



February 1, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the November 2, 2021 and January 4, 2022 Committee meeting are provided as *Attachments 1 & 2*.

RECOMMENDED ACTION

Option 1: Approve the minutes of the November 2, 2021 and January 4, 2022 Committee meeting.



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, NOVEMBER 2, 2021 (11:30 AM - 1:30 PM)

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

Meeting Minutes

Members Present: Mary Kay Falconer; Wanda Carter; Terry Basham; Rodger Holdener; Marcus Thompkins; Chad Hanson; Hans van Tol; Melissa Corbett

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

The meeting was called to order at 11:35 AM.

1. AGENDA MODIFICATIONS

Mr. Slay noted there was a modification 5.D TIP Amendment at the request of the FDOT.

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

Ms. Jonette Sawyer, 2012 Winthorp Way, 32308, discussed two meetings between the CRTPA Staff and the Betton Hills Neighborhood Association and with Commissioner Minor and the Betton Hills Neighborhood Association. She noted the first meeting was regarding the Trescott Drive option and it included about 40 attendees at the meeting with all except one citizen opposed to the Trescott Drive option. Additionally, Mrs. Sawyer noted that in August, the Betton Hills Neighborhood Association signed a position statement noting that the association supports multimodal transportation but does not support trail options on or beside Betton Hills streets or through McCord Park. She noted that the letter included a request that the CRTPA study the Post Road to Betton Road option. Finally, Mrs. Sawyer provided a copy of the concerns with the multiuse path going into McCord Park (*see attachment*).

3. CONSENT AGENDA

- A. Minutes of the September 7, 2021 Meeting**
- B. CMAC 2022 Calendar**

Committee Action: Mr. Hanson made a motion to approve the consent agenda as presented. Mr. Basham seconded the motion. The motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. Fiscal Year (FY) 2023 – FY 2027 Draft Tentative Work Program

This item provides information related to the FY 2023 – FY 2027 Draft Tentative Work Program.

RECOMMENDED ACTION: For Committee Information.

Bryant Paulk, FDOT presented the FY 2023 – FY 2027 Draft Tentative Work Program identifying transportation projects that have received state and federal funding within the next five (5) years. Mr. Paulk outlined the identified projects within each of the 4 counties within the region.

Leon County

Resurfacing Projects

- Crawfordville Rd from S of Wakulla Springs Rd to Arden Rd
- Pensacola St from R/R Overpass to Stadium Dr
- Thomasville Rd from Monroe St to 9th Ave
- Capital Circle NW from Tennessee St to I-10
- I-10 from W of Old Bainbridge Rd to W of Olson Rd
- I-10 from W of Olson Rd to Mahan Dr
- Tennessee St from Monroe St to Magnolia Dr
- Monroe St from Perkins St to Jefferson St
- Stadium Dr from Pensacola St to Gaines St

Capacity Projects

- Capital Circle from Crawfordville Rd to Springhill Rd
- Blountstown Hwy/Pensacola St from Capital Cr to Appleyard Dr
- Crawfordville Rd from LL Wallace Rd to S of Wakulla Springs Intersection
- SIB Loan to BP2K for NE Gateway Project

ITS Support Projects

- Leon County Computer Based ATMS Implementation/Operations

Intersection/Interchange Improvements Projects

- I-10 Interchange at Capital Circle and Thomasville Rd
- Pensacola St from Appleyard Dr to Stadium Dr

Bridge Replacement Projects

- Springhill Rd over Munson Slough Br # 550054

Sidewalk Projects

- Woodville Pre K – 8 Canyon Creek Sidewalk

Gadsden County

Resurfacing Projects

- Pat Thomas Pkwy/Lake Talquin Hwy from Liberty County Line to S of I-10
- Jefferson St (US 90) from W of 4 lane to Madison St
- Fairbanks Rd from Concord Rd to Leon County Line – Ph II

Intersection Improvement Projects

- US 90 at Dover Rd

Jefferson County

Resurfacing Projects

- Waukeenah Hwy from US 27 W Capps Hwy to US 19 S Jefferson St
- South Water St from Bowman St to US 90

Wakulla County

Resurfacing Projects

- Crawfordville Hwy from Shadeville Rd to S of East Ivan
- Wakulla Springs Rd from Bloxham Cutoff to Leon County Line
- Park Ave from end of existing pavement to Sheldon St

Committee Action: This item was an informational item; therefore, no action was taken.

