



May 17, 2022

AGENDA ITEM 4 A

**MINUTES**

TYPE OF ITEM: Consent

The minutes from the March 15 CRTPA Meeting are provided as ***Attachment 1***.

**RECOMMENDED ACTION**

Option 1: Approve the minutes of the March 15, 2022, CRTPA Meeting.

**ATTACHMENT**

Attachment 1: Minutes of the March 15, 2022, CRTPA Meeting



## CRTPA BOARD

MEETING OF TUESDAY, MARCH 15, 2022 AT 1:30 PM

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

Members Present:

Commissioner Barfield, Vice-Chair, Jefferson County  
Commissioner Messersmith, Wakulla County  
Commissioner Viegbesie, Gadsden County  
Commissioner Allen, Gadsden Municipalities  
Commissioner Williams-Cox, City of Tallahassee  
Commissioner Richardson, City of Tallahassee  
Commissioner Minor, Leon County

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

1. **CALL TO ORDER AND ROLL CALL**
2. **AGENDA MODIFICATIONS**
3. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

Mr. Stanley Sims, 1320 Avondale Way, discussed economic development including ways to build a Regional Economic Development team that includes Leon, Gadsden, Wakulla counties.

4. **CONSENT AGENDA**
  - A. Minutes of the January 31 and February 21 CRTPA Meeting
  - B. Draft Fiscal Years 23 & 24 Unified Planning Work Program (UPWP)

**Board Action:** Commissioner Richardson made a motion to accept the consent agenda as presented by staff. Commissioner Viegbesie seconded the motion. The motion was unanimously passed.

5. **CONSENT ITEMS PULLED FOR DISCUSSION**

## 6. ROLL CALL VOTE AGENDA ITEMS

### A. FY 2022– FY 2026 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2022 – FY 2026 TIP is proposed to be amended to reflect the addition of the following projects:

- SR 61 Thomasville Road from Betton Rd. to Metropolitan Blvd. (Project 448868-1): (Leon County) Provide design funding in FY 22 for the Thomasville Road Multi-Use Path.

Mr. Slay noted this item was pulled from the last agenda. He stated that in the previous agenda item the cost shown for the listed phase of the project was \$585,000 and noted that just prior to the meeting the CRTPA received correspondence from FDOT noting the estimated cost of the phase of the project had been increased to \$850,000. Due to CRTPA staff not fully knowing the reason for the increase, the director pulled the agenda item with noted that it would be brought back with more information. Mr. Slay stated the first estimate did not include the project's full limits to Betton Road, the cost of curb relocation nor the additional sidewalk that was approved by the Board. These changes increased the total to \$1,250,000. Mr. Slay stated that today's request was to approve the TIP amendment to include the design phase of the project totaling \$1,250,000.

Commissioner Minor stated for all the reasons noted at the last meeting, he would be voting no on the TIP amendment.

Bob Guido, 1328 Peacefield Place, stated that he has worked on multiuse trails similar to this proposed project. He noted his concerns regarding the project were safety, trees being removed, and the increase in the original design cost, noting that it had increased by 112%. Mr. Guido also noted his concerns related to the construction estimate of the project and noted that those funds could be better used on the tier 1 projects. He stated this project should have a unanimous vote and noted that there were 3 commissioners that voted against the project. Mr. Guido expressed the need to keep bicycle lanes for the cyclists and sidewalks for pedestrians and spread the wealth to the entire community.

**Board Action: Commissioner Richardson made a motion to FY 2022– FY 2026 Transportation Improvement Program (TIP) Amendment. Commissioner Williams-Cox seconded the motion. The motion was passed with Commissioner Minor voting in opposition.**

## 7. CRTPA ACTION

### A. Stadium Drive at Lake Bradford Road Intersection

This item will provide information related to the recent Stadium Drive at Lake Bradford Intersection Study by the project consultant.

