



March 5, 2024

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

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

RECOMMENDED ACTION

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

ATTACHMENT

Attachment 1: February 6, TAC Minutes



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, FEBRUARY 6, 2024
(9:00 AM – 11:00 AM)

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

Minutes

Members Present: Melissa Corbett, Chair, Grants Research and Development Wakulla County; Charles Wu, Leon County Public Works, Transportation; Kate Daniel; City of Tallahassee Growth Management; Ronnie L. Shelly, Jr., StarMetro; Mike Alfano; Blueprint IA; Justin Baldwin, Office of Greenways & Trails; Pat Maurer, Ride-On Services; Allen Secrest City of Tallahassee Traffic Management; Ellen Andrews, Gadsden County Planning; Ryan Guffey, Leon County Growth Management

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 November 7, 2023, TAC Meeting
 - B. CRTPA Transportation Improvement Program (TIP) Amendment

Committee Action: Mr. Wu made a motion to approve the consent agenda with the correction provided by Ms. Corbett, noting she is now Grants Research and Development Coordinator Wakulla County instead of the Planning Department. Mr. Shelly 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. Mr. Burke stated, the proposed safety targets are also consistent with the Board's recommendation to continue the 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 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 such efforts are ongoing and include plans, projects, implementation of projects, safety programs, and coordination with partner agencies. The CRTPA coordinates helmet fitting and helmet fitter training sessions to provide properly fitted helmets to cyclist at community events. Lastly, he noted the CRTPA's safety webpage provides detailed information on these ongoing efforts.

Ms. Maurer inquired about the agency's some short-term efforts to improve safety as well as if the fatalities were analyzed. Mr. Burke stated that in reviewing the crash reports, many of the infrastructure for bicyclists and pedestrians such as sidewalks or bike lanes often were already present. Mr. Slay noted staff is working to create a safety roundtable with Patrick Merle of FSU to brainstorm different ways to get messaging campaign together to increase awareness. Mr. Alfano asked if after reviewing the crash data, were there any clustered area where fatalities are occurring. Mr. Slay noted the pedestrian fatalities are in a general area but not clustered tightly to make a recommendation to fit the area and that sometimes people won't cross at the traffic signal.

Committee Action: Mr. Alfano made a motion to recommend the CRTPA adopt by resolution the 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. Shelly 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 with the idea of teleworking, which can avoid an additional trip on the roadway during peak hours. 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. Mr. Scorsone discussed ways employers can provide incentives to employees to use transit, vanpool, or carpooling options. 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.

Mr. Wu noted a few problems employers encountered included difficulty reaching employees, and tracking productivity and access to all files and documents while working remotely. Ms. Maurer noted the pandemic mandated remote work and many managers did not have the best practices developed at the time. She noted there were lessons learned that can be in place to set businesses up for success and maintain employee productivity while working remotely.

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 reiterated 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 framework and metrics to determine the effectiveness of the effort by the company.

Committee Action: Mr. Wu made a motion to recommend adoption of the CRTPA Telecommute Study. Mr. Guffey seconded the motion, and 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 10:45 am.