

Sustainable Tallahassee, Inc.

Position / Policy Name: Multimodal Transportation Position Statement

Requirements

- Position/Policy Statement (280 character limit)
- Position/Policy Justification (up to 350 words)
- Board Proposal (up to 350 words)
- Reference Page

Signatures

Approving Committee Chair

Signatures

 3/11/22 George A. Sirianni, Jr.
Transportation Committee Chair (Print Name/Signature/Date)

Governance Committee Chair

Jack Diestelhorst 3/6/2022

Printed Name / Signature / Date of Governance Approval

Executive Committee Chair

 3/14/22

Printed Name / Signature / Date of EC Approval

Board of Directors Chair

 3/21/22

Printed Name / Signature / Date of Board Approval

2/10/2022

Multimodal Transportation Sustainable Tallahassee Position Statement

We support a multimodal transportation system that includes public transit, walking, bicycles, e-bikes, scooters, e-scooters, and additional assistive devices as modes of transportation.

Multimodal transportation is a cornerstone of community sustainability. Done correctly, it accommodates multiple modes of transportation safely, including a variety of motorized vehicles, public transit, walkways for pedestrians, lanes or paths for bicycles, scooters and other human powered mobility devices. Its primary focus is street design but there is also an emphasis on equity in access to transportation. Some refer to multimodal design as being more “human scale” and “livable.” It also has a positive impact on the environment and climate due to reductions in reliance on gas powered vehicles and their harmful emissions. Other positive climate impacts result from lowering the demand for roadway pavement capacity and wasteful parking capacity in commercial hubs and other places where people congregate. Traffic congestion and transportation costs are lowered. Improvements in public health are cited as well. The U.S. Department of Transportation has recognized the importance of integrating population health into transportation planning. Encouraging “active” transportation by increasing the number of walking and bicycling trips was part of reaching targets in Healthy People 2020. Multimodal transportation design provides many benefits.

Smart Growth America and Complete Streets

The elements in this initiative serve as a national model of best practices that incorporate multimodal systems and can be implemented in nearly all types of Complete Streets policies at all levels of governance. Within a Complete Streets policy, there is a vision of equity, serving a diverse and underserved population, consideration of the community’s land uses, and reliance on the latest and best design criteria. Safer and slower speeds are prioritized.

Multimodal Transportation in Florida

While many key strategies have been adopted by the Florida Department of Transportation (FDOT) in their Florida Transportation Policy Plan, multimodal transportation is embedded in several. Transportation choice, access, and agility with seamless transition across modes are a few of the general descriptors that support a multimodal framework. Some of the more specific strategies that support a multimodal approach support the vision of zero fatalities for all transportation modes, connectivity in the network, and high quality trail corridors for walkers and cyclists.

Board Proposal

How does this position fulfill our mission to make Tallahassee more sustainable?

It promotes more safe reliance on transportation that is powered by electricity or by human power. This is consistent with the position on renewable energy.

What is the expected short- and long-term impact of the issue as it relates to Tallahassee?

Both short-term and long-term impacts are favorable for the environment and the transportation infrastructure in Leon County. Demand for more lane capacity to serve motorized vehicles on current infrastructure will be minimized or reduced. Improved health of the population will be a likely outcome of “active” transportation modes, such as walking and bicycling.

What opportunities are there for Sustainable Tallahassee to participate?

Advocating during decision-making by the Capital Region Transportation Planning Agency (CRTPA), local governments, and the Florida Legislature will be possible. There are multiple transportation projects that are multimodal that will be under development and prepared for design and construction. Multi-use trails in all 4 counties in this region are included.

What is the level of support and opposition in the local community?

There is minimal opposition to the multimodal transportation concept. Most residents agree that our transportation systems need to include multiple modes that are accessible to population across a broad income range and allow seamless transition between modes,

What are the potential benefits or consequences to Sustainable Tallahassee for supporting this issue?

Don't know of any negative consequences, only positive benefits.

What due diligence have you done to make this request for Board approval?

The Transportation Committee monitored multimodal projects and related actions taken by the Capital Regional Transportation Planning Agency (CRTPA) over the past couple of years. The CRTPA is the regional transportation decision making entity for Leon, Jefferson, Gadsden and Wakulla counties. One member of the Transportation Committee was also on the Citizens Multimodal Advisory Committee (CMAC) which is affiliated with the CRTPA.

References

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

publications/what-are-complete-streets/

<https://smartgrowthamerica.org/resources/the-best-complete-streets-policies-of-2018/>

<http://floridatransportationplan.com/policyelement2020.pdf>

<https://www.cdc.gov/transportation/recommendation.htm>

<https://www.transportation.gov/mission/health/Integrate-Health-and-Transportation-Planning>

<https://www.transportation.gov/mission/health/physical-activity-transportation>