



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, SEPTEMBER 3, 2024
(9:00 a.m. – 11:00 a.m.)

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

AGENDA

Citizens wishing to provide input at the TAC meeting may:

- (1) Provide comments **in person** at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit **written comments** prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the “Email Us” portion of the page before 5:00 p.m. on Monday, September 2 to allow time for comments to be provided to committee members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting.

1. **AGENDA MODIFICATIONS**

2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting’s agenda. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

3. **CONSENT AGENDA**

- A. Minutes of the June 4, 2024 TAC Meeting
- B. Fiscal Year (FY) 2024 - FY 2028 Transportation Improvement Program Amendment

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

5. PRESENTATION/DISCUSSION/ACTION

The public is welcome to comment on any discussion. Each member of the public is provided three (3) minutes to address the Committee.

A. North Monroe Street Safety Implementation Plan

The North Monroe Street Safety Implementation Plan identifying potential safety improvements along the N. Monroe corridor has been developed. This project was initiated in late 2023 and included development of a federal grant application.

RECOMMENDED ACTION: Recommend the CRTPA Board approve the North Monroe Street Safety Implementation Plan.

B. CRTPA Year 2050 Long Range Transportation Plan (LRTP) Kickoff

The initiation of the development of the CRTPA's long range transportation plan will be discussed.

RECOMMENDED ACTION: For Information

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT



September 3, 2024

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the June 4, 2024, TAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the June 4, 2024, TAC meeting.

ATTACHMENT

Attachment 1: June 4, 2024, TAC Minutes



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, JUNE 4, 2024
(9:00 a.m. – 11:00 a.m.)

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

Meeting Minutes

Members Present: Melissa Corbett, Chair, Wakulla County Administration; Allen Secreast, City of Tallahassee Traffic Management; Eric Gooch, City of Tallahassee City Engineering; Charles Wu, Leon County Public Works, Transportation; Kate Daniel, City of Tallahassee Growth Management; Mike Alfano, Tallahassee- Leon County Planning Department; Austin Britt, Ride on Commuter Services; Mary O'Brien, Apalachee Regional Planning Council; Autum Calder; Blueprint IA

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

The meeting was called to order at 9:03 a.m. with a quorum present.

1. AGENDA MODIFICATIONS

There were two agenda modifications. The following items were added to the agenda.

- 5D. Fiscal Year (FY) 2024-FY 2028 Transportation Improvement Program Amendment
- 7. Election of Vice-Chair

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

3. CONSENT AGENDA

- A. Minutes of the May 7, 2024, TAC Meeting

Committee Action: Mr. Alfano made a motion to approve the consent agenda. Mr. Gooch seconded the motion. The motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION**5. PRESENTATION/DISCUSSION/ACTION****A. Fiscal Year (FY) 2025– FY 2029 Transportation Improvement Program (TIP)**

The FY 2025 – FY 2029 TIP reflecting the projects that have received funding in the Florida Department of Transportation Work Program has been developed.

RECOMMENDED ACTION: Recommend the CRTPA Board adopt the FY 2025 – FY 2029 Transportation Improvement Program.

Ms. Lex explained the Transportation Improvement Program (TIP) is adopted annually and is the CRTPA's five-year work program which outlines transportation projects, as well as funding for maintenance, operations, ITS systems, and all modes of transportation. Continuing, she explained the TIP is a requirement for Federal and State governments and noted the board would approve the updated FY 2025– FY 2029 TIP at the June 17, 2024, Board Meeting.

Ms. Lex presented information on the FY 2025 – FY 2029 TIP. The first point discussed was the public involvement, which included the requirement to hold public meetings. Public meetings were noticed as a display ad in the local newspapers, on the CRTPA's Facebook page, website, and distributed to the interested parties contact list and the local government contacts. The dates and locations for public meetings for TIP and PPLs was provided.

Ms. Lex outlined the funding for the FY 2025- FY 2029 TIP for the counties in the Region by TIP category, noting a large amount of the funding for Jefferson and Gadsden counties are for resurfacing projects on I-10, explaining the state was required to maintain 80% good pavement conditions on the state roadways and 90% good pavement conditions on the Strategic Intermodal System (SIS).

