



September 6, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the February 1, March 1, and May 3, 2022 Committee meetings are provided as ***Attachments 1, 2, & 3.***

RECOMMENDED ACTION

Option 1: Approve the minutes of the February 1, March 1, and May 3, 2022 Committee meetings.

ATTACHMENT

Attachment 1: February 1, 2022 CMAC Minutes

Attachment 2: March 1, 2022, CMAC Minutes

Attachment 3: May 3, 2022 CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

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

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

Minutes

Members Present: Mary Kay Falconer; Amy Longstreet; Roger Holdener; Melissa Corbett; John Dunn; Johan van Tol; Marcus Thompkins; Dan Beaty (v); Chad Hanson (v)

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

The meeting was called to order at 11:33 am.

1. AGENDA MODIFICATIONS

Amendment to the Transportation Improvement Program (TIP)

This item seeks adoption of an amendment to the Fiscal Year (FY) 2022 – FY 2027 TIP to include the Design phase for the Thomasville Road Multi-Use Path project.

RECOMMENDED ACTION: Recommend the CRTPA adopt the amendment to the Fiscal Year (FY) 2022 – FY 2027 TIP to include the Design phase for the Thomasville Road Multi-Use Path project.

Ms. Lex stated there was a request an add on to the agenda. The request is for a TIP Amendment to add the Design phase for the Thomasville Road Multi-Use Path Project.

Committee Action: Mr. van Tol made a motion to recommend modification to the agenda to add on the TIP amendment as presented by staff. Mr. Holdener seconded the motion. The motion was unanimously passed.

Mr. Thompkins requested additional details on the TIP Amendment. Ms. Lex stated that FDOT reviewed the CRTPA's priority list and Thomasville Road Multi-Use Path - Design Phase was one of the top priorities. She stated once the Thomasville Road Multi-Use Trail Feasibility study was approved by the CRTPA Board, the TIP Amendment for the next phase of the project could move forward. She requested a recommendation of approval to the Board to amend the TIP to include the Design Phase

for the Thomasville Road Multi-Use Path. Ms. Lex noted the limits listed by FDOT were from Armistead Road to Metropolitan Boulevard. The CRTPA coordinated with FDOT requesting the limits be revised to reflect the project begins at Betton Road and goes to Metropolitan Boulevard. This is consistent with the listed priority and the Feasibility Study. The TIP Amendment will be on the February Board Meeting agenda.

Committee Action: Mr. van Tol made a motion to approve the Amendment to the Transportation Improvement Program (TIP). Mr. Holdener seconded the motion. The motion was unanimously passed.

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

3. CONSENT AGENDA

A. Minutes of the November 2, 2021 and January 4, 2022 CMAC Meeting

Committee Action: Mr. Hanson made a motion to approve the minutes of the November 2, 2021 and January 4, 2022 CMAC Meeting. Ms. Corbett seconded the motion. The motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. CRTPA Safety Measures

This item seeks adoption of the 2022 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required annually address.

RECOMMENDED ACTION: Recommend the CRTPA adopt the recommended 2022 CRTPA Safety Targets and a CRTPA long term safety goal of zero fatalities and serious injuries for the CRTPA region.

Mr. Burke discussed the CRTPA Safety Measures. He stated annually the CRTPA is required to adopt safety targets for five safety performance measures, per Federal mandate. These safety targets are: 1. Number of fatalities; 2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT); 3. Number of serious injuries; 4. Rate of serious injuries per 100 Million Vehicle Miles Traveled (VMT); and 5. Number of non-motorized fatalities and non-motorized serious injuries.

Mr. Burke stated this process provides an opportunity to assess how the CRTPA was performing relating to the safety measures and the actions taken regarding safety. He stated safety was integrated throughout the entire CRTPA planning process and addressing safety includes the development of plans and programs; implementation and incorporation of safety into projects including stand-alone projects and safety coordination with partner agencies.