B. Election of Year 2021 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 Ms. Wanda Carter, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2022.

Committee Action: Mr. van Tol made a motion to continue with the current chair, Ms. Mary Kay Falconer. Ms. Carter seconded the motion. The motion was unanimously passed.

Committee Action: Mr. Hanson volunteered to serve as Vice Chair. Ms. Corbett seconded the motion. The motion was unanimously passed.

Committee Action: Ms. Falconer, Mr. Hanson and Mr. van Tol volunteered to serve on the TA Subcommittee.

C. US 90 Multi-Use Trail Feasibility Study Update

A project update will be provided including upcoming public involvement opportunities.

RECOMMENDED ACTION: For Committee Information.

Kate Widness, Kimley Horn and Associates, presented the US 90 Trail Feasibility Study. She provided information on the purpose and the background of the project. Ms. Widness stated the purpose of the project was to connect the City of Tallahassee to the City of Monticello via a 10-12 foot paved shared-use path. Project limits of the project are from Pedrick Road (west) to existing Monticello Bike Trail (east). Phase 1 of the project, the Feasibility Study, began in October 2019 and Phase 2, Public Engagement, was ongoing.

Phase I

Ms. Widness stated the project goals were to provide a safe, continuous multimodal facility between Tallahassee and Monticello. This would expand on the growing SUNTrails Regional Trail Network and provide a new alternative transportation opportunity for residents, businesses and visitors along the US 90 Corridor and spur economic development and activity along the corridor. Ms. Widness outlined the existing conditions on US Highway 90. She stated the roadway was 4-laned bidirectional with median from Pedrick Road to East of Summit Lake Drive, 2-laned bidirectional with paved shoulder from Summit Lake Drive to Monticello Courthouse with on street parking east of entering the Monticello City limit and speed limits varied from 25-55 mph. Ms. Widness stated existing bicycle and pedestrian facilities included sidewalks from Pedrick Road to 1-10 Interchange, sidewalks begin again at Crooked Creek Lane in Monticello and noted a designated on-street bicycle lane from Pedrick Road to east of Summit Lake Drive. Ms. Widness noted there were several field visits to the corridor to evaluate the existing conditions along each part of the corridor to determine how to accommodate a trail within the area.

Phase II

In 2020, Phase II, Public Engagement, began on the project. Ms. Widness stated there were meetings with businesses and neighborhood associations (Lafayette Oaks and The Vineyards); a Virtual Meeting Room (open from April 6-May 7, 2021); Live Questions and Answer Sessions (April 8 and April 12, 2021) and a Pop-Up Meeting (March 6, 2021). Ms. Widness outlined the options for the trail alignments.

Next Steps

Upcoming Public Engagement Meetings

Leon County-January 20, 2022 (Leon County Public Library-Eastside Branch) and Jefferson County-January 27, 2022 (Jefferson County Commission Annex) with both meetings from 5 pm-7:30 pm.

Live Question and Answer Sessions are scheduled on January 13, 2022 (6:00 PM) and February 1, 2022 (6:00 PM). Subsequently, the Feasibility Report will be finalized.

Ms. Falconer noted at a virtual meeting listening to residents on the main street in Monticello and wanted to know if more follow up was done to address the concerns of the citizens that live directly adjacent the path or near the path or the constraints with parking within the area. Ms. Widness stated the right-of-way constraints do not allow the construction of shared-use path in the City's historic downtown and stated that coordination with the City of Monticello to refine options will be required. Ms. Widness also noted the City of Monticello was looking at multimodal improvements throughout the City of Monticello to encourage more people to bike and walk. Ms. Falconer noted that the traffic was relatively calm in this area and she felt comfortable with riding her bicycle in the area. Ms. Falconer asked for information on preservation of the crepe myrtle trees along the corridor. Ms. Widness stated that there was coordination between staff and the various municipalities (county/state) relating to the protection of the trees and noted that there are no specific regulations related to their protection; however, the FDOT has a commitment to protecting the crepe myrtles. Mr. Slay noted that the next phase of the project, pursuant to CRTPA approval of the study, will be a Project Development & Environmental (PD&E) Study prior to the project's design. Mr. Slay noted many of the things, specifically signage, crossings, sight distance, etc., would be addressed during the design phase of the project. Ms. Falconer suggested parks and recreational facilities be added along the trail, stating these facilities could provide another trail head with additional parking for people who may not want to travel the full 20+ mile length of the trail. She discussed the example of the Lewis Park along the St. Marks Trail. Mr. Slay noted at this point, no, but could always be added later and was mainly focused if the trail was possible. He stated there were conversations with City of Monticello about a parking lot owned by the City of Monticello and discussions have been had about possibly turning that into an additional trailhead later.