- Airport Improvement Projects for the Quincy Regional Airport and the Tallahassee International Airport reflect Federal and State funding.
- Bike/Ped Projects include the sidewalk projects on Old St. Augustine, N. Monroe and Paul Russell Road and the MLK Project Shared Use Path, the latter two were funded by the Transportation Alternatives Program.
- Major Capacity Projects funded in the upcoming FDOT Work Program are SR 263 Capital Circle and the Welaunee Boulevard.
- StarMetro Transit Projects reflect local and federal funding programmed for operations and fixed routes. In Jefferson, Wakulla and Gadsden Counties, the funding was provided for the transportation disadvantaged programs.
- Bridge Projects funding totals 59 million dollars. Maintenance and inspection of bridges is a requirement of FDOT.
- Resurfacing Projects are the largest portion of the work program at 78 million dollars in total.

Ms. O'Brien asked if the state would consider reducing the requirement of resurfacing to free up funding for other projects. Ms. Lex explained the requirement is state law and an established standard. She noted if the CRTPA were to form a position to get a law changed, that would be lobbying and the MPOs are prohibited from lobbying.

Committee Action: Mr. Wu made a motion to recommend adoption the Fiscal Year (FY) 2025– FY 2029 Transportation Improvement Program (TIP). Mr. Alfano seconded the motion. The motion was unanimously passed.

B. Fiscal Year (FY) 2026 – FY 2030 Project Priority Lists (PPLs)

The FY 2026 – 2030 Project Priority Lists have been developed:

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. Transportation Systems Management (TSM) and Safety Project Priority List
5. Intelligent Transportation Systems (ITS) Project Priority List
6. Tallahassee International Airport Project Priority List
7. StarMetro Project Priority List

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2026 – FY 2030 Project Priority Lists.

Ms. Lex outlined the Fiscal Year (FY) 2026 – FY 2030 Project Priority Lists (PPLs). The lists are developed by the projects listed in the CRTPA's Long Range Transportation Plan (Regional Mobility Plan) and other plans developed by StarMetro, the Tallahassee Regional Airport and the competitive Transportation Alternatives Program. She stated the PPLs identify projects and phases of projects that are not yet funded and are adopted annually. PPLs are submitted to FDOT so that available funding can be programmed on the identified projects and then reflected in next year's TIP. Ms. Lex provided the public meetings schedule and locations.

Ms. Lex provided highlights of projects on the Project Priority Lists. She explained Woodville Highway was the number one priority for roadway capacity for several years, the Capital Circle (Spring Hill Road to Orange Avenue) is funded for construction therefore removed from the Roadway PPL.

Next, she explained the number one project on the Bike/Ped PPL is Thomasville Road Shared Use Path with a cost estimate for completion of 12.1 million dollars. The projects on the Regional Trails PPL include the US 90 Trail, the Bloxham Cut Off, Tallahassee to Havana and US 90 (W) and noted the CRTPA is seeking funding from Sun Trails for these projects. A notice will be forwarded in the fall notifying if any funds were approved. Mr. Slay noted the only updates will be to the cost for the project, no changes will be made to the project as shown.

Ms. Calder asked if both the number two project and the number four project were both in Wakulla County. Ms. Lex explained the number four segment of Crawfordville Road was in Leon County.

Mr. Wu, asked about the Transportation Systems Management List, Thomasville at Ox Bottom Road realignment. He noted the funding was available after July 1, 2024. Ms. Lex explained this project would be moving forward and would be removed from the list.

Committee Action: Mr. Gooch made a motion to recommend adoption the 2026-2030 Project Priority Lists (PPLs). Mr. Alfano seconded the motion. The motion was unanimously passed.

C. Public Involvement Plan (PIP) Update

The CRTPA's update to the PIP was discussed.

RECOMMENDED ACTION: Recommend the CRTPA adopt the PIP Update.

Ms. Lex stated this was a major update to the Public Involvement Plan. She noted the information has been streamlined, and the next update will be a minor update to include other resources or partner with a consultant to complete additional work on the PIP and update with the final forms.

