



November 16, 2021

AGENDA ITEM 4A

**MINUTES**

TYPE OF ITEM: Consent

The minutes from the September 13 CRTPA Meeting and October 19, 2021 CRTPA Retreat are provided as ***Attachments 1 & 2***, respectively.

**RECOMMENDED ACTION**

Option 1: Approve the minutes of the September 13 CRTPA Meeting and October 19, 2021 CRTPA Retreat.

**ATTACHMENT**

Attachment 1: Minutes of the September 13, 2021 CRTPA Meeting

Attachment 2: Minutes of the October 19, 2021 CRTPA Retreat



## CRTPA BOARD

MEETING OF MONDAY, SEPTEMBER 13, 2021 AT 1:30 PM

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

### Meeting Minutes

#### **Members Present:**

Commissioner Jeremy Matlow, Chair, City of Tallahassee  
Commissioner Kristin Dozier, Leon County (Virtually)  
Commissioner Nick Maddox, Leon County  
Commissioner Rick Minor, Leon County  
Commissioner Curtis Richardson, City of Tallahassee  
Commissioner Dianne Williams-Cox, City of Tallahassee  
Commissioner Randy Merritt, Wakulla County  
Commissioner Betsy Barfield, Jefferson County

**Staff and Others Present:** Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Thornton Williams, CRTPA Attorney; Andrea Rosser, StarMetro; Patrick Twyman (Virtually); Bryant Paulk, FDOT; Cathy Kendall, FHWA; Wayne Durrett, James Moore & Company; Andrew Ferguson, James Moore & Company; Kate Widness, KHA; Lindsay Slautterback, KHA

#### **1. CALL TO ORDER AND ROLL CALL**

Meeting was called to order at 1:30 PM with a roll call.

#### **2. AGENDA MODIFICATIONS**

#### **3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

Dave Jacobson, 3019 Windy Hill Lane, President of Stonegate HOA on Centerville Road. Mr. Jacobson spoke regarding the proposed noise abatement barrier from Olson Road to Centerville Road noting that FDOT will install barriers in the future. Mr. Jacobson stated the HOA would like to request the CRTPA have a dialogue with FDOT regarding installing the barriers now instead of on FDOT's proposed timeline. He also noted the HOA was requesting the barriers be fourteen foot high and continue from Olson Road to Centerville Road. He stated he also represented 734 other residents and was requesting the CRTPA takes steps on behalf of the HOA to request the barriers be installed now.

Terry Ryan, 2538 Stonegate Drive, co-founder of the residents of Centerville Road Group. Mr. Ryan stated this group was made up of ten neighborhood/subdivisions from Olson Road to Interstate 10. He stated when City of Tallahassee installed a massive electrical line, there were numerous amounts of trees removed and a wooden fence was placed as a barrier. He noted that wooden barrier has since fallen and that there has been an increased amount of noise in the subdivisions that back up along Interstate 10. He discussed the problem of vagrants entering subdivisions from the interstate and walking around the subdivision and stated the FDOT has conducted studies and concluded the barriers are needed. He also requested that the CRTPA provide any advice to the citizens in the subdivisions.

**4. CONSENT AGENDA**

- A. Minutes of the June 15 CRTPA Meeting & Public Hearing**
- B. CRTPA Attorney Contract Extension**
- C. Unified Planning Work Program (UPWP) Amendment**
- D. CRTPA Fiscal Years 2021-2025 Transportation Improvement Program (TIP) Amendment**
- E. CRTPA Fiscal Policies and Procedures**

**Board Action: Commissioner Merritt made a motion to approve the consent agenda as presented. Commissioner Barfield seconded the motion. The motion was unanimously passed.**

**5. CONSENT ITEMS PULLED FOR DISCUSSION**

**6. CRTPA ACTION**

**A. CRTPA Federal Certification**

A presentation on the CRTPA's recent Transportation Management Area certification will be provided by the Federal Highway Administration.

Ms. Cathy Kendall, Federal Highway Administration, provided an overview of the Federal Certification process. She stated the CRTPA undergoes certification every four years and Federal Certification was conducted for the CRTPA this year. She provided information on the process for the Federal Certification and provided the findings of the certification report.

**Board Action: Information only**

**B. CRTPA Fiscal Year (FY) 2020 Financial Statements**

A presentation on the findings of the recent annual audit of the CRTPA will be provided.