Committee Action: This item was an informational item, therefore no action was taken.

D. TIP Amendment

Amendment to the CRTPA Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program (TIP) to add two rail safety projects.

Ms. Lex introduced the item stating the FDOT requested the CRTPA amend the Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program (TIP) to add two rail safety projects. She outlined the improvements for each project. Cleveland Street Railroad Crossing improvements would include installation of flashing lights, gates, signal house and power and upgrade the crossing surface. The Adams Street Railroad Crossing improvements would include installation of flashing lights, gates and signal house and power. Lastly, Ms. Lex noted these projects are funded in FY 22.

Mr. van Tol stated the Rail Crossing at Adams Street currently has protected bicycle lanes and discussed the current state of the crossing. Further stating the current alignment was a little strange, due to the rail crossing being higher than the pathway. When traveling from

the north across the tracks and suddenly, there was a shift after the crossing and a cyclist would have to change direction a little to enter a separate bike lane. He asked if the improvement would include the alignment of the bicycle lane. Ms. Lex stated she would reach out to the FDOT Project Manager to get additional details on the project and provide the information to the committee. Mr. van Tol also discussed the Stern Street Crossing was also in need of repair as it makes many connects to Lake Alberta, FAMU Way and many other facilities and suggested the Stern Street be considered for repair. Mr. Paulk stated these projects were vetted through FDOT Central Office as well as District Three Railway Office for validity and need. He noted there wouldn't be another project or issue in the area that would reallocate the funds. He further noted the Department would like to continue on the current production schedule these projects to move forward. He stated these were ongoing projects that were identified and placed into the program to allocate the funds and committee members could provide concerns to the Department and the CRTPA Board. Ms. Lex stated she would follow up the Project Manager and Blueprint to bring back additional details to the committee.

Committee Action: Mr. van Tol made a motion to recommend approval of the TIP Amendment. Mr. Hanson seconded the motion. The motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

Meeting adjourned at 1:15 pm.

NOVEMBER CMAC MEETING ATTACHMENT

November 3, 2021

Comments on the McCord Ditch/McCord Park option of the Betton to Armistead Segment of the Thomasville Road Multi-Use Path

There are several incompatibility and safety issues that raise concern:

McCord Park is a popular passive park that has a large number of users, especially at peak times in the early evening and on weekends. Users are multigenerational. The majority are joggers, walkers, dog walkers, bird watchers, children and families walking or riding bikes and residents who find the park a safe, quiet place to relax. We have been reassured that no changes will happen to the park Infrastructure. But using McCord Park/McCord Ditch as a segment of the Multi-Use Path will add faster moving cyclists, electric scooterists, roller blades, and skateboarders. That will have a serious impact, create safety issues and destroy the current quiet nature of this urban oasis.

The path is winding and bordered with thick native vegetation. Visibility issues would be exacerbated by adding faster moving users.

The path is too narrow to be used as a two direction multi-use path. At some places it is just at seven feet wide. Recommended path widths are 10-12 feet. Even at its widest portion which is under the bench lined crape myrtle canopy, at times of high usage it is necessary to move off the path to get around the people who have paused to appreciate nature or socialize.

As a passive nature park (BettonHills.org) wildlife safety and preservation is a concern as the park is populated with foxes, rabbits, gopher tortoises, birds and otters to name a few. And birding tours are offered through the neighborhood association.