Ms. Lex stated during this summer the minor update will be back before the committee in September and outlined the schedule to the Committees and the Board and the requirements for public comment period to receive public input. She noted the Board would approve the final in September.

Committee Action: Mr. Wu made a motion to recommend adoption the Public Involvement Plan (PIP) Update. Mr. Secrest seconded the motion. The motion was unanimously passed.

D. Fiscal Year (FY) 2024 - FY 2028 Transportation Improvement Program Amendment

This item sought to amend the CRTPA FY 2024 - FY 2028 TIP to reflect the addition of projects and funding.

RECOMMENDED ACTION: Recommend the CRTPA Board adopt Resolution No. 2024-06-6B amending the FY 2024 – FY 2028 Transportation Improvement Program to reflect the addition of a resurfacing and multi-modal transit projects and funding.

Ms. Lex stated there was a late request from FDOT to amend the Fiscal Year 2024-2028 Transportation Improvement Program (TIP). The amendment included the following projects: the SR 366 Pensacola Street from Railroad Overpass to Stadium Drive (\$14,483,177); StarMetro Low/No Emissions Grant Award (\$8,004,790), and StarMetro capital Items Project (\$13,887,548) and.

Committee Action: This item was discussed but not formally adopted by the TAC. This item will be brought back for a formal recommendation at the September 3, 2024, Committee Meeting.

6. INFORMATION

A. Future Meeting Dates (Next Meeting: September 3, 2024)

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Mr. Muehlemann stated the Magnolia Drive project will begin construction after a hiatus due to the tornados in early May.

Mr. Alfano noted Mr. Fortunas, Community Involvement Planner, TLPD, has begun to plan a Bike Expo to be held in October as part of Mobility Week.

Ms. O'Brien noted a Bicycle Education Class will be held on June 15, 2024.

Ms. Lex noted a Helmet Fitter Training will be held on June 21, 2024.

Election of Vice-Chair Mr. Kostrzewa noted Ronnie Shelly has left his position at StarMetro and will no longer serve as the TAC Vice-Chair, and the Committee should elect a Vice-Chair.

Committee Action: Mr. Wu nominated Mike Alfano to serve as Vice-Chair. Mr. Gooch seconded the motion. No other nominations. The motion was unanimously passed.

8. ADJOURNMENT

The meeting was adjourned at 10:00 AM.



TECHNICAL ADVISORY COMMITTEE
AGENDA ITEM 3 B

FISCAL YEAR (FY) 2024 – FY 2028
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to ratify Resolution 2024-06-6B (**Attachment 1**) amending the CRTPA FY 2024 - FY 2028 TIP, approved at the June 17, 2024 CRTPA Board meeting, reflecting the addition of the following resurfacing and multi-modal transit projects and funding:

- SR 366 Pensacola Street from Railroad Overpass to SR 366 Stadium Drive: Provides for \$14,483,177 in state and local funding for the resurfacing of Pensacola Street, as provided below. (Leon County) (**Attachment 2**)
- StarMetro Section 5339 Low or No Emission Grant: Provides FTA funding in the amount of \$8,004,790 and the City of Tallahassee local funding match in the amount of \$2.4 million for the purchase of four 40' BEBs to replace four 40' diesel buses. (Leon County) (**Attachment 3**)
- StarMetro Capital Items Project: Provides FTA funding in the amount of \$13,877,548 and the City of Tallahassee local funding match in the amount of \$1,511,546 for the design, construction, and installation of Phase One of the Charging Infrastructure at the Appleyard along with funding for workforce development. (Leon County) (**Attachment 4**)

HISTORY AND ANALYSIS

At the June 6, 2024 Technical Advisory Committee (TAC) meeting the amendment to the CRTPA FY 2024 - FY 2028 TIP was presented to the committee for action. However, no formal action was taken. Subsequently, the Board approved Resolution No. 2024-06-6B amending the FY 2024 - FY 2028 TIP to add a resurfacing and multi-modal transit projects. Resolution No. 2024-06-6B is presented for ratification by the TAC.

