sup> Street/US 27 intersection; and two at the 5<sup>th</sup> Street/US 27 intersection. The primary cause for the 19 crashes at 9<sup>th</sup> and US 27/Main Street was identified as distracted driving.

### **Additional Considerations**

The Statewide Regional Evacuation Study Program was instituted in 2006 by the Florida Legislature in response to the hurricanes that struck the state in 2004 and 2005. Each of the planning regions within the state completed a Regional Evacuation Study in a consistent framework throughout the state. The Apalachee Regional Planning Council, which covers Gadsden County, completed its Regional Evacuation Study in 2010, and updated in 2015. As part of this effort, the regional network for the Apalachee region identified key roadways within the nine counties and includes US 27. Although Gadsden County is not included in the designated evacuation zones, US 27 is an important route providing access north in the case of an evacuation scenario and the need to maintain sufficient capacity is an important consideration.

### **Conclusions**

Based on the results of the analysis, the reduction from four lanes to two lanes will not adversely affect traffic flow. The roadway could be reconfigured as a two-lane facility with on-street parallel parking on each side, providing a buffer between the traffic and the sidewalk and improving the pedestrian environment with no additional sidewalk width. Coordination with the Town on the intent/desire to widen the sidewalks or install planting strips will provide insights into the preferred alternative. Research efforts for the Federal Highway Administration, as well as other organizations, have shown that wider lane widths typically result in higher speeds<sup>1</sup>, therefore lanes no wider than 12 feet are recommended.

<sup>1</sup> <https://www.fhwa.dot.gov/publications/research/safety/15030/009.cfm>  
<https://nacto.org>  
<https://www.transportation.gov/mission/health/Traffic-Calming-to-Slow-Vehicle-Speeds>



The alternatives described below were identified to meet the desire of the community to minimize any adverse effects from traffic on US 27 on the downtown Havana area.

***Alternative 1. 12' Lanes; No Additional Sidewalk Width***

- Total pavement: 45'
- 2 Lanes: 12' each direction / 24' total width
- On-street parking (parallel): 8' each side / 16' total
- Total pavement: 40'
- Remaining pavement: 5' for 2.5' buffer area/gutter

***Alternative 2. 11' Lanes; Wider Sidewalk and/or Planting Strip***

- Total pavement: 45'
- 2 Lanes: 11' each direction / 22' total width
- On-street parking (parallel): 8' each side / 16' total
- Total pavement: 38'
- Remaining pavement: 7' available for wider sidewalks and/or planting strips

***Alternative 3. 12' Lanes; No On-Street Parking; Wider Sidewalk and/or Planting Strip***

- Total pavement: 45'
- 2 Lanes: 12' each direction / 24' total width
- Remaining pavement: 21' available for gutters, wider sidewalks and planting strip / landscaping

However, with the need to maintain northbound capacity in an evacuation situation, an additional alternative was developed.

***Alternative 4. 12' Lanes (Two Northbound and One Southbound); No On-Street Parking; Wider Sidewalks and/or Planting Strip***

- Total pavement: 36'
- 3 Lanes: 12' each direction / 36' total width
- Remaining pavement: 9' available for gutters, wider sidewalks and/or planting strip/landscaping

**Recommendation**

Recognizing the need for maintaining the northbound capacity for evacuation purposes, as well as the community desire to improve the walkability of Main Street and minimize the impacts of US 27 on the downtown area, the recommended alternative is Alternative 4.



February 18, 2020



## AGENDA ITEM 6B

### CONNECTIONS 2045 REGIONAL MOBILITY PLAN

#### STATEMENT OF ISSUE

At the January 21, 2020 Board meeting, members were present a schedule of activities surrounding the Connections 2045 Regional Mobility Plan (RMP). Following that schedule, the Project Team will be presenting information regarding the RMP Needs Plan, Evaluation Criteria, Prioritization Criteria, Jurisdictional Outreach, and an update on Public Engagement.

#### JANUARY 2020

The following are the items that were discussed at the January 21, 2020 CRTPA Board Meeting:

**Connections 2045 RMP Goals** – Discussed at February 4, 2020 Committee meetings with no changes.

**Public Engagement** – CRTPA staff establishing meetings with individual municipalities for input and seeking additional events to gather MetroQuest survey's before February 29, 2020.