An unfenced dog play area is located at the point where the proposed path along the McCord Ditch meets McCord Park. Dogs mixing with wheeled travelers is not safe. Even leashed dogs can pull away from owners when tempted by wildlife or wheeled travelers.

Finally, the CRTPA has a goal to provide connectivity between the five existing parks along the Thomasville Road corridor: Lafayette, Winthrop, McCord, Waverly and Oven. Of the five parks McCord is the only one that has a proposed path option through the middle of it. In fact, the other four parks are accessed by leaving the MUP. I and many others would like to see the essence of McCord Park preserved in the same manner as the other four parks.

Respectfully,

Jonette M. Sawyer



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, JANUARY 4, 2022 (11:30 AM)

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

Meeting Minutes

Members Present: Mary K. Falconer; John Dunn; Roger Holdener; Hans van Tol; Marcus Thompkins; Dan Beaty; Chad Hanson (virtually)

Staff Present: Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke (virtually), CRTPA; Yulonda Mitchell, CRTPA; Suzanne Lex, CRTPA

1. **AGENDA MODIFICATIONS**

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

3. **CONSENT AGENDA**

A. Minutes of the November 2, 2021 Meeting

Ms. Falconer requested additional discussion be included in the November 2, 2021 Meeting Minutes. Ms. Falconer sent a written copy of the discussion she requested to be included. Mr. Slay stated Administrative Staff would include the discussions and that the November 2, 2021 Meeting minutes would be brought back for approval at the February 1, 2022 CMAC Meeting.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. **PRESENTATION/DISCUSSION/ACTION**

A. Thomasville Road Multi-Use Path Feasibility Study

The Thomasville Road Multi-Use Path Feasibility Study has been developed for Committee approval.

RECOMMENDED ACTION: For Committee Approval.

Ms. Kate Widness, KHA, presented the Thomasville Road Multi-Use Path Feasibility Study. She stated this presentation would provide information on the final recommended alternatives for the Thomasville Road Multi-Use Path Feasibility Study. She provided background information on the project.

She briefly summarized the public engagement efforts since the last Committee meeting in September. She stated meetings have continued to meet with stakeholders, Citizen Committees/Advisory Boards and Neighborhood Association & Homeowner Association Meetings and other governmental partners.

Ms. Widness provided the preferred alternatives for the Multi-use Path.

Segment 1-Betton Road to Armistead Road. She discussed the evaluated alternatives and those included Thomasville Road (West); Thomasville Road (East); Trescott Drive in Betton Hills Neighborhood; Betton Hills Nature Center Trail along McCord Ditch; Post Road to McCord Ditch to Betton Road; and the Post Road "Loop" option. Ms. Widness stated the preferred option for this segment was to have the path on the east side, due to more available right-of-way that would accommodate a 10-12-ft multiuse path. The Post Road McCord option would remain as a future alternative option. There should be discussions on if the ditch can accommodate a trail on top of the covered ditch as well as understand where the trail would connect into Betton Road where there is no existing signalized crossing. Staff wants to keep this as an alternative to address concerns with the businesses along southern part of this section.

Segment 2-Armistead Road to Woodgate Way. She discussed the evaluated alternatives and those included Thomasville west side of the road and Thomasville east side of the road. She stated in this segment, the recommendation was to remove the current bicycle lanes to accommodate the 10-12 ft multi-use path. Thomasville Road on the west side has large oak trees and major grade changes near Savanna Trace entrance. Thomasville Road on the east side also has large trees but more available right-of-way on the east side to accommodate the multi-use path. She stated also evaluated was Armstrong Road to connect to Winthrop Way to connect to Thomasville Road. She noted with this alternative was looking into this area to make the connection further north on a low speed/low volume road and could be a route a cyclist could take. Ms. Widness stated the preferred alternative for this segment was to continue the east side of the corridor but heard from many residents on the west side wanted a connection over to the multiuse path and staff was recommending a sidewalk from Waverly Road north to Woodgate Way. She stated current sidewalk would be replaced.