Adopted annually, the CRTPA's Transportation Improvement Program reflects those projects in the region that have received state and federal funding in the Florida Department of Transportation (FDOT) Five-year Work Program. Subsequent to adoption, the TIP is occasionally amended to reflect project changes, such as the addition or deletion of a project.

An amendment to the FY 2024 -FY2028 TIP was presented for a resurfacing project that is also programmed in the newly adopted FY 25- FY 29 TIP. For the purpose of authorizing federal funds, the FHWA recognizes the CRTPA's FY 2024-FY 2028 TIP through September 30th, consistent with the federal fiscal year. The CRTPA's FY 2025-FY 2029 TIP, adopted June 17, 2024, includes this project. This amendment ensures consistency between the two documents. Additionally, the cost for this project has increased. It is anticipated that this project will be authorized by FHWA prior to September 30, 2024.

StarMetro requested the FTA grant award be amended into the FY 24 -FY 28 TIP for informational purposes. The FTA grant award is presented on two separate project pages. The first one reflects the funding for the purchase of electric buses to replace diesel buses. The second project page reflects the portion of grant funding for the design and construction of electric charging infrastructure.

Subsequent to Board approval, the executed Resolution and TIP project pages were forwarded to the Department of Transportation and the FY 2024– FY 2028 TIP was updated to reflect the addition of these projects.

RECOMMENDED ACTION

Option 1: Ratify Resolution 2024-06-6B amending the CRTPA FY 2024 - FY 2028 TIP, approved at the June 17, 2024 CRTPA Board meeting, reflecting the addition of the following resurfacing and multi-modal transit projects and funding:

- SR 366 Pensacola Street from Railroad Overpass to SR366 Stadium Drive: Provides for the \$14,483,177 in state and local funding for the resurfacing of Pensacola Street, as provided below. (Leon County)
- StarMetro Section 5339 Low or No Emission Grant: Provides FTA funding in the amount of \$8,004,790 and the City of Tallahassee local funding match in the amount of \$2.4 million for the purchase of four 40' BEBs to replace four 40' diesel buses. (Leon County) (**Attachment 3**)
- StarMetro Capital Items Project: Provides FTA funding in the amount of \$13,877,548 and the City of Tallahassee local funding match in the amount of \$1,511,546 for the design, construction, and installation of Phase One of the Charging Infrastructure at the Appleyard along with funding for workforce development. (Leon County)

CRTPA RESOLUTION 2024-06-6B

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) AMENDING THE FY 2024 – FY 2028 TRANSPORTATION IMPROVEMENT PROGRAM

Whereas, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

Whereas, the Transportation Improvement Program (TIP) shall be endorsed annually by the CRTPA and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and to the Federal Highway Administration, through the State of Florida;

Whereas, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

Whereas, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP.

NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) THAT:

The CRTPA amends the FY 2024 – FY 2028 Transportation Improvement Programs to reflect:

- StarMetro Section 5339 Low or No Emission Grant: Provides FY 2023 FTA money in the amount of \$8,004,790 and the City of Tallahassee match in the amount of \$2.4 million to fund StarMetro's Rolling Stock Project. This funding replaces four 35' and four 40' diesel buses with battery electric buses of the same size. (Leon County)
- StarMetro Section 5339 Capital Items Project: Provides FY 2023 FTA funding in the amount of \$12,366,002 and the City of Tallahassee local funding match in the amount of \$1,511,546 for the design, construction, and installation of Phase One of the Charging Infrastructure at the Appleyard facility, along with funding for workforce development. (Leon County)
- SR 366/Pensacola Street from the Railroad Overpass to SR366/Stadium Drive: Provides \$14,483,177 in federal, state, and local funding for the resurfacing of Pensacola Street. (Leon County)

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 17th day of June 2024.