**Milestone's** – Project Team presented schedule to Board regarding approval of the Cost Feasible Plan in June 2020.

#### FEBRUARY 2020

There are several items that the Project Team will be presenting that are detailed on the following pages, including:

- Needs Plan
- Evaluation Criteria
- Prioritization Criteria
- Jurisdictional Outreach
- Public Engagement (Update)

#### Needs Plan

The Needs Plan is created to aggregate all projects into a single list for evaluation and analysis to determine if the project should move into the next step of the process. The projects are not ranked, and it does not matter where the projects are located. The documents used to create the Needs Plan include previous plans, public input, congestion data, and safety conditions. After the Needs Plan is created the **Evaluation Criteria** is applied to determine which projects move further into the RMP

process for evaluation using the **Prioritization Criteria**. Both the **Evaluation Criteria** and **Prioritization Criteria** are presented and discussed on the following pages.

#### Evaluation Criteria

The overall process for producing a Cost Feasible Plan calls for the Needs Plan to be measured against criteria that will provide a list based on a project's viability and utility (the process used in the development of the 2040 RMP). After the Board reviews and provides comments on the criteria, the next step will be to assign a "score" or "weight" to each project based on how well each project meets that criteria. The "scoring" and "weighting" of the criteria is scheduled to be discussed at the March Board meeting. The proposed Evaluation Criteria are shown in **TABLE 1**.

**TABLE 1**

<b>Evaluation Criteria</b>	<b>Definition</b>
Part of an Adopted Plan	Project exists in a currently adopted municipal, county, regional, or state plan
Funding Commitment	Project has dedicated local funding contribution or funding partnership
Natural Environment	Project has limited impacts to sensitive natural environmental features
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities

#### Prioritization Criteria

After the Evaluation Criteria analysis is complete, the next step in the process is the application of the Prioritization Criteria to the remaining projects. The Prioritization Criteria determines the performance of each project against the other projects to create a priority list of projects. Like the Evaluation Criteria, after the Board reviews and provides comments on the Prioritization Criteria, the next step will be to assign a "score" or "weight" to each project based on how well each project meets that criteria. The "scoring" and "weighting" of the criteria is scheduled to be discussed at the March Board meeting. The proposed Prioritization Criteria are shown in **TABLE 2**.

After the Prioritization Criteria process is complete, additional steps include the application of projected revenues to the prioritized list (April 2020) followed by creating "Tiers" of projects (May 2020) that feed into the Priority Projects List (June 2020).

#### Jurisdictional Outreach

Since the January 21, 2020 CRTPA Board meeting, the Project Team has scheduled meetings to discuss the Connections 2045 RMP with member governments including:

February 7, 2020 – Town of Havana  
February 7, 2020 – City of Midway  
February 26, 2020 – City of Quincy  
February 26, 2020 - City of Gretna  
February 28, 2020 – Town of Greensboro  
February 28, 2020 – City of Chattahoochee

Additional meetings are being scheduled to discuss the project with the City of Sopchoppy, City of St. Marks, and the City of Monticello.

**TABLE 2**

<b>Prioritization Criteria</b>	<b>Definition</b>
Growth Center/Economic Development Area	Project is located adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)
Evacuation Route	Project is a part of or directly serves an identified evacuation route
Identified Gateway	Project is located in or adjacent to an area designated as a future gateway improvement location
*Resilience	Project contributes to the resiliency of the network
*Travel and Tourism	Project contributes to travel and tourism
Efficiency	Project leads to a network reduction of VMT, for either existing or future conditions
Travel Time Reduction	Project leads to a reduction in travel time along the existing or (for new location facilities) adjacent corridor, for either existing or future conditions
Safety Improvement	Project addresses one of the worst crash locations in the region
Supportive of Freight Priorities	Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility
Supportive of Transit Priorities	Project serves or improves transit routes, transit stops, or transit technology
Supportive of Bicycle and Pedestrian Mobility	Project includes incidental bicycle or pedestrian improvements
Supportive of Transportation Technology	Project is supportive of transportation technology

#### Public Engagement

Since the January 21, 2020 CRTPA Board meeting the Project Team has been pursuing additional opportunities to let citizens in the region know about the MetroQuest survey. To date, the survey was included in the Tallahassee Democrat (February 2, 2020) on the Leon County Link page. This page can also be found on Leon County's website at:

<http://www2.leoncountyfl.gov/coAdmin/pio/pdf/links/February-2020.pdf>

February 18, 2020



AGENDA ITEM 6C

**CRTPA AUDIT SOLICITATION**

TYPE OF ITEM: Action

**STATEMENT OF ISSUE**

This item seeks approval to award the Audit Services Contract to James Moore & Co., P.L. and to authorize the CRTPA Chair to execute all related documents.