Mr. Wayne Durrett, James Moore & Company presented information on the CRTPA FY 2020 Annual Audit and Financial Statements. He provided background on the audit process and noted that there were no findings. Mr. Durrett noted that the CRTPA was found to be in compliance with all requirements.

**Board Action: Commissioner Merritt made a motion to accept the CRTPA Fiscal Year 2020 Annual Audit and Financial Statements. Commissioner Richardson seconded the motion. The motion was unanimously passed.**

**C. Thomasville Road Multi-Use Path Feasibility Study**

A project update will be provided including upcoming public involvement opportunities.

Kate Widness, KHA, provided a presentation on the Thomasville Road Multi-Use Path Feasibility Study. Ms. Widness stated provided background information on the process of the Feasibility Study. She stated there was a data collection component, multiple site visits on the corridor and the alternative routes, virtual room meetings, public meetings, and multiple question & answer sessions. She provided information on the feasible alternative routes that are under consideration and public comment. Lastly, information was provided on next steps and a schedule for additional public engagement.

**Public Speakers:**

Meg Bates, 721 Kenilworth Road, stated she lives in the Waverley Hills neighborhood and was a long-time bike rider. She stated she felt this was a good process for the Feasibility Study to begin the discussions with the community. She supports a multi-use path. She discussed concerns with crossing Thomasville Road for residents of Waverley Hills and Piedmont residents.

Mary Kay Falconer, 2140 Armistead Road, CMAC Chair, briefly discussed the CMAC committee discussion the item on September 7. She also stated she is a cyclist and uses an e-scooter. She stated the Thomasville Road corridor was not safe and has some unique challenges. She provided recommendations: 1) Explore other path options from Betton Road to Ashford Club Apartments. She discussed a "loop" option, which would divert the path out to Post Road and avoid an overlay on the existing McCord Park multi-use path. She noted several Betton Hills residents were willing to work with staff on this option. 2) There should be a comprehensive analysis of trips generated by residents and businesses along Thomasville Road. She noted the entries that produce more than a low trip threshold should be identified. This information would further guide selection of the route along the corridor. 3) Placement of an effective and attractive physical barrier between traffic and the path at appropriate places along the corridor should be considered.

Clifford Stokes, Jr, 1340 Peacefield Place, expressed concerns regarding the difficulty entering and exiting his neighborhood. He stated most of his neighbors are retirees. He stated he was concerned with the safety of his family and his neighbors. He stated this path was not practical for the residents who live in the area.

Jim Brainerd, 2814 Rabbit Hill Road, he discussed concerns with the location of the path and the location may require many trees be removed. He expressed safety concerns and suggested to keep the path off Thomasville, as much as possible.

Mathew Wilson, 3101 Sharer Road, stated he managed the Great Bicycle Shop in the past. He stated many cyclists were commuters that use a bike as a primary transportation. He noted the southern section, he felt was good. He stated the northern section would be better for new/less experienced users. He felt the drainage area would have less impacts on the roads or driveways and this option would be a safer way to access McCord Park. He stated he supported the plan.

Ted Thomas, 1469 Vieux Carre Road, discussed the necessity and safety of this proposed project. He stated between Betton Road and Metropolitan Boulevard there are bike lanes and sidewalks on both side of the road. He expressed safety concerns and possible conflicts with pedestrians and cyclists using the same path. He asked if this path was necessary. He also expressed safety concerns with the proposed pedestrian crossing at Woodgate Way. He requested the board find another project that meets the needs and is safe in the community.

Pat Martin, 3119 Brockton Way, expressed concerns with safety. She discussed this path would be unsafe for pedestrians, cyclist, and vehicles. Two-way bicycle traffic was unsafe for residents with children and dogs. She discussed the need for equity and provided information on the demographics of the area. She stated up to 35% of residents from Betton Road to Metropolitan Boulevard were in poverty, older and some don't have a vehicle. She stated this was not a viable solution for the citizens in this area. She noted there was no funding to build a path from Seventh Avenue to Betton Road. She stated this plan risks building a path to nowhere. She discussed the need to increase public input on the project.

Jimmy Glisson, 1308 Peacefield Place, he expressed concerns with the lack of notification and mailouts. He stated his neighborhood did not receive notice of the Study. He discussed concerns with Woodgate Way and the multiple traffic accidents. He noted there was only one way into his neighborhood and felt the project didn't need to be implemented.

