



March 1, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the January 4, 2022 & February 1, 2022 TAC Meetings Committee meetings are provided as ***Attachments 1 & 2.***

RECOMMENDED ACTION

Option 1: Approve the minutes of the January 1, 2022 & February 1, 2022 Committee meetings.



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, JANUARY 4, 2022 (9:00 AM – 11:00 AM)

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

Meeting Minutes

Members Present: Ryan Guffey, Leon County Development Support and Environmental Management, Chair; Allen Secreast, City of Tallahassee Traffic Engineering; Eric Gooch, City of Tallahassee Public Infrastructure Engineering; Artie White; Department of PLACE; Kwentin Eastberg, Apalachee Regional Planning Council; Mike Alfano; Blueprint IA; Justin Baldwin, Office of Greenways & Trails; Justin Stiell, Gadsden County Planning

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
Committee Action: Mr. Alfano made a motion to approve the Minutes of the November 2, 2021 meeting. Mr. Gooch seconded the motion. The motion was unanimously passed.

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 Gilcrest 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. Alfano asked if there was a plan to include a traffic signal at the Tallahassee Nurseries entrance and was there a study conducted. Mr. Slay stated there would be a study conducted, study was held up because of the holidays and noted during the holidays, there wouldn't be an accurate count. He stated the traffic study should be completed in the next few months.

Mr. Doug Bell, 216 Hawk Meadow Drive, stated he was on the Board of the Tallahassee Mountain Bike Association. He expressed support for the overall plan and the alternative recommendations were also good. Mr. Bell stated this trail would provide a safe pedestrian and bicycle access to northside and Midtown parks for thousands of people. He stated he commutes by bicycle often and would appreciate having this path to use when commuting. He also noted improving access to Parks and Recreation facilities has a tremendous beneficial impact on communities.

Committee Action: Mr. Secreast made a motion to recommend approval of the Thomasville Road Multi-Use Path Feasibility Study. Mr. Eastberg seconded the motion. The motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

Mr. Slay noted staff was seeking alternative sites for next few meeting dates and noted Renaissance Center was booked for March meeting. Mr. Guffey noted the Renaissance Center was also having parking issues due to the resurfacing of the parking garage upper deck.

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

The meeting was adjourned 10:11am.



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, FEBRUARY 1, 2022 (9:00 AM - 11:00 AM)

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

Meeting Minutes

Members Present: Allen Secreast City of Tallahassee Traffic Management; Justin Stiell, Gadsden County Planning & Community Development; Artie White; Department of PLACE; Mike Alfano, Blueprint IA; Justin Baldwin, Office of Greenways & Trails; Pat Maurer, Ride-On Commuter Services

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 by acting Chair, Pat Maurer at 9:12 AM, without a quorum present.

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: Since there was not a quorum present, the consensus among the members present was to recommend adoption of the Amendment to the Transportation Improvement Program (TIP) as presented by staff.

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**3. CONSENT AGENDA****A. Minutes of the January 4 TAC Meeting**

Committee Action: Since there was not a quorum present, the consensus among the members present was to recommend the minutes of the January 4, 2022 TAC Meeting be on the March 1, 2022 agenda for approval.

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.

Committee Action: Since there was not a quorum present, the consensus among the members present was to recommend adoption of the CRTPA Safety Measures as presented by staff.

6. **INFORMATION**

A. Future Meeting Dates

7. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

8. **ADJOURNMENT**

The meeting was adjourned at 10:00 am.