**RECOMMENDED ACTION**

Option 1. Approve the recommendation of the Audit Services Selection Committee to award the contract to James Moore & Co., P.L. and authorize the Chair to execute all related documents.

**BACKGROUND**

Previously, the CRTPA was a party to the City of Tallahassee's auditing services through a contract executed by the CRTPA and the Certified Public Accountants of the firm Thomas Howell Ferguson P.A. This contract for services terminated in 2019. In reviewing the City's Request for Proposals (RFP) for auditing services, the CRTPA Executive Director determined the CRTPA should advertise a separate solicitation without the local preference provision. The CRTPA is subject to federal procurement guidelines that prohibits the use of statutorily or administratively imposed state or local geographical preferences.

In order to procure the necessary auditing services, the CRTPA solicited proposals through a competitive bid process. Four proposals were received. The Audit Services Selection Committee reviewed the responses to the RFP and recommended James Moore & Co., P.L. Attached for review are the Cost Fee Proposals from the four firms that responded to the solicitation.

**RECOMMENDED ACTION**

Option 1: Approve the recommendation of the Audit Services Selection Committee to award the contract to James Moore & Co., P.L. and authorize the Chair to execute all related documents.  
(Recommended)

Option 2: CRTPA Board Discretion.

**ATTACHMENT**

1. Cost Fee Proposals for Audit Services Solicitation RFP-037-20-CC

# Fee Proposal

Our total, all-inclusive maximum fees to provide the audit services noted in your Request for Proposal are noted below. If they do not fit within your budget constraints, we encourage you to contact us to discuss ones that do.

FISCAL YEAR ENDING SEPTEMBER 30	CRTPA	FISCAL YEAR TOTALS
2019	\$16,000	\$16,000
2020	\$16,500	\$16,500
2021	\$17,000	\$17,000
2022 (if extended)	\$17,500	\$17,500
2023 (if extended)	\$18,000	\$18,000
Grand Total		\$85,000

We calculate our fees by estimating a budget that includes all aspects of the engagement, including planning, fieldwork, quality control, and required meetings. James Moore does not bill our clients separately for our administrative expenses; therefore, they are included in the fees proposed above.

A breakdown of price reflecting staff level, rate per hour, number of hours per staff level, and total hours is as follows:

POSITION	HOURS	HOURLY RATES	TOTAL
Partner	20	\$225	\$4,500
Director/Senior Manager	20	\$180	\$3,600
Manager	30	\$160	\$4,800
Senior Accountant	60	\$140	\$8,400
Staff Accountant	20	\$100	\$2,000
Administrative	2	\$75	\$150
Subtotals	152		\$23,450
(Discount)			(\$7,450)
<b>TOTAL</b>			<b>\$16,000</b>

## Billing Practices For Additional Professional Services

We anticipate that your personnel will contact us routinely throughout the year to discuss new accounting issues or significant transactions. Because we value consistent communication with our clients, we consider these routine consultations to be included in the scope of the fees proposed above. Additionally, these fees are inclusive of periodic meetings with your management conducted outside the time encompassed by the proposed audit schedule.

If, during the course of these meetings or other discussion with your personnel, a larger project is identified for which you would like to engage James Moore's services, we will render a billing for such services at an amount or rates agreed upon prior to the beginning of the engagement. Hourly rates for these services are listed above, depending on the level of service required.

**COST/FEE PROPOSAL**  
**from Carr, Riggs & Ingram, LLC**  
**Solicitation RFP-037-20-CC**  
**External Audit Services**

Fiscal Year Ending September 30	CRTPA	Fiscal Year Totals
<b>2019</b>	\$ 24,650	\$ 24,650
<b>2020</b>	24,650	24,650
<b>2021</b>	24,650	24,650
<b>2022 (if extended)</b>	25,485	25,485
<b>2023 (if extended)</b>	25,485	25,485
<b>Grand total</b>		<b>\$ 124,920</b>

