



June 6, 2023

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the April 4, 2023, CMAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the April 4, 2023, CMAC meeting.

ATTACHMENT

Attachment 1: April 4, 2023, CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, APRIL 4, 2023
(11:30 AM – 1:30 PM)

TALLAHASSEE ROOM (2ND FLOOR, TALLAHASSEE CITY HALL)
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Mary Kay Falconer; John Dunn; Wanda Carter; Rodger Holdener; Chad Hanson; Hans von Tol; Amie Longstreet

Members Present: Greg Slay, Executive Director, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**
 - A. **Minutes of the November 1, 2022 & February 7, 2023, CMAC Meetings**
 - B. **Unified Planning Work Program (UPWP) Amendment**

Ms. Lex briefly provided a brief summary of the UPWP amendment.

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

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. PRESENTATION/DISCUSSION/ACTION

A. FY 2025 – FY 2029 Transportation Alternatives (TA) Project Priority List

The Transportation Alternatives PPL for FY 2025 – FY 2029 has been developed for CRTPA adoption.

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2025 – FY 2029 TA Project Priority List.

Mr. Burke stated the Transportation Alternatives PPL was developed for CRTPA Board approval and outlined the projects that are currently on the TA Projects List. He noted one was the Paul Russell Sidewalk Project (City of Tallahassee) and the Spring Creek Multi-Use Path (Wakulla). Mr. Burke noted these are the same projects that were on the last year's list. He also noted the #2 project from last year's list, Dr. MLK, Jr. Memorial Blvd. Multi-Use Path has been funded in the most recent FDOT FY 24 – FY 28 Work Program and, as a result, was not included in the updated TA PPL.

Mr. Burke outlined the next steps after adoption. After adoption, the FY 2025 – FY 2029 TA PPL, the list will be provided to the FDOT for consideration in the development of the FY 2025 – FY 2029 Tentative Work Program. Mr. Burke noted that the application for the Transportation Alternatives Program (TAP) will be open in December 2023 for the next cycle. He also noted the committees would develop the TA Subcommittee to review the next cycle of applications for ranking and submittal to the board for approval.

Committee Action: Ms. Carter made a motion to recommend adoption of the Transportation Alternatives PPL for FY 2025 – FY 2029. Ms. Longstreet seconded the motion. The motion was unanimously passed.

B. SR 267/Bloxham Cutoff Trail Feasibility Study

A presentation on the recently completed feasibility study providing a connection between Wakulla Springs State Park and the St. Marks Trail will be provided.

RECOMMENDED ACTION: For Committee Information.

Mr. Phillips, Halff & Associates, provided background on the SR 267 Bloxham Cutoff Trail Feasibility Study. He stated the trail would be 4.8 miles from the Edward Ball Wakulla Springs State Park entrance on SR 267 to the St. Marks Trail and noted the purpose of the study was to evaluate reasonable alternatives to carry forward to a preferred trail route.

Mr. Phillips stated this trail connection was a listed as a need within the Capital City to the Sea Plan; Wakulla County Bicycle and Pedestrian Master Plan; and the Edward Ball Wakulla Springs State Park Unit Management Plan. The Wakulla Springs Unit Management Plan calls for part of the trail to be on the park's property and that project would cross SR 267 just west of Rosa Shingles Trailhead (on the

north side of SR 267) and head west on an existing service road within the park and to the new park entrance. Mr. Phillips briefly discussed mapping data, which included speed, public lands and environmental data for the area. He noted the speed data shows the speed limit is 45 mph on both the east and west ends of the trail with the main portions of the corridor posted at 55 mph. Mr. Phillips noted the annual daily traffic was approximately two thousand cars and stated that the Edward Ball Wakulla Springs Park and the Wakulla State Forest are along both sides of the corridor. He briefly discussed the FEMA Floodplain and stated most of the corridor would have no effect on the floodplain, except for a bridge crossing at the McBride Slough. Mr. Phillips provided information on the alternatives and discussed four alternatives:

Alternative 1 North Side- trail corridor is completely on the north side of SR 267, then crossing SR 267 (just west of Rosa Shingles Trailhead), to the south and enter the Edward Ball Wakulla Springs State Park utilizing a service road to the park entrance. He stated there were 11 driveway connections, one business entrance; provides a connection to Rosa Shingles Trailhead/Wakulla WMA; five roadway crossings (SR 267, Page Oliver Road, Summerwood Drive; Sharonwood Drive, Sam Smith Circle); right-of-way owned by FDOT and Wakulla Springs State Park; impacts to trees would be minimal and there would be limited shade along the corridor.

Alternative 2 South Side- trail corridor completely on the south side of SR 267. Mr. Phillips stated there were 23 driveway connections, one business entrance; does not provide a connection to Rosa Shingles Trailhead/Wakulla WMA; would have four roadway crossings (Shadeville Road, Rock Road, Canopy Lane, Old Nails Road); right-of-way owned by FDOT and Wakulla Springs State Park; corridor would follow overhead utilities. This alternative would provide shade in the afternoon.

Alternative 3 North Side (Off System)- this alternative has 11 driveway connections, one business entrance; provides connection to Rosa Shingles Trailhead/Wakulla WMA; would have five roadway crossings (SR 267, Page Oliver Road, Summerwood Drive; Sharonwood Drive, Sam Smith Circle); right-of-way owned by FDOT and Wakulla Springs State Park and Florida Department of Agriculture and Consumer Services (FDACS). Mr. Phillips noted this alternative was not supported by FDACS and no longer considered as an option.

Alternative 4 South Side (Off System)- this alternative has the trail corridor on the south side of SR 267 with an off-system portion that would be on the Wakulla Springs State Park property. Mr. Phillips stated there were 11 driveway connections, one business entrance; no connection to Rosa Shingles Trailhead/Wakulla WMA; has two roadway crossings (Shadeville Road, Rock Road); right-of-way owned by FDOT and Wakulla Springs State Park. This alternative was not supported by Wakulla Springs State Park and no longer considered as an option.

Mr. Phillips briefly discussed the stakeholder meetings that were held noting meetings conducted with FDACS, Wakulla Springs State Park, Friends of Wakulla Springs, FDOT, District 3 and Utility Agency Owners. The stakeholders at the meetings had the opportunity to provide comments on the alternatives. Mr. Phillips stated the next steps will be to finalize the existing conditions report and hold a public meeting in June to present the options to the public and get public comments on the alternatives.

Committee Action: This item was for Committee Information; therefore, no action was taken.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Mr. Hanson discussed the development of the Wakulla County Bike Group.

8. ADJOURNMENT