Mr. Slay stated that there was no requested action to be taken at the meeting. Moving forward with the project, the alternatives would be presented to the Board in the future. Mr. Slay noted there would be ongoing conversation with FDOT regarding the alternatives and wanted to provide an update to the Board.

Mr. Kostrzewa introduced the consultant Brian Powers, RSH, to present the information on the Stadium Drive at Lake Bradford Road Intersection Study. He stated this intersection has been studied before and those results were incorporated into the current study. Mr. Kostrzewa stated that in this area there were many opportunities to improve the intersection improvements for cyclist and pedestrians. He stated that the project was initiated about a year and a half ago.

Mr. Powers, RS&H presented information on the intersection study for Stadium and Lake Bradford intersection noting that the four named roads that tie into the intersection were Gaines, Stadium, Lake Bradford and Varsity streets. For ease of conversation, it will be referred as Stadium and Lake Bradford.

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 related to identifying existing conditions including safety, congestion, cyclist and pedestrian movements and current land uses. Also discussed was the development of future conditions including future traffic volumes and alternatives.

Mr. Powers discussed the pedestrian data for Lake Bradford Road and Stadium Drive and noted that most of the travel was east/west directional traffic. He also noted there was one pedestrian crash over the past 5-year period and a cyclist collision occurred during the project. Mr. Powers provided additional information on crashes in the Lake Bradford Road and Stadium Drive area and existing traffic conditions.

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.

Commissioner Barfield asked what takes priority when considering improvements to the intersection, pedestrian/cyclist safety or moving traffic? Mr. Powers stated both are considered but safety is always the top priority. For instance, the first step was always a safety analysis of the area.

Mr. Powers summarized the options by discussing the level of services (LOS) for each of the alternatives. He stated the alternatives were compared against each other and assigned metrics and points. He summarized the results of the comparison and noted the top three

alternatives were: 1. (Tie) Quadrant and Eppes Extension/Quadrant Hybrids; 2. Slip lane removal; and 3. (Tie) Overpass and realignment.

Commissioner Minor asked if the construction complexity was correlated to the cost. Mr. Powers stated the ranking was based on a number of factors including the number of roadways needed to be closed to construct the project. He stated cost was considered but the cost was not the defining factor in the alternatives ranking. Mr. Powers noted, most cost were estimated at 4 million or less with the exception of the overpass alternative, which was estimated at \$10 million.

Mr. Powers outlined the next steps, stating report development, public engagement, development of recommendations, and finalize the report.

Mr. Kostrzewa stated staff has coordinated with Blueprint Intergovernmental Agency, City of Tallahassee, FSU and other partners on the alternatives. Mr. Slay noted staff would be seeking direction from the Board in the fall on these alternatives and that some of the alternatives will not move forward.

Commissioner Williams-Cox discussed the issue of roundabouts and noted her concerns with the Jim Lee Road/Orange Avenue location. She noted she believes this area is unsafe with inexperienced drivers from the nearby high school. Commissioner Viegbesie also expressed concerns with the roundabouts and noted that he agreed with previous statements. Commissioner Richardson noted the driving factor should be pedestrian safety for this study. Mr. Slay noted the vehicular traffic was secondary, the main goal was to improve bicycle and pedestrian safety.

**Board Action: This item was information only, therefore, no action was taken.**

**8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT**

Mr. Bryant Paulk stated there will be a Project Development and Environment Study on the Pensacola Street corridor beginning soon. This section was from Capital Circle to Appleyard Drive and will include a bridge improvement/replacement with four lanes of capacity.

**9. EXECUTIVE DIRECTOR'S REPORT**

A status report on CRTPA activities will be provided.

**10. CRTPA INFORMATION**

**A. Future Meeting Dates**

**B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)**

**11. ITEMS FROM CRTPA BOARD MEMBERS**

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA, as appropriate.

Commissioner Barfield stated there would be a presentation on eBikes for the board in May.

**12. ADJOURNMENT**

The meeting was adjourned at 2:35 pm.