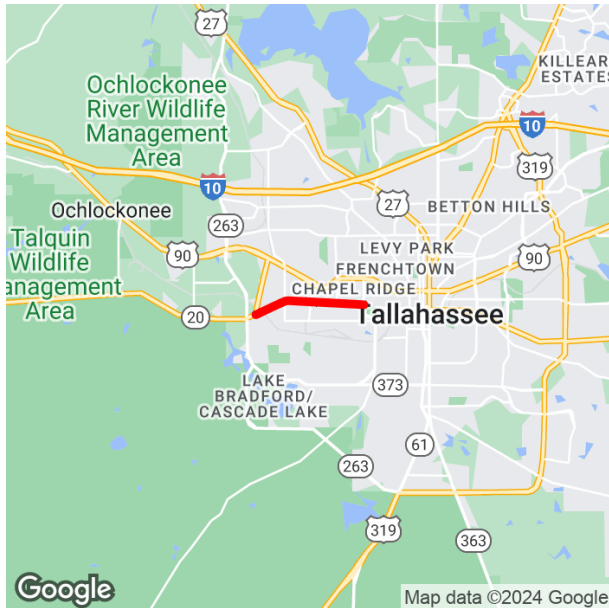
Capital Region Transportation Planning Agency

Attest:


Greg Slay, Executive Director

By: 
Quincee Messersmith, Chairman

**SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR
2194852 Non-SIS**



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 2.411

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: RAILROAD OVERPASS

To: SR 366 STADIUM DR

Phase	Fund Code	2024	2025	2026	2027	2028	Total
RRU	DDR	0	175,000	0	0	0	175,000
RRU	LF	0	5,000,000	0	0	0	5,000,000
CST	ACNR	0	7,444,734	0	0	0	7,444,734
CST	DDR	0	986,733	0	0	0	986,733
CST	DDR	0	778,037	0	0	0	778,037
CST	DIH	0	98,673	0	0	0	98,673
			14,483,177				14,483,177

Prior Year Cost: 1,144,093

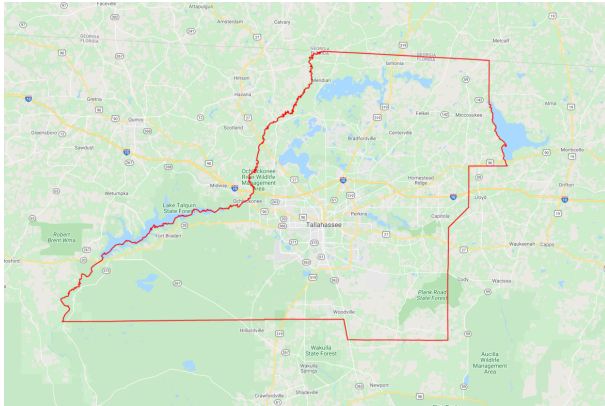
Future Year Cost: 0

Total Project Cost: 15,627,270

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

This TIP was amended at the June 17, 2024 Board Meeting to add the project and associated costs.

**StarMetro 5339 Battery Electric Buses
Non-SIS**



Project Description: Capital, Battery Electric Buses
Lead Agency: MANAGED BY STARMETRO - CITY OF TALLAHASSEE
County: LEON
Length: 00

Phase	Fund Code	PRIOR YEAR FY23	2024	2025	2026	2027	2028	Total
CAP	FTA 5339	8,004,790	0	0	0	0	0	8,004,790
		8,004,790						8,004,790

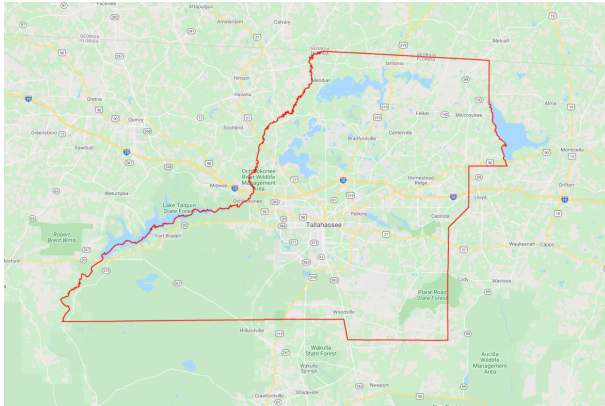
The City of Tallahassee has programmed **\$2.4 million dollars** as a match for this project.

This project was amended into the TIP at the June 17, 2024 meeting for informational purposes.