Mr. Burke discussed the CRTPA's current actions to address safety in the Region, including the following efforts:

- Resurfacings - he stated resurfacings allow CRTPA to incorporate Bike and Pedestrian safety improvements, such as, addition of missing sidewalks and bike lanes.
- Corridor Safety Evaluations - he stated the evaluations of the regions corridors to address identified safety issues was an ongoing and discussed the identified ongoing projects.
- Feasibility Studies - he stated the Feasibility Study was the first step in pursuing corridor wide improvements which include improvements to pedestrian and bicyclist safety.
- Transportation Alternatives Program (TA) - he stated the CRTPA coordinates the Transportation Alternatives Program, which was a federally funded program. The CRTPA solicits applications from the Region for the TA program and discussed recently completed and ongoing projects.
- Expanding the Regional Trails Network - he stated expanding the regional trails network through the construction of multiuse trails has expanded safety for pedestrians and cyclist.
- Community Traffic Safety Teams (CTSTs) - he stated all four CRTPA Counties have CTSTs to support safety initiatives through a forum of local highway safety advocates committed to solving traffic safety problems.
- High Visibility Enforcement - he stated the High Visibility Enforcement was a FDOT focused and Bicycle and Pedestrian initiative. Program was designed to increase awareness of and compliance with traffic laws and regulations that increase safety on Florida roads. Mr. Burke stated Leon County was currently among the top 25 counties (ranked 23). Mr. Burke discussed the Leon County High Visibility Enforcement Initiative. He stated the initiative was being conducted by Tallahassee Police Department at identified high crash locations. Enforcement efforts to continue to May 2022.
- CRTPA Congestion Management Process Report Update - Last Updated in 2018 and an update is scheduled in 2022. The report includes a strong safety focus and will identify potential projects for future study.

Mr. Burke discussed the Historic Trends. He stated in the most recent data was from 2020. He noted ultimately, we met 4 of 5 adopted targets. We didn't hit the target Rate of Fatalities for VMT. Based on the data, 2016-2020 serious injuries have decreased, and fatalities have remained consistent. He noted the action today would adopt five (5) Safety Targets for 2022. The proposed 2022 Targets would recommend using the adopted 2021 targets as a benchmark with the addition of a 5% reduction for each target to be applied annually. Additionally, he noted the recommendation includes

the CRTPA's adopting of a long-term safety goal of zero fatalities and serious injuries for the region.

Mr. van Tol discussed the process that was used in the past and noted it was like how the state would develop the targets.

Mr. Thompkins asked for additional specifics on the accidents. Mr. Kostrzewa stated in general there are areas that needed better lighting. He stated the fatalities and serious injuries were clustered along certain corridors. Trends showed the areas where Tallahassee Police Department are focusing on with the High Visibility Enforcement Initiative are the areas where the fatalities and serious injuries are occurring. With that information, Tallahassee Police Department has targeted specific days and specific times to be a more focused effort. He stated in general with pedestrians, fatalities and serious injuries occurred when a pedestrian may have thought they had a safe crossing. He stated these didn't specifically occur in the crosswalk. Mr. Kostrzewa and he noted for the cyclist, there needed to be better road facilities, generally speaking.

Mr. Hanson asked if there were any negative funding ramifications for falling short of meeting the adopted targets.

Mr. Burke stated there were no funding impacts but explained that the annual requirement provides an opportunity to review how the region was meeting the targets.

Ms. Falconer stated it would be helpful to have a rate. She stated the extent of use by cyclist and pedestrians in the community. She stated that seems to be limiting when reviewing the trends to determine if the occurrences are improving.

Mr. Thompkins asked if the adopted target was zero would there be a more aggressive effort to provide safety for pedestrians and safety. Mr. Burke stated safety was very important to everyone on each level local, state, federal but noted it would not make planning efforts more aggressive.

Ms. Longstreet asked if reports would be available after the High Visibility Enforcement (HVE) initiatives are completed this year. Ms. Lex stated reports would be available, documenting the results of the HVE program that law enforcement conducted. She stated the numbers from last year were received but have not had a chance to meet to discuss the numbers. A report will be presented to the CTST, Committees and the Board as an informational item within the next few months. She noted FDOT identifies the locations by reviewing the data. CRTPA ranked 22 in the top 25 critical counties for serious injuries and fatalities for bike/ped last year. This year the CRTPA was ranked 23. Ms. Lex noted that while officers are working overtime on the High Visibility Enforcement, there are also efforts to educate during the everyday work of the officers. Florida State University also has been trying to increase education efforts to students on Bike/Ped safety.