	Partners	Managers	Supervisory Staff	Staff	Other	Total
<b>Fiscal Year 2019</b>						
Hourly Rates	\$ 250	\$ 190	\$ 160	\$ 120	\$ 50	N/A
Hours	10	25	20	110	20	185
Total	\$ 2,500	\$ 4,750	\$ 3,200	\$ 13,200	\$ 1,000	\$ 24,650
<b>Fiscal Year 2020</b>						
Hourly Rates	\$ 250	\$ 190	\$ 160	\$ 120	\$ 50	N/A
Hours	10	25	20	110	20	185
Total	\$ 2,500	\$ 4,750	\$ 3,200	\$ 13,200	\$ 1,000	\$ 24,650
<b>Fiscal Year 2021</b>						
Hourly Rates	\$ 250	\$ 190	\$ 160	\$ 120	\$ 50	N/A
Hours	10	25	20	110	20	185
Total	\$ 2,500	\$ 4,750	\$ 3,200	\$ 13,200	\$ 1,000	\$ 24,650
<b>Fiscal Year 2022</b>						
Hourly Rates	\$ 260	\$ 197	\$ 166	\$ 124	\$ 50	N/A
Hours	10	25	20	110	20	185
Total	\$ 2,600	\$ 4,925	\$ 3,320	\$ 13,640	\$ 1,000	\$ 25,485
<b>Fiscal Year 2023</b>						
Hourly Rates	\$ 260	\$ 197	\$ 166	\$ 124	\$ 50	N/A
Hours	10	25	20	110	20	185
Total	\$ 2,600	\$ 4,925	\$ 3,320	\$ 13,640	\$ 1,000	\$ 25,485
<b>GRAND TOTAL</b>	<b>\$ 12,700</b>	<b>\$ 24,100</b>	<b>\$ 16,240</b>	<b>\$ 66,880</b>	<b>\$ 5,000</b>	<b>\$ 124,920</b>

No out-of-pocket expenses are anticipated.



# COST/FEE PROPOSAL

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## CAPITAL REGION TRANSPORTATION PLANNING AGENCY COST/FEE PROPOSAL

**PURVIS, GRAY AND COMPANY, LLP**  
**Year - 2019:**

	Hours	Hourly Rates	Total
Partner	50	\$ 245	\$ 12,250
Manager	70	200	14,000
Supervisor	70	150	10,500
Staff	80	110	8,800
<b>Total</b>	<b>270</b>		<b>45,550</b>
Professional Discount			(18,800)
<b>Total</b>			<b>\$ 26,750</b>

Fiscal Year Ending September 30,	CRTPA
2019	\$ 26,750
2020	27,500
2021	29,000
2022 (If Extended)	29,850
2023 (If Extended)	30,750
<b>Grand Total</b>	<b>\$ 143,850</b>

The above fee includes the annual financial statement audit and the Federal and State Single Audits.

The above fee quotes include any out-of-pocket costs that may be incurred (i.e., travel, lodging, etc.).

Hourly rates for additional services vary based upon the level of staff (i.e., partner, manager, senior, etc.) required to perform the additional services. We agree to perform additional services at the same hourly rates set forth above for completion of the basic audit.



CPAs & ADVISORS

## Cost/Fee Proposal

### Total All-inclusive Maximum Price for Each Respective Organization

Fiscal Year Ending September 30	CRTPA	Fiscal Year Totals
2019	\$22,000	\$22,000 *
2020	22,000	22,000
2021	22,000	22,000
2022 (if renewed)	23,000	23,000
2023 (if renewed)	24,000	24,000
Grand Total	\$113,000	\$113,000

### Price Reflecting Staff Level, Rate per Hour, Number of Hours per Staff, and Total Hours

	Partners	Managers	Supervisory Staff	Staff	Other	Total
Fiscal Year 2019						
Hourly Rates	\$300	\$225	\$145	\$115	\$135	
Hours	30	40	45	70	15	200
Total	\$9000	\$9000	\$6525	\$8050	\$2025	\$34,600 *
Fiscal Year 2020						
Hourly Rates	\$300	\$225	\$145	\$115	\$135	
Hours	30	40	45	70	15	200
Total	\$9000	\$9000	\$6525	\$8050	\$2025	\$34,600
Fiscal Year 2021						
Hourly Rates	\$300	\$225	\$145	\$115	\$135	
Hours	30	40	45	70	15	200
Total	\$9000	\$9000	\$6525	\$8050	\$2025	\$34,600
Fiscal Year 2022						
Hourly Rates	\$300	\$225	\$145	\$115	\$135	
Hours	30	40	45	70	15	200
Total	\$9000	\$9000	\$6525	\$8050	\$2025	\$34,600
Fiscal Year 2023						
Hourly Rates	\$300	\$225	\$145	\$115	\$135	
Hours	30	40	45	70	15	200
Total	9000	9000	6525	8050	2025	34,600
GRAND TOTAL	\$45,000	\$45,000	\$32,625	\$40,250	\$10,125	\$173,000

\* Our all-inclusive maximum price as noted above for the fiscal year end 2019 is approximately 12% less than what the Agency paid for fiscal year end 2018 base audit fee. As noted, this amount is also discounted from our calculated fee using our standard rates. In summary we are committed to providing the highest quality audit services at a competitive price.