Segment 3-Woodgate Way to Metropolitan Boulevard. She discussed the evaluated alternatives and those included Thomasville Road on the west side and Thomasville Road on the east side. Similarly, to the previous segment the bicycle lanes would be removed, and the curb and gutter would be moved. Thomasville Road on the west side of the road has constraint right-of-way areas and allows for a connection to the School of Arts and Sciences and to connect to the western side to connect to the Market District. She stated there were Oak Trees, but most constraints are utility poles and fences in the right-of-way. On Thomasville Road on the east side of the road, she stated there were areas of constraint right-of-way. The main area of constraint in this segment was near Dorothy Oven Park and because of that constraints it was recommended the trail come back to the west side of Thomasville Road within this segment, which would make it difficult to accommodate a 10-12 ft path. With that knowledge, it is recommended the path be moved to the west side of Thomasville Road. This allows access to the School of the Arts and Sciences as well as Live Oak Plantation Road and the FDOT right-of-way to avoid the I-10 interchange and continue the connectivity north into the Market District. Also recommended is a spur trail on the east side of Thomasville Road in this area. This spur trail would connect over to Goose Pond Trail.

Market District Connection- Ms. Widness discussed the evaluated alternatives for the Market Street Connection segment. Those alternatives included Live Oak Plantation Road, Metropolitan Boulevard, FDOT right-of-way, Timberlane School Road, Easements, Timberlane Road and Martin Hurst Road. Ms. Widness stated the preferred alternative was Live Oak Plantation to Timberlane School Road to Gilchrest Elementary, utilizing the Electric Easement to Timberlane Road to Martin Hurst Road to connect to the improvements being planned by the City and Blueprint that are further north. Ms. Widness provided the cost estimates for the preferred alternatives. She stated Segment 1 Thomasville Road East \$590,000-\$767,000; Segment 2 Thomasville Road East Sidewalk from Waverly Road to Woodgate Way (west side) \$620,000-\$806,000; Segment 3 Thomasville Road West \$1,019,000-\$1,325,000; Market District Connection \$2,601,000-\$3,307,000 Total Cost for the construction of the project \$4,830,000-\$6,205,000 these cost does not include the design phase and are based on the Florida Department of Transportation Long Range Estimates with a cost per mile model. The cost become more refined during the design phase.

Ms. Widness discussed some design recommendations that were provided by the citizens during the public meetings were to use a meandering design to aid in slowing down cyclist in certain areas; crossing treatments and signage to be sure crossings are highly visible at all crossings including private drives; sight distance to address issues with drivers exiting their driveway or neighborhood exits and additional analysis is recommended to determine appropriate crossing treatments to benefit all user types; wide buffers would be used and ideally, 4ft buffer where feasible along the corridor; constrained areas would be any area were there was a right-of-way issue or trees in the a right-of-way and recommended there be innovative solutions to preserve the tress canopy and limit impacts; and user types.

Mr. Tommy Thompson, 989 Parkview Drive stated he was a life-long cyclist an active commuter. He noted he lives on a Multiuse Path near Lafayette Heritage Park. He stated he was excited about the proposed project. Mr. Thompson stated often he would have to be very creative when traveling by bicycle to the Market Street District. He stated normally, he would use the Goose Pond Trail to get to areas like McClay Gardens. He stated the users are normally the citizens who lie close by the trail and what was written in the Democrat and citizens are concerned about impacts to their community. He noted this breathes vitality into a local community.

Mr. Eric Drapper, 3627 Dexter Drive, stated he endorsed the proposed path as presented. He noted he was an avid cyclist and lives near McClay Gardens. He stated it was currently difficult to get from McClay to Midtown and Downtown. He noted that Thomasville Road became too dangerous to ride a bicycle. He was in support of the proposed path.