Committee Action: Mr. van Tol made a motion to recommend the adoption of the CRTPA Safety Measures & Targets. Ms. Corbett seconded the motion. The motion passed with Mr. Thompkins voting in opposition stating he felt the long term of zero fatalities should be set now and strived for zero fatalities every year.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Falconer asked if the Thomasville Multi-Use Path would be reviewed and approved by the board after FDOT begins to work on the design phase of the project and asked about public engagement steps during the design phase. Mr. Kostrzewa stated the design phase of the project has an internal public engagement process. The timeframe/schedule for the design phase generally take about two years. Ms. Lex stated FDOT would set a schedule at the onset of the design phase of the project. Once approved and in the work program, FDOT will normally hold to that production schedule. Mr. Kostrzewa stated CRTPA would work with the design consultant. He noted from this point forward FDOT was managing the project.

Mr. van Tol discussed safety and improving lighting at pedestrian crossings and pointed to Gaines Street as an example and stated the lighting this could help pedestrians. Mr. Burke stated FDOT has been working to improve lighting at intersections. Ms. Lex stated lighting to improve pedestrian safety has been a priority of FDOT and recently there was an entire analysis of key intersections to determine which intersections need improvements and exactly what those improvements should be.

Ms. Lex discussed the CTST. She stated their CTST programs are statewide are led by the locals including law enforcement, engineers, planners, and other professionals. The representatives bring items for discussion, and the CRTPA also brings items for review by the CTST.

Mr. Thompkins discussed the design phase of the Thomasville Multi-Use Path. He requested information on the impact to the trees along the corridor. Mr. Kostrzewa stated the design phase had not started and as a part of the design phase, the conservation of the trees will be evaluated along with the other issues.

8. ADJOURNMENT

Meeting was adjourned at 12:58 pm.



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



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, MAY 3, 2022 (11:30 AM - 1:30 PM)

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

Meeting Minutes

Members Present: Mary Kay Falconer; John Dunn; Rodger Holdener; Marcus Thompson; Amy Longstreet

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

Meeting was called to order at 11:38 am with no quorum present.

1. AGENDA MODIFICATIONS

The agenda was modified to include Consent Agenda Item 3.C (Transportation Improvement Program (TIP) Amendment). In anticipation of a quorum, the agenda was modified to hear presentation on Agenda Item 5.C (US 90 Multi-Use Trail Feasibility Study), followed by comments from two public speakers.

5.C US 90 Multi-Use Trail Feasibility Study

A presentation on the US 90 Multi-Use Trail Feasibility Study was provided.

RECOMMENDED ACTION: Recommend the CRTPA approve the US 90 Multi-Use Trail Feasibility Study.

Kate Widness, KHA presented information on the US 90 Feasibility Study. The Study was initiated two years ago and was developed to determine if it was feasible to connect the City of Tallahassee to the City of Monticello via a 10 - 12 foot paved shared use path. The Feasibility Study limits were Pedrick Road (western limit) to the existing Monticello Bike Trail (eastern limit), a total distance of twenty-one miles. She noted Phase 1 of the project was the Feasibility Study and Phase II was the Public Engagement.

Ms. Widness stated the goals included providing a safe, continuous multimodal facility between Tallahassee and Monticello; expanding the growing SUNTrails Regional Network; and providing

an alternative transportation opportunity for residents, businesses, and visitors along the US 90 corridor.

Ms. Widness discussed the existing conditions along the US 90 corridor noting that the roadway is a 4-lane bidirectional road with median from Pedrick Road to east of Summit Lake Drive. Further east, the roadway is a 2-lane bidirectional road with paved shoulders from Summit Lake Drive to Monticello Courthouse with on-street parking east of entering Monticello City limit. The current speed limits vary from 35 mph to 55 mph. Bicycle and pedestrian facilities along the corridor include sidewalks from Pedrick Road to I-10 interchange with sidewalks beginning again at Crooked Creek Lane in Monticello and continuing east. There are designated on-street bicycle lanes from Pedrick Road to east of Summit Lake Drive.