Wayne Blanton, 1319 Peacefield Place, discussed Tallahassee drivers and driving habits. He discussed crossing options for crossing Thomasville Road stating how dangerous the crossings would be. He stated this would be an accident waiting to happen.

Paul Brock, 2666 Noble Drive, stated he works at Tallahassee Nurseries. He noted many customers would not be able to see oncoming cyclists and could cause an accident, due to sight visibility issues. He expressed concerns with improving an existing bike lane (Freedom Church to the North on Thomasville). The money could be better spent in another area as this area was not conducive to cycling or walking.

Nate Prosser, 2911 Thomasville Road, stated he works at Tallahassee Nurseries and also discussed safety concerns. He expressed the need for a study entrance at Tallahassee Nurseries. He stated this area was unsafe for pedestrians and cyclists. He suggested splitting up the pedestrian and cyclist traffic on each side walks (east side/west side of the road). He stated there would be a need to remove 5-16 trees along the corridor. He discussed the traffic at his business stating there are vendors, customers, and employees, noting that area has the potential to be a high traffic area.

Jonette Sawyer, 2012 Winthrop Way, stated she was opposed to the McCord Park/Trescott ditch option. She stated there were incompatibility and safety issues. McCord Park has multi-generational users getting exercise in a safe place. She stated using the option would add faster moving cyclist, e-cyclist, and skate boarders into the area. This would create safety issues and destroy the current quiet nature. She noted there were other parks in the area and only McCord Park was proposed to have this path go through the middle of the park. She stated the essence of McCord Park should be preserved in the same way the other three parks are preserved. She would like to explore the "loop" option and noted the full Trescott ditch would not be covered. She stated this segment should be removed from the plan and all the green spaces should be reserved.

Beth Dolan, 2117 Trescott Drive, discussed the McCord Park. She stated this was a passive park for people to enjoy nature. She stated this funneling cyclist through the park and expressed concerns with the safety users of the park. She noted this option does not provide a safe connection and requested removal the McCord Park option.

Larry Gonzalez, 825 Greenbrier Lane, President of the Thomasville Trace HOA, he stated he was in opposition to the Multi-Use Path. He stated there were already sidewalks along Thomasville Road and those sidewalks required trees to be removed when they were built. Building the multi-use path would require more trees removed. He felt the biggest issue was safety along segment 1 and that the path should be run along the ditch not along Thomasville Road.

Chole Wilcox, 1309 Leewood Drive, Student at School of Arts and Sciences. Stated she was in favor of the proposed multi-use path. She stated she and friends usually ride their bikes to commute to different destinations in the area. She stated when traveling to the destinations, they mostly use the current sidewalks along Thomasville Road. She stated that having a multi-use path would be a safer option for kids and others who don't have a car.

Marcella Polanski, 914 Delores Drive, stated she was in favor of the path. She stated she has a bicycle and that was her main form of transportation since she moved to Tallahassee a few years ago. She stated the bike lanes on Thomasville Road were not safe. She was excited about the proposed path.

Ann Bidlingmaier, 1920 Harriett Drive, stated she was on the Board of the Friends of Miccosukee Greenway. She stated the Miccosukee Greenway would be a perfect area for cyclists to ride. Thomasville Road is not safe for cyclists. She stated she was opposed to the proposal. She noted too many trees and green spaces would be sacrificed for this project. She stated she likes mixed-use paths but not when the paths are superimposed over established neighborhoods. She stated this was a nice idea but not feasible, practical, or appropriate for Thomasville Road. She noted there was not enough room to put the path without losing the unique character of the roadway.

Gayle Nelson, 3119 Brockton Way, stated during the time of the expansion of Thomasville Road she was on the Leon County Commission and provided a brief background of that decision. She

stated back then the decision was made to widen to four-lanes instead of six-lanes; she noted the decision that was made was not popular but over the years proven to be good public policy based on data. She stated there was nothing that could be done to make forty-four driveway cuts safe.

Yvonne Gsteiger, 2110 Trescott Drive, stated her backyard was near the McCord Park ditch and Ashford Club Apartments. She stated she was in favor of a multi-use path on Thomasville Road and should have one on both the east and west side of the road. She discussed the cost of the project and strongly suggested having a smaller path on both sides of the road. She stated the McCord Park ditch will not be totally paved over. She noted this was not amiable and that she supported the "loop" option presented by Ms. Falconer and asked the board to consider that option.