February 18, 2020

## AGENDA ITEM 6 D

### **THOMASVILLE ROAD MULTI-USE PATH FEASIBILITY STUDY KICKOFF**

#### **STATEMENT OF ISSUE**

This item is being presented to kick-off the Thomasville Road Multiuse Path Feasibility Study.

#### **BACKGROUND**

At the November 19, 2019 CRTPA Board meeting, members accepted the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). The top ranked major project in the BPMP is the Thomasville Road Multiuse Path, which, in addition to the BPMP is in the Tallahassee-Leon County Greenways Master Plan (implemented by Blueprint). The CRTPA has provided the funding (\$150,000) for this study to be completed by Kimley- Horn and Associates (KHA) under a General Planning Consultant contract.

KHA will provide a brief presentation to kick-off the project and provide the Board an outline of the project, the timeline and schedule for completion, and answer any questions that the Board has regarding the project. The project will be coordinated with the BPMP Working Group (City of Tallahassee and Leon County staff) for input and coordination.

February 18, 2020



AGENDA ITEM 7

**FLORIDA DEPARTMENT OF TRANSPORTATION REPORT**

**TYPE OF ITEM:** Information

A status report on the activities of the Florida Department of Transportation will be discussed.

February 18, 2020



AGENDA ITEM 8

**EXECUTIVE DIRECTOR'S REPORT**

TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) will be provided including an update on CRTPA projects (***Attachment 1***).

# **CRTPA Project Status Report**

## **Southwest Area Transportation Plan (SATP)**

- Draft Orange Avenue Recommendations Report completed (March CRTPA meeting).
- Final Orange Avenue Report April 2019.
- South Lake Bradford HOA meeting (follow-up to February meeting). Citizens were pleased with the response to speed, safety, concerns on increased congestion, maintaining neighborhood character, multimodal improvements, signage, and traffic calming.
- North and South Lake Bradford and Springhill Road meeting on June 20, 2019 at Pineview Elementary School from 5:30 to 7:00 PM.
- Final Open House was held on August 6, 2019
- Springhill Road, North Lake Bradford Road and South Lake Bradford Road Corridor Reports adopted by the Board on September 16, 2019.

## **Leon County Bicycle and Pedestrian Master Plan (BPMP)**

- Data Collection – Completed
- Community Open House on April 18, 2019
- Draft BPMP – September 2019
- CRTPA Adopted the projects at the November 19, 2019 Board Meeting
- Final Documentation – February 2020

## **CRTPA Long Range Transportation Plan (2045)**

- Consultant Selection - February 2019
- Contract Executed – June 2019
- Kick-off at CRTPA meeting – June 17, 2019
- MetroQuest Survey released in October 2019
- Traffic Jam held on October 29, 2019
- Regional Meetings held in Gadsden, Jefferson, Leon and Wakulla Counties – November 5 and 13, 2019
- City of Tallahassee Winter Festival – December 7, 2019
- Presented Goals, preliminary survey results and 2020 schedule of meetings to CRTPA Board on January 21, 2020
- February 2020 – Needs Plan and Prioritization Criteria discussion
- March 2020 – Needs Plan and Draft Prioritized Projects
- April 2020 – Prioritized Projects (revised as necessary), Revenues, Cost Estimates, Cost Feasible Plan Layout
- May 2020 – Draft Cost Feasible Plan, Public Workshops
- June 2020 – Cost Feasible Plan Adoption and Documentation Outline

## **Midtown Area Transportation Plan Phase II**

- Initiated in February 2019
- Phase focuses on public involvement to obtain input on the transportation needs in Midtown
- Intense coordination with all efforts on-going in Midtown area
- Kick-off at March 2019 CRTPA Meeting

# **CRTPA Project Status Report**

- Public meeting held at Senior Center on June 4, 2019. Attended by approximately 50 citizens to provide comments and suggestions on Thomasville Road and Monroe Street.
- Public meeting being scheduled for late February or March 2020.
- Anticipated projected completion – April 2020

