



March 5, 2024

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the February 6, 2024, CMAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the February 6, CMAC meeting.

ATTACHMENT

Attachment 1: February 6, CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, FEBRUARY 6, 2024
(11:30 AM - 1:30 PM)

300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Minutes

Members Present: Chad Hanson, Chairman; Hans van Tol; Marcus Thompkins; Mary Kay Falconer; Amie Longstreet; John Dunn; Julie Christensen

Staff Present: Greg Slay, Executive Director, CRTPA; Jack Kostrzewa, 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 June 6 & November 7, 2023, CMAC Meeting
 - B. CRTPA Transportation Improvement Program (TIP) Amendment

Committee Action: Mr. van Tol made a motion to approve the consent agenda. Ms. Falconer seconded the motion, and the motion was unanimously passed.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. PRESENTATION/DISCUSSION/ACTION

A. CRTPA Safety Targets

This item seeks adoption of the 2024 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required to annually address.

RECOMMENDED ACTION: Recommend the CRTPA adopt the draft 2024 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040.

Mr. Burke stated the Federal Highway Administration (FHWA) requires the CRTPA to adopt the CRTPA Safety Performance Targets annually. The five safety performance measures for public roads for the CRTPA region are number of fatalities; rate of fatalities; number of serious injuries; rate of serious injuries and number of non-motorized fatalities and serious injuries.

Mr. Burke provided the proposed safety targets for 2024 and noted the numbers were based off the CRTPA's 2023 safety targets with a 5% reduction and that is consistent with the direction from the Board in 2021. He noted that the proposed safety targets would continue the Board's recommendation to continue the CRTPA's adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region, consistent with the Florida Department of Transportation (FDOT) Vision Zero initiative, to eliminate all road traffic fatalities and serious injuries by the year 2040.

Mr. Burke provided historical data, adopted target analysis, and discussed the 2024 proposed safety targets. This analysis included the CRTPA trends for serious injuries and fatalities for pedestrians, bicyclist for the years 2006-2022. Mr. Burke noted the CRTPA efforts to improve safety in the region. He stated the efforts included plans, projects, implementation of projects, safety programs, and coordination with partner agencies. Lastly, he noted the CRTPA's safety webpage provides detailed information on these ongoing efforts.

Ms. Longstreet asked about safety education for young children. Mr. Burke briefly discussed the school safety study. He mentioned the bicycle rodeos that were previously hosted by CRTPA staff. He stated other agencies now conduct bicycle rodeos at local schools. Ms. Lex stated there is a program at local schools that teaches kids about bicycle safety in Leon County. She stated some schools have someone on staff that is certified to teach bicycle safety. Mr. Hanson requested additional information, for next year, to include a map to show the accident locations and to determine if there are any direct patterns in these accidents. Mr. Slay noted it may not be immediately available within the crash reports.

Committee Action: Mr. Thompkins made a motion to recommend the CRTPA accept the draft 2024 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040. Ms. Longstreet seconded the motion, and the motion was unanimously passed.

B. Telecommute Study

This item seeks adoption of the CRTPA Telecommute Study that evaluated the impacts of Covid 19 stay-at-home orders on congestion in the CRTPA Region, assessed telecommuting trends, challenges, and opportunities, and evaluated the potential impacts to the transportation network based upon three different scenarios.

RECOMMENDED ACTION: Recommend the CRTPA adopt the Telecommute Study.

Mr. Tyrone Scorsone, Kittelson and Associates, presented the Telecommute Study.

Mr. Scorsone introduced the study. He stated the telecommute study scope of work would establish a project working group for technical input; provide a snapshot of telecommuting in the region; determine the impact of telecommuting on the transportation network and identify resources related to telecommuting and telework programs.

Transportation Demand Management (TDM)

Mr. Scorsone stated TDM was a set of strategies and options aimed at reducing congestion and providing mobility choices that influence how people travel. TDM encourages people to move away from single-occupancy vehicles and explore alternative ways to get around. He stated TDM was also about planning smarter communities that support multi-modal options. Mr. Scorsone discussed the benefits of TDM. He stated some of the benefits include expanding mobility choices, maximizing efficiency of the system, and promoting wellbeing and public health. Additional benefits include a reduction in congestion and lower vehicle emissions. TDM also delivers economic benefits and user cost savings. Mr. Scorsone stated telecommuting could include many strategies including working remotely, hybrid schedules, flex schedules and remote work hubs.

Lessons Learned

Mr. Scorsone discussed the lessons learned while conducting the study of the region. The lessons were developed considering feedback from agencies that have implemented telecommuting options for employees; employers that offer the option to telecommute; and a literature review. Mr. Scorsone discussed the commute patterns for the CRTPA region. He noted most people in the region are entering Leon County for work. Mr. Scorsone discussed the benefits to telecommuting. He stated the travel time savings for commuting employees, lower peak hour traffic congestion, savings for employees due to reduce real estate/office space, increase recruitment and retention were all benefits to having a telecommuting option for employers. Mr. Scorsone stated employers would need to identify goals and objectives, quantify potential fiscal impacts on the employer and evaluate a frame works and metrics to determine the effectiveness of the effort by the company.

Mr. Hanson noted he has been a remote worker for over 15 years. He also noted within the working group, there was not a representation from the exterior counties in the region and felt a representative could have brought a different perspective to the input on the study. Mr. Hanson stated the local governments would need to create the circumstances to allow for a telework option for employees in the exterior counties. He noted this could be a plus for the economic development in the county. Mr. Hanson noted broadband access was another limitation to the telework option in the exterior counties. Mr. Scorsone agreed broadband access was a limitation and noted the infrastructure needed a significant upgrade in many areas. Ms. Falconer discussed how remote work

options could lower the stress on the transportation infrastructure. She expressed the need to increase multimodal options when commuting and not have the need to build more lanes on the roadways.

Committee Action: Mr. van Tol made a motion to recommend CRTPA adopt the Telecommute Study. Ms. Falconer seconded the motion. The motion was unanimously passed.

6. INFORMATION

- A. Future Meeting Dates**
- B. CRTPA January 16 Retreat**

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

The meeting was adjourned at 1:30 pm.