Chet Smith, 1108 Lasswade Drive, he stated he rides weekly on Thomasville Road and uses McCord Park. He stated he takes his young son on walks in the parks in the area. He stated this pathway was needed for generations to come to connect all the parks and have a safe pathway between the parks to the Market District. Cycling on the road can be dangerous. He noted vehicles should be looking all directions and looking for cyclist and pedestrians. He felt this trail would benefit the community in the long run.

Ben Watkins, 1330 Preakness Point, stated he lived on Thomasville and runs along the corridor daily. This proposal would remove the current bike lanes and narrow Thomasville Road. He stated everyone who drives Thomasville Road should be concerned and this would make a main artery have more congestion. He was in opposition and stated there are other areas in the community that would be better suited for the path.

Neil Charness, 1325 Peacefield Place, stated he walks the corridor. He stated the multi-use path should not shift the risk for serious injury from cyclist to pedestrians. He stated the pedestrians and cyclist should be kept separate. He noted Tallahassee has a growing population of seniors who would more likely be walking than cycling. He supports separate pathways to ensure safety of the pedestrian and cyclists.

Laurie Guido, 1328 Peacefield Place, discussed the study. She discussed neighborhoods with single entrance/exit into the neighborhood and stated 169 homes would be impacted and noted this would be a disadvantage. She noted the project may be feasible but was not practical. This jeopardizes the safety of residents, users and citizens that commute on Thomasville Road.

Bob Guido, 1328 Peacefield Place, he stated this project was not safe and safety comes first. This was the reason for the opposition. He noted at the CMAC meeting, a member noted how unsafe this route would be. He noted with the speed limits on Thomasville Road would not be safe. He noted the path would only create safety hazards.

Bret Ingerman, 1114 Savannah Trace, stated he jogs on Thomasville Road everyday. He stated he was 100% in favor of the multi-use path. He noted currently there are cyclist and

pedestrians, going in both directions, using the sidewalk on the east side of the road but this wasn't safe for either. The project takes the current bike lanes and sidewalks and enhances the corridor and makes them safer for everyone not more dangerous. He stated he was also a cyclist but would not use the bike lanes on Thomasville Road. He urged the board to include a viable sidewalk on the west side of the corridor as well.

Commissioner Minor noted that as he has spoken with neighborhoods impacted in the area and that one thing discussed was the next phase of public engagement. He suggested that the CRTPA notify citizens within one thousand feet of the project by mail. He stated the access points it seems like there would be major safety concerns on a very busy road and requested additional data on safety before making a final decision of the route. Commissioner Williams-Cox stated everyone should be notified of the next public engagements. She asked if the options could be narrowed down. She discussed McCord Park and asked if it could possibly be removed as an option. Commissioner Dozier stated she understands the concerns over safety. She stated she consistently hear the trails are unsafe and welcome any measures to improve safety along the corridor. She stated McCord was a park she frequents and that was a "slow" park. She stated she would like to explore a way to avoid the McCord Park and stated could Post Road be an alternative. Mr. Slay noted that that has been discussed and could be a proposed option and be reconsidered. Commissioner Matlow suggested to expand the notices to all neighborhoods and within one thousand feet of the project as suggested by Commissioner Minor. He expressed concerns regarding the impacts to neighborhoods. He stated the options that keep pedestrians and cyclist safe off of Thomasville Road should be explored and continue to engage the neighborhoods and have a better understanding of the utilization of the proposed path. Mr. Slay stated staff has already mapped out subdivision boundaries and the owners should be getting a notice on public engagement. Commissioner Minor state there should be a notice sent to neighborhoods or subdivisions that may be just outside of the one-thousand-foot boundary as well. Commissioner Dozier stated she agrees with the expanded notices in the area. She stated it would be a good idea to review safety concerns at the Retreat. She expressed concerns with stopping the process after money has been spent especially if the project will not be eliminated. Commissioner Matlow stated there was consensus to review safety concerns at the retreat and there would be increased public notices.

#### **D. Fiscal Year (FY) 2023 – FY 2027 Roadway Project Priority List Update**

This item seeks Board approval to split the limits of the current #3 ranked project (Crawfordville Road from Lost Creek Bridge to E. Ivan Road) into two (2) segments given the length of the project's limits.