## **US 27/Downtown Havana Assessment**

- Project initiated in December 2018
- Evaluating “road diet” opportunity in Havana along US 27 between 5<sup>th</sup> Avenue and 9<sup>th</sup> Avenue
- Coordination with the Town of Havana
- Draft Report – Fall 2019
- Final Recommendations – February 2020

## **Monticello Bike Trail**

- Initiated in October 2018
- Determining location of potential linkage between Jefferson County Middle/High School and existing trail
- Project Completion – September 2019

## **Pensacola Street (Capital Circle, SW to Appleyard Drive)**

- Initiated in January 2018
- Operational Analysis to determine capacity constraints and opportunities.
- Presented at February 2019 CRTPA meeting
- Prepared for incorporation into 2045 LRTP
- FDOT initiates Feasibility Study – December 2019

## **Tharpe Street (Capital Circle, NW to Ocala Road)**

- Initiated in January 2018
- Operational Analysis to determine capacity constraints and opportunities.
- Presented at February 2019 CRTPA meeting
- Forwarded to Blueprint Intergovernmental Agency

## **South Adams Street (Orange Avenue to Bronough/Duval)**

- Initiated in January 2019
- Operational Analysis to determine capacity constraints and opportunities.
- Completion – January 2020

## **ROAD AND TRAIL PROJECTS WITH PROJECT FUNDING**

### **Capital Circle, SW (Orange Avenue to Springhill Road)**

- Widen to six lanes
- Construction Scheduled for FY 2021 (\$55M)

# **CRTPA Project Status Report**

## **Capital Circle, SW (Springhill Road to Crawfordville Road)**

- Widen to six lanes.
- Right of Way scheduled for FY 19 (\$14M) and FY 20 (\$3M)
- Construction scheduled for FY 22 (\$32M)

## **Crawfordville Road (East Ivan to SR 267)**

- Widen to four lanes
- Construction scheduled for FY 20 (\$37M)

## **Coastal Trail (Surf Road to Tower Road)**

- Design - Completed
- No right of way needed
- Construction scheduled for FY 20 (\$6.3M)

## **Coastal Trail (Tower Road to Crawfordville Road)**

- Design - Completed
- Right of way scheduled for FY 20 (\$1M)
- Construction scheduled for FY 22 (\$9.0M)

## **Coastal Trail (St. Marks Trail to Lighthouse Road)**

- Design - Completed
- No right of way needed
- Construction in Draft Work Program for FY 24 (\$3.6M)



February 18, 2020



## AGENDA ITEM 9 A

### FUTURE MEETINGS

TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency will meet on the following remaining dates, times and locations in 2020\*:

Meeting Date	Meeting Type	Location
March 17	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm
April 21	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm
May 19	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm
June 15*	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm
September 15	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm
October 20	Retreat/Workshop	<i>TBA 9:00 AM-1:00 PM</i>
November (TBD)	Board Meeting	<i>Date TBD</i> , City of Tallahassee, City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm
December 15	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm

\*Indicates Monday Meeting



**AGENDA ITEM 9B**  
**COMMITTEE ACTIONS**  
**(CITIZEN'S MULTIMODAL ADVISORY COMMITTEE & TECHNICAL ADVISORY COMMITTEE)**

TYPE OF ITEM: Information

**STATEMENT OF ISSUE**

This item provides information on the activities of the Citizens Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC) to the Capital Region Transportation Planning Agency (CRTPA).

**TAC and CMAC:** The committees each met on February 4, 2020, and took action on the following:

**Minutes of the November 5, 2019 meeting**

- **TAC Action:** Recommended approval unanimously with a quorum.
- **CMAC Action:** Could not take action due to lack of a quorum.

**CRTPA Safety Measures Update**

- **TAC Action:** Recommended approval unanimously with a quorum.
- **CMAC Action:** The Citizen's Multimodal Advisory Committee (CMAC) did not have a quorum present; however, the committee discussed the item and expressed a desire to see the safety measure targets established in a manner that reflect a desired decline in incidents versus the current 5-year average. Additionally, members expressed interest in the inclusion of data related to e-scooters.

**Regional Mobility Plan Update**

- **TAC Action:** Recommended approval unanimously with a quorum.
- **CMAC Action:** Could not take action due to lack of a quorum.

**Town of Havana Main Street Assessment**

- **TAC Action:** Recommended approval unanimously with a quorum.
- **CMAC Action:** Could not take action due to lack of a quorum.



February 18, 2020

## AGENDA ITEM 10

### **ITEMS FROM MEMBERS**