Ms. Widness discussed Phase II, Public Engagement. Round one (conducted in 2021) was largely virtual with a virtual meeting room, webpage, and two (2) live question and answer sessions. During the second round (conducted in 2022) there were two (2) live question and answer sessions, two (2) in-person open house sessions as well as the on-line component of an ArcGIS StoryMap. Also, in-person meetings were held with local businesses including Hilltop Country Store and Dixie Paving.

Ms. Widness discussed the route analysis and locations of note, including the I-10 interchange near the new Amazon facility which may create potential conflicts between trail users and motorists due to on/off ramps and high speeds in the area around the interchange. Other areas of note include the portion of US 90 from Hawk's Landing Drive to east of Jefferson Road intersection due to constrained right-of way on the corridor and the Hilltop Country Store due to the parking lot configuration and the frequency of the delivery trucks at the store. The north side of Lake Miccosukee was also noted as a potential for conflicts between user types due to the fishing pier and bridge and the presence of wetlands. Lastly, it was noted that the entrance to the City of Monticello eastwards is a location of note due to constrained right-of-way.

Ms. Widness stated that if the Feasibility Study was approved by the Board, the next phase would be a Project Development and Environment (PD&E) Study. This is an environmental and engineering process to determine potential environmental impacts of the project.

Speakers

Ruth Ann Castic, 3506 Baum Road, noted concerns with traffic along the corridor especially in the Baum Community Area. She stated Option 2 was the best route for the trail and noted her support for the trail as she believed it would be an improvement to the community.

Lena Castic, 3506 Baum Road stated the trail was a wonderful idea, but noted there could be effects on citizen's homes, wells, and property. She noted the problem of excessive speeds in the area and noted she would like to ride her horse in the area. Ms. Castic stated that Option 3 would be the best option for safety for all modes.

Mr. Thompkins expressed concerns with the design and noted there wasn't more protection of the trail users. Mr. Burke stated the right-of-way varies throughout the corridor and noted there

would be some areas where the trail would have to be closer to the roadway. He noted in general, the goal will be to place the trail as far away from the roadway as possible throughout the corridor to address safety. Mr. Thompkins asked if a protective wall is planned to protect the trail user. Mr. Slay stated if the Board approves the Feasibility study, the next step would be the PD&E, followed by the design phase. At design, a lot of the specific aspects would be addressed. Normally, there would not be any type of wall constructed, unless there is a very narrow section or a bridge.

Mr. Falconer noted she visioned the corridor being similar to the Coastal Trail in Leon and Wakulla counties. She also asked if there was a preferred route of the routes presented to the Committee. Mr. Slay noted when a PD&E is conducted, there cannot be a predetermined route and all routes would be evaluated and considered. Ms. Falconer requested information on the Amazon Fulfillment Center. Mr. Slay noted at this point, there were no physical change to the interchange but also noted there were discussions regarding alternative routes proposed on Edenfield Road or Miles Johnson Road to address concerns related to the trail's potential placement near the I-10 Interchange.

Mr. Slay noted this trail could be constructed in the next 8 years depending upon funding availability and noted this trail has a several right-of-way challenges but stated the trail would try to maintain a minimum of 10 feet.

Committee Action: No quorum was present, but the consensus among the members present was to recommend approval of the US 90 Multi-use Trail Feasibility Study to the CRTPA Board.

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

3. CONSENT AGENDA

- A. Minutes of the March 1, 2022 CMAC Meeting
- B. Draft Fiscal Year (FY) 2022/23 & 2023/24 Unified Planning Work Program
- C. Transportation Improvement Program (TIP) Amendment

Committee Action: No quorum was present, but the consensus among the members present was to recommend approval of the Consent Agenda. Minutes of the March 1, 2022 CMAC Meeting will be on the September Agenda for approval.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. Fiscal Year (FY) 2023– FY 2027 Transportation Improvement Program (TIP)

The FY 2023 – FY 2027 TIP reflecting the projects that have received funding in the Florida Department of Transportation Work Program has been developed.