**Board Action: Commissioner Richardson made a motion to adopt the Fiscal Year (FY) 2023 – FY 2027 Roadway Project Priority List Update. Commissioner Barfield seconded the motion. The motion was unanimously passed.**

#### **E. 2022 CRTPA Budget**

The CRTPA's budget for 2022 has been developed for Board discussion.



Mr. Slay introduced the 2022 CRTPA Budget and stated approval was recommended by the Executive Committee at the meeting on August 24, 2021.

**Board Action: Commissioner Maddox made a motion to approve the 2022 CRTPA Budget. Commissioner Barfield seconded the motion. The motion was unanimously passed.**

**7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT**

Mr. Paulk provided information on the following:

- Reminder US 19 Multi-use Trail Public Meeting on September 16 at the Monticello Opera House at 5:30 pm-6:30 pm. This Public Meeting has a virtual option and more information can be found at northwestfloridaroads.com site.
- Orange Avenue and Wahnish Way, the department relocated the right lane signs “Must Turn Right” signs were located further to the east to give travelers advance warning to initiate a lane change if they wish to continue on to Orange Avenue.

**8. EXECUTIVE DIRECTOR’S REPORT**

Mr. Slay provided information on the next meeting date. The meeting, a retreat, is scheduled for October 19, 2021 at 9:00 AM. The location will be determined and a notice will go out to members.

**9. CRTPA INFORMATION**

- A. Future Meeting Dates
- B. FY 21 – FY 25 Transportation Improvement Program (TIP) Administrative Amendment & FY 22 – FY 26 TIP Modification
- C. Committee Actions (Citizen’s Multimodal Advisory Committee & Technical Advisory Committee)
- D. CRTPA Project Updates

**10. ITEMS FROM CRTPA BOARD MEMBERS**

Commissioner Richardson spoke of the need for crosswalks at Nims Middle School and Liberty Park Neighborhood. He expressed concerns with the length of time it has taken FDOT to review these two areas and provide safety improvements.

Adjournment:

The meeting was adjourned at 4:25 pm.

**Attested:**

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Yulonda Mitchell, Recording Secretary

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Jeremy Matlow, CRTPA Chairman



## CRTPA RETREAT

TUESDAY, OCTOBER 19, 2021  
9 AM – 1 PM

THE PARKVIEW AT CASCADES  
414 E. BLOXHAM STREET, SUITE 300  
TALLAHASSEE, FL 32301

### MEETING MINUTES

#### **Members Present:**

Commissioner Jeremy Matlow, Chair, City of Tallahassee  
Commissioner Betsy Barfield, Jefferson County  
Commissioner Anthony Viegbesie, Gadsden County  
Commissioner Kristin Dozier, Leon County  
Commissioner Nick Maddox, Leon County  
Commissioner Rick Minor, Leon County  
Commissioner Curtis Richardson, City of Tallahassee  
Commissioner Dianne Williams-Cox, City of Tallahassee

**Staff Present:** Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Thornton Williams, CRTPA Attorney

**9:00 – 9:15**      **WELCOME**

**9:15 – 9:50**      **MULTIUSE TRAIL SAFETY REVIEW**

A review of crash data associated with multi-use trails and streets/driveways will be provided. This review was requested by the Board at the September 13 meeting during an update of the Thomasville Road Multi-Use Path Feasibility Study.

Mr. Kostrzewa provided an introduction of the Multi-Use Trail Safety Review item. Mr. Kostrzewa stated at the September meeting the Board directed staff to review other trails in the local area, state, and the nation for comparison with the proposed Thomasville Road Multi-Use Path. Mr. Kostrzewa stated staff found twenty (20) similar trails and the list was narrowed down to eight (8) comparable trails. Mr. Kostrzewa introduced Mr. Steven Miller and Ms. Lindsay Slutterback from Kimley Horn and Associates for the presentation of the item.