StarMetro Section 5339 Low or No Emission Grant: Provides FY 2023 FTA funds and the City of Tallahassee match to fund StarMetro’s Rolling Stock Project. This funding replaces four 35’ and four 40’ diesel buses with battery electric buses of the same size

Prior Year Cost: 10,404,790
Future Year Cost: 0
Total Project Cost: 10,404,790
LRTP: 2045 RMP Page 5-11 - Table 5-10

**StarMetro 5339 Capital Items Projects
Non-SIS**



Project Description: Phase One of the Appleyard Charging Infrastructure
Lead Agency: MANAGED BY STARMETRO - CITY OF TALLAHASSEE
County: LEON
Length: 00

Phase	Fund Code	PRIOR YEAR (FY23)	2024	2025	2026	2027	2028	Total
PE/CST	FTA 5339	13,877,548	0	0	0	0	0	13,877,548
		13,877,548						13,877,548

The City of Tallahassee has programmed **\$1,511,546 million dollars** as a match for this project.

This project was amended into the TIP at the June 17, 2024 meeting for informational purposes.

StarMetro Section 5339 provides FY 2023 FTA funding in the amount of \$13,877,548 and the City of Tallahassee local funding match in the amount of \$1,511,546 for the design, construction, and installation of Phase One of the Charging Infrastructure at the Appleyard transit facility, along with funding for workforce development.

Prior Year Cost: 13,877,548
Future Year Cost: 0
Total Project Cost: 0,
LRTP: 2045 RMP Page 5-11 - Table 5-10

September 3, 2024



COMMITTEE AGENDA ITEM 5 A

NORTH MONROE STREET SAFETY IMPLEMENTATION PLAN

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The [North Monroe Street Safety Implementation Plan](#) has been developed for CRTPA approval. The plan identifies potential safety improvements along the N. Monroe corridor for roadway users (including motorists, pedestrian, and bicyclists). The effort also included development of a federal grant application ("Safe Streets and Roads for All" (SS4A) Grant Program) to implement many of the identified potential improvements contained in the plan.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA approve the North Monroe Street Safety Implementation Plan

BACKGROUND

In June 2023, the CRTPA adopted the [Safe Streets and Roads for All \(SS4A\) Safety Action Plan](#), a plan that identified projects and priorities addressing roadway safety in the capital region. Associated with the plan's development was the identification of High Injury Network (HIN) for roadways in the region with safety concerns. The analysis identified North Monroe Street as being on the HIN for *vulnerable road users* (defined as people, including pedestrians and bicyclists, who are not protected by a car or truck while traveling and, as a result, at a higher risk of injury in a crash with a vehicle), ***shown below***.

N. Monroe Street High Injury Network Map



PLAN INITIATION

In late 2023, the North Monroe Street Safety Implementation Plan (“plan”) was initiated to identify potential safety improvements along the N. Monroe Street corridor. The study examined a broader length of the N Monroe corridor from **Tharpe Street to Capital Circle, Northwest** (approximately 7 miles) that included the HIN. A project page detailing the plan’s efforts is available for review on the [CRTPA’s website](#).

