



February 4, 2025

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the September 3, 2024, CMAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the September 3, 2024, CMAC meeting.

ATTACHMENT

Attachment 1: September 3, 2024, CMAC Minutes



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

Meeting Minutes

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

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

The meeting was called to order at 11:30 a.m. with a quorum present.

1. **AGENDA MODIFICATIONS**

There were no agenda modifications.

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

There were no public comments.

3. **CONSENT AGENDA**

A. Minutes of the June 4, 2024 CMAC Meeting

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

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

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

There were no items pulled for discussion.

5. PRESENTATION/DISCUSSION/ACTION

A. North Monroe Street Safety Implementation Plan

The North Monroe Street Safety Implementation Plan identifying potential safety improvements along the N. Monroe corridor was discussed. 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.

Mr. Burke noted that the North Monroe Street project included submission of an SS4A grant in the spring of 2024. He stated that the project was related to the CRTPA's 2023 adoption of a SS4A Safety Action Plan for the region. As part of the SS4A plan, a high injury network (HIN) was identified for the region with the North Monroe Street corridor being included as part of the HIN. Mr. Burke next introduced the consultant, Brian Powers, RS&H.

Mr. Brian Powers, RS&H, provided information on the North Monroe Street Safety Implementation Plan. Mr. Powers outlined the project purpose, stating the purpose was to improve safety along the corridor of Monroe Street (Tharpe to Capital Circle, NW) and identify strategies to improve safety. Mr. Powers noted that the project included a safety analysis, consisting of reviewing seven years of crash data and a walking safety audit.

Mr. Powers next discussed that the project included a camera count analysis for key corridor intersections that occurred over 48 hours. Mr. Powers noted the clustering of crashes at intersections and that rear end crashes were common near the I-10/Monroe Street exit. Mr. Powers discussed the pedestrian and cyclist movement patterns that were observed and noted that many pedestrians were observed crossing at medians as well as other crossings at points other than the intersection. Mr. Powers stated that the project included development of a \$21 million grant application that was submitted in May for the proposed improvements. He noted that, if successful, the grant funding for the outlined improvements would consist of federal funds and a local match from the Blueprint Intergovernmental Agency (IA) and would include coordinated efforts with Blueprint IA, FDOT and CRTPA.

Mr. Powers outlined the proposed improvements that were identified for the corridor. Improvements identified include replacing slip lanes with a near perpendicular right turns, increasing pedestrian signage, pedestrian fencing, directional median openings, increasing lighting, pedestrian medians, and modifying turn lanes along the corridor. He discussed proposed changes to full median openings through use of directional median openings to reduce conflicts and increase corridor safety.

Ms. Falconer asked about the count timeframe in March. Mr. Powers explained the timeframe was in March over a 48-hour period. He stated the team wanted to get counts while the student college population was in town and the temperatures were milder in March. Mr. Falconer asked about the Lakeshore Drive intersection. Mr. Powers explained the Lakeshore intersection was similar to the

Sharer Road intersection which has a higher pedestrian presence due to the transit stops in that area. Mr. Dunn asked the width of the sidewalks along the corridor. Mr. Powers explained cost estimates were for a 6-foot sidewalk for the sidewalk gaps along the corridor. Mr. Dunn noted the corridor with improvements could be used as a north/south bike route. Mr. van Tol asked the speed limit. Mr. Powers explained the corridor's posted speed limit was 45 mph for most of the corridor but drops down to 35 mph at Sharer Road heading south. Mr. Thompkins asked if there was consideration for comfortability (shade) and permeable materials to lower the nutrient load to Lake Jackson. Mr. Powers explained the plan would be centered around the traveling public but noted around lake protection area, there will be concessions that will have to be made to address the environmental impacts to the lake. He further explained there was not consideration for shade; however, through conversations with StarMetro, there are considerations when upgrading transit stops. Mr. Thompkins asked if there would be protected bike lanes. Mr. Powers noted buffers would be addressed in the design phase of the project. He further explained the cost estimates included a buffer (minimum 5 ft) and noted in many cases a full buffer would require additional pavement. Mr. Thompkins discussed the need to have all traffic stop to allow the pedestrians to cross. Mr. Powers noted in those instances where a pedestrian could have a conflict with a vehicle making a right turn, there were options such as blank out signs to not allow a right turn on red to help prevent those types of crashes. Additionally, he noted that signal could be modified to allow for pedestrians to begin crossing prior to traffic moving. Ms. Christensen asked about the proposed pedestrian fencing in the median. Mr. Powers explained the proposed fencing in the medians was to channel pedestrians to cross safely. Mr. Thompkins asked if plants can be used instead of fencing in the medians to provide a physical barrier. Mr. Powers noted there could be plants, but a plant could cause a person to try to run through the plantings and get caught and fall into the roadway; he also noted that plantings can obscure vision. Mr. van Tol asked about the speed limits. Mr. Powers stated purely changing the signage would not drastically modify the safety conditions because the built conditions are vehicle centric. Mr. Slay noted there were conversations with FDOT District 3 related to this issue and noted there would need to have lower limits along with the proposed physical changes to the roadway. Mr. Slay also noted there were changes to legislation in the state related to reducing lanes on roadways in the last session.

Committee Action: Ms. Falconer made a motion to recommend approve the North Monroe Street Safety Implementation plan. Ms. Christensen seconded the motion. The motion was unanimously passed.

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

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

RECOMMENDED ACTION: For Information

Mr. Kostrzewa introduced the CRTPA Year 2050 Long Range Transportation Plan (LRTP) Kickoff and the LRTP Consultant and noted the LRTP would be adopted in November 2025. He noted this project was started a month ago and the first phase includes a massive data collection effort. Mr. Kostrzewa stated that there will be a lot of opportunities for public engagement throughout the project.

Mr. Franco Saraceno with Kittelson & Associates provided an overview of the process for the update of the LRTP and introduced the project management team.

Mr. Saraceno provided information on the project approach for the LRTP. He noted the goal of the plan include maximizing the public engagement with tools that include community workshops, community events and online surveys. He noted there were a dozen planned public involvement throughout the next few months to reach as many people as possible. Next, Mr. Saraceno discussed the needs assessment and noted this would be a performance-based planning process. Mr. Saraceno discussed the Cost Feasible Plan noting this was a federal requirement to have a cost /revenue balanced plan of improvements. He noted that the projected available funding was less than in the previous plan and the effort will be to optimize funding. He discussed the project schedule and discussed the guiding principles, cost feasible plan development, and plan adoption. Finally, Mr. Saraceno noted the requirement was to adopt the final plan by November 2025 and updates will be provided throughout the process to the committees and the board.

Mr. Dunn asked for additional information on the next steps, guiding principles. Mr. Saraceno stated there are federal guidelines for goals. He noted examples included improving safety, mobility, economic development, livability and other concepts that will represent the guiding principles/goals. He noted all the goals will be evaluated and given a weighted value. Ms. Longstreet asked what applications will be used to evaluate the environmental considerations. Mr. Saraceno explained there will not be an ETDM Process before providing information to the public, but there will an incorporation of the Florida GIS layers to determine the environmental sensitive areas.

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

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Falconer asked if the trail (St. Marks to Lighthouse Road) was completed and will there be a ribbon cutting ceremony. Mr. Kostrzewa stated the trail was complete, but the final coat may not have been put down on the trail. He stated the current issue was the construction of the boardwalks on the west end related to addressing environmental issues in the area.

8. ADJOURNMENT

The meeting was adjourned at 1:12 PM.