



March 1, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the February 1, 2022 Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the February 1, 2022 Committee meeting.



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, FEBRUARY 1, 2022 (11:30 AM - 1:30 PM)

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

Minutes

Members Present: Mary Kay Falconer; Amy Longstreet; Roger Holdener; Melissa Corbett; John Dunn; Johan van Tol; Marcus Thompkins; Dan Beaty (v); Chad Hanson (v)

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

The meeting was called to order at 11:33 am.

1. AGENDA MODIFICATIONS

Amendment to the Transportation Improvement Program (TIP)

This item seeks adoption of an amendment to the Fiscal Year (FY) 2022 – FY 2027 TIP to include the Design phase for the Thomasville Road Multi-Use Path project.

RECOMMENDED ACTION: Recommend the CRTPA adopt the amendment to the Fiscal Year (FY) 2022 – FY 2027 TIP to include the Design phase for the Thomasville Road Multi-Use Path project.

Ms. Lex stated there was a request an add on to the agenda. The request is for a TIP Amendment to add the Design phase for the Thomasville Road Multi-Use Path Project.

Committee Action: Mr. van Tol made a motion to recommend modification to the agenda to add on the TIP amendment as presented by staff. Mr. Holdener seconded the motion. The motion was unanimously passed.

Mr. Thompkins requested additional details on the TIP Amendment. Ms. Lex stated that FDOT reviewed the CRTPA's priority list and Thomasville Road Multi-Use Path - Design Phase was one of the top priorities. She stated once the Thomasville Road Multi-Use Trail Feasibility study was approved by the CRTPA Board, the TIP Amendment for the next phase of the project could move forward. She requested a recommendation of approval to the Board to amend the TIP to include the Design Phase

for the Thomasville Road Multi-Use Path. Ms. Lex noted the limits listed by FDOT were from Armistead Road to Metropolitan Boulevard. The CRTPA coordinated with FDOT requesting the limits be revised to reflect the project begins at Betton Road and goes to Metropolitan Boulevard. This is consistent with the listed priority and the Feasibility Study. The TIP Amendment will be on the February Board Meeting agenda.

Committee Action: Mr. van Tol made a motion to approve the Amendment to the Transportation Improvement Program (TIP). Mr. Holdener seconded the motion. The motion was unanimously passed.

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

3. CONSENT AGENDA

A. Minutes of the November 2, 2021 and January 4, 2022 CMAC Meeting

Committee Action: Mr. Hanson made a motion to approve the minutes of the November 2, 2021 and January 4, 2022 CMAC Meeting. Ms. Corbett seconded the motion. The motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. CRTPA Safety Measures

This item seeks adoption of the 2022 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required annually address.

RECOMMENDED ACTION: Recommend the CRTPA adopt the recommended 2022 CRTPA Safety Targets and a CRTPA long term safety goal of zero fatalities and serious injuries for the CRTPA region.

Mr. Burke discussed the CRTPA Safety Measures. He stated annually the CRTPA is required to adopt safety targets for five safety performance measures, per Federal mandate. These safety targets are: 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 Vehicle Miles Traveled (VMT); and 5. Number of non-motorized fatalities and non-motorized serious injuries.

Mr. Burke stated this process provides an opportunity to assess how the CRTPA was performing relating to the safety measures and the actions taken regarding safety. He stated safety was integrated throughout the entire CRTPA planning process and addressing safety includes the development of plans and programs; implementation and incorporation of safety into projects including stand-alone projects and safety coordination with partner agencies.

Mr. Burke discussed the CRTPA's current actions to address safety in the Region, including the following efforts:

- Resurfacings - he stated resurfacings allow CRTPA to incorporate Bike and Pedestrian safety improvements, such as, addition of missing sidewalks and bike lanes.
- Corridor Safety Evaluations - he stated the evaluations of the regions corridors to address identified safety issues was an ongoing and discussed the identified ongoing projects.
- Feasibility Studies - he stated the Feasibility Study was the first step in pursuing corridor wide improvements which include improvements to pedestrian and bicyclist safety.
- Transportation Alternatives Program (TA) - he stated the CRTPA coordinates the Transportation Alternatives Program, which was a federally funded program. The CRTPA solicits applications from the Region for the TA program and discussed recently completed and ongoing projects.
- Expanding the Regional Trails Network - he stated expanding the regional trails network through the construction of multiuse trails has expanded safety for pedestrians and cyclist.
- Community Traffic Safety Teams (CTSTs) - he stated all four CRTPA Counties have CTSTs to support safety initiatives through a forum of local highway safety advocates committed to solving traffic safety problems.
- High Visibility Enforcement - he stated the High Visibility Enforcement was a FDOT focused and Bicycle and Pedestrian initiative. Program was designed to increase awareness of and compliance with traffic laws and regulations that increase safety on Florida roads. Mr. Burke stated Leon County was currently among the top 25 counties (ranked 23). Mr. Burke discussed the Leon County High Visibility Enforcement Initiative. He stated the initiative was being conducted by Tallahassee Police Department at identified high crash locations. Enforcement efforts to continue to May 2022.
- CRTPA Congestion Management Process Report Update - Last Updated in 2018 and an update is scheduled in 2022. The report includes a strong safety focus and will identify potential projects for future study.