Mr. Steven Miller stated that staff conducted a safety review for corridors that were comparable to Thomasville Road (Betton Road to Metropolitan Boulevard). He noted the corridors were chosen based upon characteristics that are like Thomasville Road. Mr. Miller stated these corridors have an 8–10-foot paved path that is adjacent to the roadway, posted speed, annual traffic volumes, land uses, and curb cuts that are like Thomasville Road. The following provides a listing of the comparisons used:

- Local comparisons: Lafayette Street and Franklin Boulevard
- State comparisons: US-1 Overseas Trail, Marathon, FL and Cross Seminole Trail, Sanford, FL, Cortez Boulevard, Spring Hill, FL
- National comparisons: North Walton Boulevard Trail, Bentonville, AR; Falls of Neuse Road Trail, Raleigh, NC; Dallas Road Trail, Dallas, TX

Mr. Miller provided information on bicycle and pedestrian crashes for the corridors over the 5-year period of 2016-2020.

Ms. Lindsay Slautterback provided examples of crosswalks treatments and signage examples that could be used on Thomasville Road to address the safety conditions within the corridor. Such examples included crosswalks with high visibility paint or brick pavers to highlight the crosswalks. Lastly, Ms. Slautterback provided information on signage opportunities on both the trail as well as the crosswalks.

Mr. Kostrzewa stated additional materials can be found at the CRTPA.org website.

Commissioner Minor discussed the Betton Road to Post Road option of the project and requested an update. Mr. Kostrzewa stated that the CRTPA met with City of Tallahassee Underground Utilities staff to discuss the design plans for the covered ditch at McCord Park. He stated staff assessed if there could be a shared-use path which would be 8-10 ft wide path and noted that staff was still reviewing the information and wanted to wait until the next round of public involvement for the results of the information to be released. Mr. Kostrzewa noted that there would be public involvement up to and including the CRTPA Board meeting in January 2022 and that although the last public meeting is scheduled for November 4, 2021, public comment may still be submitted by citizens. Such comment may be submitted through the website, email or at the public meeting.

Commissioner Matlow expressed concerns regarding the project and making Thomasville Road more dangerous. He stated he didn't want to create a path that would have increased fatalities and noted the need for the speed limit to be lowered for the roadway to accommodate pedestrians, vehicles and bicycles.

Mr. Slay summarized the timeline for project and stated that although the last public meeting is scheduled for November 4, 2021, staff will still be accepting public input and meeting with all interested parties that would like to meet to discuss the project.

Mr. Slay noted the next steps would be the November 4, 2021 public meeting, followed by recommendations published on the website by the second week of December 2021. Mr. Slay noted this would allow time for review before the Committee and Board meetings in January 2022.

**9:50 – 10:15 RAIL DISCUSSION**

A discussion of rail will be provided by Rickey Fitzgerald, Florida Department of Transportation Freight and Multimodal Operations Office.

Mr. Slay noted Rickey Fitzgerald was unavailable to attend the meeting. Mr. Slay noted the Rail Discussion would be postponed to November Board Meeting.

**10:15 – 10:30 BREAK**

**10:30 – 11:00 FDOT SETTING THE STAGE**

Alison Stettner, Director, Office of Policy Planning, Florida Department of Transportation, will discuss trends in transportation.

Ms. Alison Stettner, Office of Policy Planning, FDOT, discussed trends in transportation that are influencing the decisions that are being made in the state. Ms. Stettner discussed the key emphasis areas in the new policy and noted that safety continues to be the number one priority. She stated that this increased emphasis on safety is related to the State's safety target goal of zero. Ms. Stettner noted job creation for high performance, high paying jobs within the transportation industry and also discussed equity. She noted that emphasis on equity will be placed on enhancing equitable outcomes in transportation decisions, so that all communities may advance. Ms. Stettner discussed future funding and the reliance on fuel tax for funding infrastructure while noting that the tax was currently waning as fuel efficient or electric vehicles no longer need gas. Lastly, she noted there are stimulus funds that are available right now but noted that a long-term solution to funding problems will be required.

Commissioner Barfield discussed the need for support of broadband connectivity policy in the rural communities and noted that Jefferson County was currently struggling with the end user portion. Ms. Stettner stated Department of Economic Opportunity (DEO) was taking the lead on the Broadband Master Plan and noted the Florida Department of Transportation (FDOT) was creating a network that included

installing fiber to improve connectivity throughout the DOT network. She also stated there are areas where services may not be perfect, but DOT was moving forward with improving connectivity over the entire state.