Ms. Falconer discussed her written comments submitted to the Committee on the Feasibility Report. She stated there was concerns there were not enough emphasis on the current deficiencies along the corridor and spoke specifically of the sidewalk on the west side of Thomasville Road. She noted the corridor was currently unsafe for motorists, pedestrians and cyclists. She noted there was no protected bike lane and that was dangerous. She made a note that Waverly Hills is a Neighborhood Association not a Homeowner's Association. Ms. Falconer noted the study was for approval by the committee and she supported. The design phase would happen next, if approved by the Board. She discussed the cost estimates for the segments. Mr. Slay stated cost estimates come from FDOT Long Range cost estimates and this was a general idea of the cost would be for segments. He noted the appropriate time to discuss cost, would be in the design phase. The range was provided to give an idea of the estimated cost range. She stated the path itself and the recommendation from the report she supported but noted Segment 1 she was still interested on the alternative option, the stormwater ditch, and would support that alternative. She stated that option may be preferred by the businesses in that area. She noted the sidewalk on the west side in Segment 3. She stated FDOT should seek to purchase additional right-of-way to significantly improve the sidewalk from the Waverly Hills Neighborhood entrance to Armistead Road instead of the improvements occurring in the current FDOT right-of-way. She felt it was very important to get a new sidewalk in that area. Mr. Slay noted FDOT would only purchase if it was a "friendly acquisition", meaning the owner wants to sell part of the property. He also noted FDOT was also not willing to impact trees to accommodate a wider sidewalk, normally. Mr. von Tol asked if there would be a signalized intersection in Segment 3 near Waverly Hills/Winthrop Way. Mr. Slay stated that was a possibility but would be something CRTPA could discuss with FDOT. Mr. Thompkins asked could repairs be completed in the area. Mr. Slay noted that would have pedestrians too close to the curb and could be dangerous, due to

the speed of traffic within the corridor. Mr. Slay noted motorized crash data was a part of the design phase and StarMetro reviewed plans as a part of the design phase. Ms. Falconer also stated the speed needed to be reduced along the corridor. Mr. Slay noted CRTPA could request FDOT research the speed along the corridor and evaluate if the speed should be reduced. Mr. Slay noted many of Ms. Falconer's comments would be addressed as a part of the design phase.

Mr. Hanson asked about results from the StoryMap and would it track the viewer's location. Ms. Widness stated the participants were tracked through computer access and citizens could also leave comments. Mr. Hanson asked about the Post Road cost estimate and would that alternative be less as opposed to the trail on Thomasville Road. Ms. Widness stated the cost estimate was not developed for that option, since that wasn't a preferred option, but the cost estimate could look into for each Segments. She noted that portion would be unique, due to it would be a trail on top of the drainage ditch and could require additional review but noted the cost would probably not decrease much since it was a short portion and then connects back to Thomasville Road. Mr. Hanson requested information on impact to trees. Ms. Widness stated the impacts were unknown but noted all efforts would be made to protect the tree canopy. She noted in Segment 2, there were large trees on the west side and there was no additional space to accommodate anything more than the current width of the sidewalk in that segment. Mr. Hanson asked if the segments would be completed from South to North or completed by phases as funding was available. Mr. Slay stated the project would be completed as one project. He noted CRTPA would work with FDOT to construct simultaneously but could happen over the course of two years. Coordination with Blueprint to complete the Market District along the same timeline as the other segments. Hans noted that Thomasville was not safe for cyclists and doesn't provided any other choice for the community to use anything other than a vehicle. He also noted e-bikes are becoming more popular and citizens are trying to produce less greenhouse gases by using alternative transportation.

Committee Action: Mr. van Tol made a motion to recommend approval of the Thomasville Multiuse Path. Mr. Beaty seconded the motion. The motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Hans van Tol discussed safety and noted there 70 fatalities in the region in 2021 and stated there were fewer pedestrian fatalities for 2021. Mr. van Tol also noted that the year 2021 had the most cyclists killed and expressed concerns the need to be address driver behavior, since the problem seems to be getting worse. Marcus discussed cyclist

safety events and education outside of design of projects. Mr. Slay discussed the community traffic safety teams (CTSTs) and noted there are more planned meetings when issues with COVID resolves. Ms. Lex stated the Leon County CTST holds bimonthly meetings discussing issues of safety in the Region. She stated the members for the CTST consist of local government's engineering, planning, a representative from the public, schools and staff are looking at ways to address safety. Mr. Burke stated that at the February meeting there would be an agenda item related to the annual adoption of the safety targets and the committee would have the ability to discuss these issues in depth with that item. Dr. Dunn's commented on a safety study and provided an article from Adventure Cyclists discussing the best cities for bicycle. He noted Tallahassee was behind many similar cities.

8. ADJOURNMENT

Adjourned at 12:55p.m.