PLAN DEVELOPMENT/SAFETY ANALYSIS

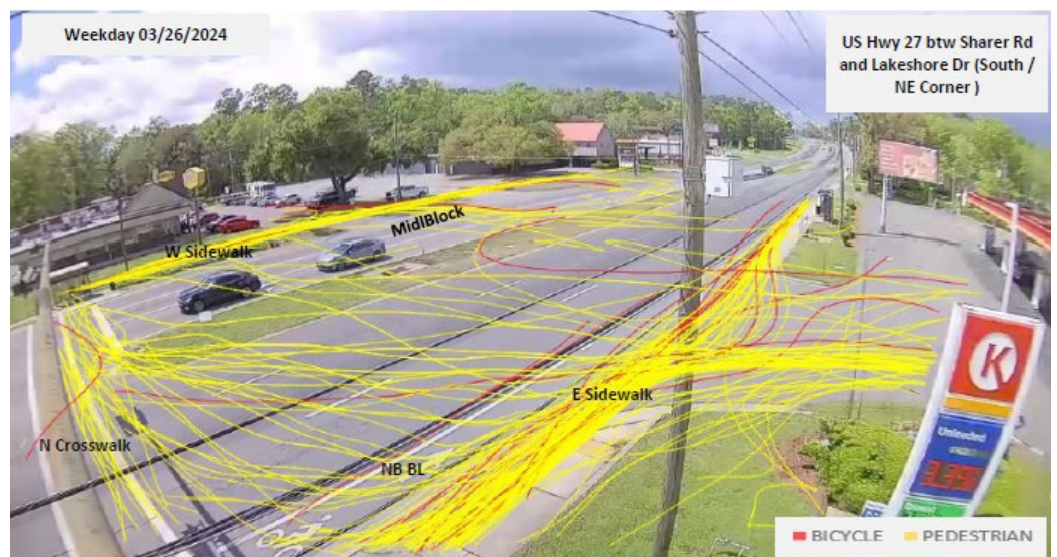
Development of the N. Monroe plan included an in-depth review of the safety conditions along the corridor. This analysis utilized known crash locations, previous planning efforts, stakeholder/public engagement, available data sources, a walking and driving safety audit, and camera count analysis to better understand the patterns of bicycle and pedestrian movements. Additionally, sidewalk and bicycle lane gaps along the corridor were identified.

The camera count analysis occurred over a 48-hour period in March 2024 in order to understand crossing movements for vulnerable road users at the following six (6) key intersection and mid-block locations (identified from north to south):

- N Monroe/Sessions Road
- N Monroe/Lakeshore Drive
- N Monroe/Between Sharer Road & Lakeshore Drive
- N Monroe/John Knox Road
- N Monroe/Sharer Road
- N Monroe/Tharpe Street

The analysis identified and tracked the movements of bicyclists and pedestrians and ultimately provided a view of potentially needed corridor safety improvements. The selection of the locations used for the analysis were informed through corridor crash analyses conducted for intersections and segments.

The **photograph to the right** provides an analysis of pedestrian (in yellow) and bicyclist (in red) crossings over a 2-day period looking north along the corridor from Sharer Road. At this location, 237 pedestrians and 29 bicyclists were identified, of which, 21% of bicyclists and 36% of pedestrians chose to jay walk at the midblock location.



The camera count analysis also included a near miss review between vulnerable users and motorized vehicles. This near miss analysis allowed for development of proactive recommendations (the **photographs below** from the report provide examples of near misses on the corridor).

Corridor Location: N. Monroe/Sharer Road



Figure 4: Pedestrian starts crossing westbound near the Gas Station driveway and passes near an incoming vehicle entering US Hwy 27 from the east leg of Sharer Rd. It represents a near-miss case where the driver had to evade the pedestrian. (Date 03/26/2024 at 3:35 PM)

Corridor Location: N. Monroe/John Knox Road



Figure 3: Pedestrian crossing the south approach, vehicle approaching from Northbound Right Turn failed to yield to pedestrian (Date 03/21/2024 at 02:52 PM)

A corridor walking and driving safety audit occurred on March 15, 2024, to further assess the conditions along the corridor and was comprised of a multidisciplinary team that included planners, engineers, and law enforcement. Ultimately, the safety audit helped generate coordinated and integrated recommendations for the N. Monroe corridor through this collaborative approach.

Corridor Crashes

A review of data identified that between 2017 – 2023, identified that the corridor experienced 3,196 crashes with fourteen (14) resulting in fatalities and 41 resulted in incapacitating injuries. The most common types of crashes were rear end (45%), left turn (15%), and sideswipe (15%). During this period, 21 bicycle crashes occurred on the corridor, of which one (1) was fatal, and 54 pedestrian crashes occurred, of which eight (8) were fatal. Bicycle and pedestrian crashes comprised 2.3% of all crashes and 64% of all fatal crashes in the study area.

In terms of time of day, most crashes occurred during the day (71%), with some (21%) occurring at night but under lit conditions; only 4% occurred in the dark under unlit conditions. Most crashes took place on dry pavement (84%).

PLAN RECOMMENDATIONS/POTENTIAL IMPROVEMENTS

The North Monroe Safety Implementation Plan ultimately resulted in the identification of a series of potential improvements to improve safety along the corridor.