Commissioner Viegbesie expressed concerns for Gadsden County and stated that there should be a traffic light in Quincy at intersection of SR 12 and Point Milligan Road, crosswalks at Pat Thomas crossing at the Walgreens to Captain Ds Restaurant, and Walmart to the National Guard Armory, and turning lane on Highway 27 onto Gibson Sawmill Road. He stated there was a major accident with a tractor trailer and noted that we should all be responsible for the safety of our communities. Ms. Stettner stated she would forward the comments by the Board to the proper FDOT department.

#### **11:00 – 11:30      STARMETRO DISCUSSION**

An update on the development of StarMetro's Transit Development Plan and Comprehensive Operations Analysis will be provided.

Ms. Andrea Rosser introduced the consultant stating that Ms. Andrea Ostrodka would provide a presentation on the TDP that was submitted to FDOT earlier this year.

Ms. Ostrodka provided information on the differences between the Transit Development Plan (TDP) and the Comprehensive Operations Analysis (COA). She noted the TDP was a longer-term vision plan, focused on the system, required by FDOT for funding and the TDP was finalized and submitted in June 2020. Furthermore, the Transit Development Plan is a needs-based plan that covers a 10-year timeframe that is required by the state and is due in September 2021. The TDP reviews the services, infrastructure and the technology and planning policies and provides alternatives.

In comparison, the COA is a shorter-term action plan, focused on services, and aligns with the TDP. Ms. Ostrodka provided information on the public engagement for the COA project. She stated there were three (3) meetings held in September that provided an opportunity for key riders and interested citizens to provide input. Ms. Ostrodka stated the COA provided a notification to community stakeholders about transit projects and developed a standard procedure for outreach that can be replicated for other projects. She also discussed the surveys that were also conducted in September noting that onboard surveys were conducted during the week of September 27 on the bus as well as at major bus stops within the community. Ms. Ostrodka stated the survey would help staff understand existing trips and provide more information on rider ideas and preferences and that a total of 344 surveys were conducted both online and on paper.

The Board discussed coordination to provide transit service from the rural area. Ms. Rosser stated there was currently a Gadsden Express and Havana Express service from Gadsden County and also noted there was also a service from Monticello into Leon County. Commissioner Richardson discussed the need for funding to continue to provide services noting that StarMetro was not self-sustained but was supplemented by the City of Tallahassee's general fund. Commissioner Williams-Cox noted the primary funding source to StarMetro was state and federal transit funding. She also discussed the staffing issues at StarMetro with lack of drivers, due to the pandemic.

**11:30 – 12:00      PENSACOLA STREET ROADWAY SAFETY AUDIT (RSA)**

A discussion of the Pensacola RSA, including recommendations, will be provided by Michael Lewis, P.E., Traffic Safety Program Manager, Florida Department of Transportation – District 3.

Mr. Slay introduced Mr. Mike Lewis, PE, Traffic Safety Program Manager, Florida Department of Transportation-District 3 to discuss the Pensacola Street Roadway Safety Audit (RSA).

Mr. Lewis stated there was a field review on December 11, 2019 and that the study limits were Appleyard Drive to Stadium Drive. Mr. Lewis stated the Kearney Center requested the study to address several pedestrian fatalities in the area near the Center on Pensacola Street. He stated the pedestrian fatalities were occurring at night and noted that were likely visibility issues. Mr. Lewis noted that the project coordination included FDOT, City of Tallahassee, Leon County, Tallahassee Police Department, Big Bend Homeless Coalition, and the Kearney Center. He noted due to Covid, the Kearney Center was closed for several months and DOT staff has not met to discuss the findings or recommendations of the Roadway Safety Audit as of October 2021.

**12:00 – 12:15      WORKING LUNCH**

**12:15 – 12:30      CRTPA PROJECTS UPDATE/WRAP UP**

The CRTPA Executive Director will provide an update of upcoming CRTPA projects.

Mr. Slay provided the Board an update on CRTPA projects. He stated funds were budgeted to do a Regional Transit Study but wanted to wait until StarMetro finished the TDP to proceed. Mr. Slay also discussed the increase in telecommuting in the community and noted that the agency was looking at the long-term impacts within the four-county region. Finally, he discussed the potential to perform a freight study to study the impact of freight or heavy truck traffic in the region.

**Attested:**

\_\_\_\_\_  
Yulonda Mitchell, Recording Secretary

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Jeremy Matlow, CRTPA Chairman