Mr. Burke discussed the Historic Trends. He stated in the most recent data was from 2020. He noted ultimately, we met 4 of 5 adopted targets. We didn't hit the target Rate of Fatalities for VMT. Based on the data, 2016-2020 serious injuries have decreased, and fatalities have remained consistent. He noted the action today would adopt five (5) Safety Targets for 2022. The proposed 2022 Targets would recommend using the adopted 2021 targets as a benchmark with the addition of a 5% reduction for each target to be applied annually. Additionally, he noted the recommendation includes

the CRTPA's adopting of a long-term safety goal of zero fatalities and serious injuries for the region.

Mr. van Tol discussed the process that was used in the past and noted it was like how the state would develop the targets.

Mr. Thompkins asked for additional specifics on the accidents. Mr. Kostrzewa stated in general there are areas that needed better lighting. He stated the fatalities and serious injuries were clustered along certain corridors. Trends showed the areas where Tallahassee Police Department are focusing on with the High Visibility Enforcement Initiative are the areas where the fatalities and serious injuries are occurring. With that information, Tallahassee Police Department has targeted specific days and specific times to be a more focused effort. He stated in general with pedestrians, fatalities and serious injuries occurred when a pedestrian may have thought they had a safe crossing. He stated these didn't specifically occur in the crosswalk. Mr. Kostrzewa and he noted for the cyclist, there needed to be better road facilities, generally speaking.

Mr. Hanson asked if there were any negative funding ramifications for falling short of meeting the adopted targets.

Mr. Burke stated there were no funding impacts but explained that the annual requirement provides an opportunity to review how the region was meeting the targets.

Ms. Falconer stated it would be helpful to have a rate. She stated the extent of use by cyclist and pedestrians in the community. She stated that seems to be limiting when reviewing the trends to determine if the occurrences are improving.

Mr. Thompkins asked if the adopted target was zero would there be a more aggressive effort to provide safety for pedestrians and safety. Mr. Burke stated safety was very important to everyone on each level local, state, federal but noted it would not make planning efforts more aggressive.

Ms. Longstreet asked if reports would be available after the High Visibility Enforcement (HVE) initiatives are completed this year. Ms. Lex stated reports would be available, documenting the results of the HVE program that law enforcement conducted. She stated the numbers from last year were received but have not had a chance to meet to discuss the numbers. A report will be presented to the CTST, Committees and the Board as an informational item within the next few months. She noted FDOT identifies the locations by reviewing the data. CRTPA ranked 22 in the top 25 critical counties for serious injuries and fatalities for bike/ped last year. This year the CRTPA was ranked 23. Ms. Lex noted that while officers are working overtime on the High Visibility Enforcement, there are also efforts to educate during the everyday work of the officers. Florida State University also has been trying to increase education efforts to students on Bike/Ped safety.

Committee Action: Mr. van Tol made a motion to recommend the adoption of the CRTPA Safety Measures & Targets. Ms. Corbett seconded the motion. The motion passed with Mr. Thompkins voting in opposition stating he felt the long term of zero fatalities should be set now and strived for zero fatalities every year.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Falconer asked if the Thomasville Multi-Use Path would be reviewed and approved by the board after FDOT begins to work on the design phase of the project and asked about public engagement steps during the design phase. Mr. Kostrzewa stated the design phase of the project has an internal public engagement process. The timeframe/schedule for the design phase generally take about two years. Ms. Lex stated FDOT would set a schedule at the onset of the design phase of the project. Once approved and in the work program, FDOT will normally hold to that production schedule. Mr. Kostrzewa stated CRTPA would work with the design consultant. He noted from this point forward FDOT was managing the project.

Mr. van Tol discussed safety and improving lighting at pedestrian crossings and pointed to Gaines Street as an example and stated the lighting this could help pedestrians. Mr. Burke stated FDOT has been working to improve lighting at intersections. Ms. Lex stated lighting to improve pedestrian safety has been a priority of FDOT and recently there was an entire analysis of key intersections to determine which intersections need improvements and exactly what those improvements should be.

Ms. Lex discussed the CTST. She stated their CTST programs are statewide are led by the locals including law enforcement, engineers, planners, and other professionals. The representatives bring items for discussion, and the CRTPA also brings items for review by the CTST.

Mr. Thompkins discussed the design phase of the Thomasville Multi-Use Path. He requested information on the impact to the trees along the corridor. Mr. Kostrzewa stated the design phase had not started and as a part of the design phase, the conservation of the trees will be evaluated along with the other issues.

8. ADJOURNMENT

Meeting was adjourned at 12:58 pm.