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2023 – FY 2023 Transportation Improvement Program.

Ms. Lex stated this was the annual cycle of the required documents for the planning process. She noted the TIP may be viewed as a PDF document or within the interactive TIP which allows citizens to review the document and provide comments. Ms. Lex stated that the TIP contains projects that have received funding and includes all modes of transportation covering the four county CRTPA region. The TIP projects were identified from a variety of sources including the Long-Range Transportation Plan/Regional Mobility Plan, Congestion Management Plan, StarMetro Transit Plan and Tallahassee International Airport Master Plan as well as through project solicitation Transportation Alternatives projects. Funding for these projects is from the Federal Highway Administration, Federal Transit Administration, local counties/cities and the State of Florida. Ms. Lex stated the years 1-3 are considered committed and years 4-5 may be subject to change versus a project funded. Ms. Lex noted the project cost have been updated and the website shows the final project estimates.

Ms. Falconer expressed concerns if the Region was moving to a more multimodal transportation system given the allocation of the funds in the TIP. She requested additional information a summary table with the funds indicating funding of modes or project type. Ms. Falconer discussed the sidewalk projects in the TIP for Leon County noting there was only three projects listed. Mr. Slay noted there are sidewalks built into some of the large roadway capacity projects, example, Capital Circle, SW. He stated that such projects frequently include sidewalks, bike lanes and multiuse paths. Ms. Lex stated there could be additional information descriptions when identifying projects.

Committee Action: No quorum was present, but the consensus among the members present was to recommend adoption of the Fiscal Year (FY) 2023– FY 2027 Transportation Improvement Program (TIP).

B. Fiscal Year (FY) 2024 – FY 2028 Project Priority Lists (PPLs)

The Draft FY 2024 – 2028 Project Priority Lists has been developed. The following lists have been developed for Board approval:

1. Regional Mobility Plan (RMP) Roadways Project Priority List
2. Regional Mobility Plan (RMP) Bicycle and Pedestrian Project Priority List
3. Regional Trails Project Priority List
4. StarMetro Project Priority List
5. Transportation Systems Management (TSM) and Safety Project Priority List
6. Intelligent Transportation Systems (ITS) Project Priority List
7. Tallahassee International Airport Project Priority List
8. Transportation Alternatives (TA) Project Priority List

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2024 – FY 2028 Project Priority Lists

Ms. Lex presented the FY 2024 – FY 2028 Project Priority Lists and noted that these lists identify projects that are the CRTPA’s priorities for FDOT to consider when developing the Work Program for next year. Ms. Lex highlighted significant project changes within each list since last year. Ms. Lex noted although there was a ranking, projects will move forward depending on available funding. She stated the lists are used as a guide that will be adjusted based on funding. Ms. Lex noted the cost estimates have been updated and current cost are shown.

Mr. Thompkins expressed concerns regarding Tennessee Street not being shown as a priority on any of the lists related to a number of accidents the corridor. Mr. Slay noted there may be a need for several safety projects along the Tennessee Street Corridor. Further discussing the need for “spot improvements” along the corridor versus the corridor improvements. Mr. Burke discussed the safety project near the President’s house on Tennessee street that was currently in the TIP and being evaluated by FDOT for improvements.

Ms. Falconer asked about the Bike-Pedestrian PPL and the sidewalk project at John Knox to Lakeshore Drive and which side of the road would the sidewalk be built. Mr. Slay noted the sidewalk would be on the West side, noting the sidewalk on the East side of the road was under design and was awaiting completion. Ms. Falconer asked about the project on Monroe Street sidewalk. Mr. Slay noted the sidewalk on Monroe from Jefferson to Park Avenue/Call Street would be a reconstruction project of the sidewalk in that area.

Committee Action: No quorum was present, but the consensus among the members present was to recommend adoption of the Fiscal Year (FY) 2024 – FY 2028 Project Priority Lists (PPLs)

6. **INFORMATION**

A. **Future Meeting Dates**

7. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

8. **ADJOURNMENT**