General improvements for the corridor include the modification of signal walk times, implementation of leading pedestrian intervals, increased pavement marking maintenance, safety / roadway education, and traffic enforcement. Furthermore, potential improvements may be grouped into linear improvements and spots improvements.

Linear Improvements - Linear improvements include elimination of sidewalk and bike lane gaps as well as development of pedestrian fencing, high emphasis crosswalks, raised medians, pedestrian fencing / railings, road repairs, and turn lane modifications.

Spot Improvements - Spot improvements have been identified for specific locations along the corridor and include the following:

- Blank Out Sign
- Directional Median Openings
- Green-Colored Pavement Marking
- High Friction Surface Treatment
- No U-turn Signage
- Pedestrian / Median Refuge
- Repositioning of a Transit Stop
- Temporary Curb
- Controlled Pedestrian Crossing
- Dynamic Speed Feedback Sign
- Heavy Pedestrian Signage
- Near Perpendicular Right Turn
- Pedestrian Fencing
- Rectangular Rapid Flashing Beacon (RRFB)
- Truncated Domes/Detectable Warning Surface

FEDERAL GRANT SUBMISSION

Associated with plan's development was the development and submission of a federal SS4A implementation grant seeking funds to implement identified potential improvements for the corridor. The grant was submitted by the CRTPA in mid-May 2024 and was developed in coordination with the Florida Department of Transportation (FDOT) and the Blueprint Intergovernmental Agency (BPIA). The BPIA has committed to provide the local match (\$4.2 million) for the grant (\$21 million in total) and to implement the safety improvements upon successful award.

PUBLIC ENGAGEMENT

In addition to engagement activities associated with previous corridor planning efforts (detailed in the report), a public information meeting was conducted on April 29, 2024 (see [Appendix A](#)). The meeting was held at the Lake Jackson Community Center, the approximate midpoint of the study corridor and was attended by over 30 members of the public including elected officials, members of advocacy groups, and local jurisdictional engineering and planning staff. Attendees were provided with locations and descriptions of the safety improvements via concept drawings and strip maps. The participants were asked to identify their priorities through interactive exercises and provide additional comments/feedback. Outreach results were ultimately incorporated into the analysis to ensure the potential improvements also considered direct public input.

ATTACHMENTS

Attachment 1 – [Draft Report Link](#)

Attachment 2 – Report Appendices

- [Appendix A](#) (April 29 Workshop Information)
- [Appendix B](#) (Data Collection: Motorized and Non-Motorized)
- [Appendix C – E](#) (Intersection/Segment Data; Improvements Visualization; and Potential Corridor Improvements)

September 3, 2024



COMMITTEE AGENDA ITEM 5B

2050 LONG RANGE TRANSPORTATION PLAN KICKOFF

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Kittelson and Associates (KA) will be making a presentation to kick off the 2050 Long Range Transportation Plan (LRTP). KA will outline the key components of the LRTP, and the timeline associated with completing the project.

BACKGROUND

The Capital Region Transportation Planning Agency (CRTPA) is required to update the Long Range Transportation Plan (LRTP) in five-year cycles. The LRTP is the most important document produced by the CRTPA since it provides the public guidance on the transportation system in the region for a horizon period of 20 years. This document will include all modes of transportation ranging from pedestrian, bike, transit, roadway, freight, and rail.

The last update of the LRTP (Connections 2045 Regional Mobility Plan) was completed and approved by the CRTPA Board in November 2020. The LRTP is scheduled to be adopted in November 2025.

NEXT STEPS

The consultant team will begin working on the LRTP by initiating the development of the Public Participation Plan, updating the Guiding Principles, Goals and Strategies, and collecting transportation system data.



September 3, 2024

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

Committee Dates	TAC Time	Location	CMAC Time	Location
October 1	9 AM – 11 AM	Commission Chambers	11:30 AM-1:30 PM	Tallahassee Room
November 5	9 AM – 11 AM	Commission Chambers	11:30 AM-1:30 PM	Tallahassee Room
December 3	9 AM – 11 AM	Commission Chambers	11:30 AM-1:30 PM	Tallahassee Room