



May 3, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the March 1, 2022 CMAC Meeting Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

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



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

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

RENAISSANCE BUILDING
2ND FLOOR CONFERENCE ROOM
435 N MACOMB STREET
TALLAHASSEE, FL. 3230

Meeting Minutes

Members Present: Mary Kay Falconer; Rodger Holdener; Chad Hanson; Hans van Tol; Amy Longstreet (virtual); Marcus Thompkins (virtual)

Staff Meeting: Greg Slay, Executive Director; 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 February 1 CMAC Meeting

Committee Action: No quorum present, therefore, minutes will be approved at the April meeting.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**
5. **PRESENTATION/DISCUSSION/ACTION**

A. Stadium Drive at Lake Bradford Road Intersection

Information related to the recent Stadium Drive at Lake Bradford Intersection Study will be provided by the project consultant.

RECOMMENDED ACTION: For Committee Information.

Mr. Kostrzewa introduced the consultant Brian Powers, RSH, to present the information on the Stadium Drive at Lake Bradford Road Intersection Study.

Mr. Powers stated that the study area covers the area from Stone Valley Way/Gaines Street intersection on the east to Pensacola Street on the north and Hendry Street on the west and Eppes Drive/Lake Bradford Road on the south. He stated the presentation included a review of the study area, review of the conditions and alternatives, project comparison matrix and the next steps.

Mr. Powers stated the Project Goal was to identify roadway improvement alternatives for the Stadium/Lake Bradford and adjacent intersections to improve safety for pedestrians and vehicles. Mr. Powers outlined the project steps of identifying existing conditions regarding safety, congestion, bike/pedestrian movements and current land uses. Also discussed was the development of future conditions including assumed traffic volumes and alternatives.

Mr. Powers discussed the pedestrian data for Lake Bradford Road and Stadium Drive. He stated most of the travel was east/west directional traffic. He noted there was one pedestrian crash over the past 5-year period and a cyclist collision happened during the project. Mr. Powers provided additional information on crashes in the Lake Bradford Road and Stadium Drive area and existing traffic conditions. He noted the crash locations are indicated by the officer's GPS marking as a part of the accident report.

Mr. Powers discussed the build alternatives for the study area. He discussed the following options:

- **Alternative 1 - No Build**
This option would make no changes to the intersection at Stadium Drive and Lake Bradford Road with the exception of potentially removing the Lake Bradford Road northbound right-hand slip lane and moving it to the intersection to improve the pedestrian island and reduce the conflicts with pedestrians and vehicles at the intersection.
- **Alternative 2A - Eppes Extension**
This option (2A) is one of two Eppes Extension alternatives and would create a southbound movement through the intersection at Jackson Bluff Road and Hendry Street including the potential business removal on the south side of the intersection.
- **Alternative 2B - Eppes Extension**
This option (2B) is one of two Eppes Extension alternatives and would improve both the existing Hendry Street at Jackson Bluff Road intersection as well as the intersection of Eppes Drive and Jackson Bluff Road. This option would not require the removal of the business on the south side of the Hendry Street and Jackson Bluff Road intersection but rely on the existing system to be improved upon. This option would include improved crosswalks and an area for sidewalks/trails and would also require culverts be installed to accommodate the improvements to the intersection.
- **Alternative 3 - Quadrant System**
This option removes northbound west movements and eastbound south movements at Stadium Drive and Lake Bradford Road. This option would make improvements to

all the intersections and will reduce the crossing distance at Stadium Drive/Lake Bradford Road while including additional area for sidewalks.

- **Alternative 4 - East-West Overpass**

Would provide an east-west overpass which would allow for the east/west traffic to move smoothly through the area and allow for all other movements to happen under the overpass. This would also have improved crossing area with updated crosswalks and pedestrian islands while reducing the pedestrian crossing distance in the intersection.

- **Alternative 5 – Build-Out**

This alternative would include improved crosswalks to allow for improved safety to accommodate the increased lanes at the intersection Stadium Drive and Lake Bradford Road. Additionally, this option also would include a two-stage bike box for cyclists.

- **Alternative 6 – Roundabout**

This alternative would provide continuous flow of traffic but this option may dissuade cyclist and pedestrians due to the movements and potentially being unsafe. This option also includes multiple pedestrian islands to assist pedestrians with crossing safely.

- **Alternative 7 - Realignment**

Includes a curved northern section to reduce the complexity at the intersection at Stadium Drive and Lake Bradford Road as well as reducing the size of the intersection. Additionally, this option brings the stop bar up (headed east) and include a bike box for cyclist and multiple pedestrian islands to improve pedestrian safety in the area.

- **Alternative 8A - Eppes Extension and Quadrant Build-Out (Full)**

This is a hybrid option which includes the Eppes Drive Extension while closing down the northbound to west and eastbound to south movements at the Stadium Drive at Lake Bradford Road intersection. This would also include improvements to pedestrian islands in the area reducing conflict points at the intersection.

- **Alternative 8B - Eppes Extension and Quadrant (Reduced)**

Similar to 8A, this alternative would improve pedestrian islands and reduce conflict points but does not fully build out the Jackson Bluff Road at Lake Bradford Road intersection.

Mr. Holdener discussed having a leading interval for cyclists. This would allow for cyclists to begin moving forward before the vehicle traffic starts to move to improve cyclist safety. The committee discussed multiple ways to detect cyclists in the bike box waiting on the leading indicator.

Mr. Powers provided information on the future year traffic analysis for the intersections in the study. He discussed the level of service for each intersection using the comparison matrix.

Mr. Thompkins asked about protected bike lanes and effects to surrounding neighborhoods. Mr. Powers stated there were no plans to include protected bike lanes

at this time. Mr. Slay stated this would be a challenge to address because of the many conflict points. He stated the alternatives would reduce conflict points for all users.

Mr. Powers outlined the next steps which includes report development, public engagement, develop recommendations and finalize report.

Committee Action: This item was an informational item, therefore, no action was taken.

6. INFORMATION

A. Future Meeting Dates

B. FY 2022– FY 2026 Transportation Improvement Program (TIP) Amendments

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

The meeting was adjourned at 1:36 pm