



January 17, 2017

AGENDA ITEM 9 A

CORRESPONDENCE

TYPE OF ITEM: Information

The following correspondence has been received by the CRTPA since its last meeting:

TO	FROM	REGARDING	DATE
Greg Slay, Executive Director CRTPA	W. Dale Allen, Executive Director Florida Greenways and Trails Foundation	St. Marks Trail and Road Crossing Safety Concerns	Dec 28, 2016



Florida Greenways & Trails Foundation

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December 28, 2016

Greg Slay
Executive Director
Capital Region Transportation Planning Agency
300 South Adams Street
Tallahassee, Florida 32301

Re: St. Marks Trail and Road Crossing Safety Concerns

Dear Mr. Slay:

On behalf of the Florida Greenways & Trails Foundation as well as the many thousands of users of the Tallahassee-St. Marks Historic State Rail Trail, I am writing to make you aware of a series of road crossing safety issues along the Trail in Leon and Wakulla Counties.

Given the pending extension of the paved trail along US 98 in Wakulla County and the almost certain increase in trail use in 2017-18 from both residents and visitors to the Capital Region, I urge you to review the current four most dangerous crossings and take action to address as soon as possible.

Please note that in addition to a brief description of each crossing problem from north to south, I have also taken the liberty to suggest a possible remedy for your consideration.

Trail Crossing #1—Entrances to two major commercial properties south of Capital Circle Trail Head.

These entrance driveways are dangerous for several reasons:

- there are no turn lanes along Woodville Highway, and traffic must exit the highway quickly
- trail signs do not adequately prepare trail users of this risk.

*REMEDY: establish highway turn lanes and off-set the Trail further to the west to allow longer stopping distance for vehicles; improve trail signage and trail surface markings to warn of traffic.

Trail Crossing #2-- Oak Ridge Road East in Woodville.

This intersection is dangerous for several reasons:

- traffic approaching from the west often exceeds posted speed limits and usually does not stop for pedestrians and bicyclists despite the well-marked crossing and signage
- vegetation on the north side of Oak Ridge Road often obscures road traffic from trail users until almost the intersection
- Old Woodville Highway is immediately parallel to the St. Marks Trail, and traffic turns quickly and with little warning for Trail users.

*REMEDY: consider a "round-about" to improve both the safety and aesthetics of this intersection.

Trail Crossing #3—SR 267 a.k.a “Bloxham Cut-off Road”.

This intersection is probably the most dangerous along the Trail for several reasons:

--both SR 267 and Shadeville Road converge at the trail crossing resulting in vehicles turning in several directions as trail users attempt to cross.

--traffic flow is very fast at this intersection and vehicles rarely slow, or stop, for bicyclists.

--trail bollards and warning signs separating trail and roads are repeatedly damaged by motorists

--trail users have an informal parking area on south side of crossing, adding to congestion.

*REMEDY: this intersection desperately requires a major “round-about” engineered for the safety of trail users.

Trail Crossing #4—US 98 at Newport Station.

This intersection is hazardous now and will certainly become more dangerous when the Coastal Trail Extension along US 98 is completed in 2017-18:

--traffic along US 98 includes heavy commercial use by logging trucks and heavy trucks carrying fill.

--traffic does not slow or stop despite the clearly marked crossing and signage.

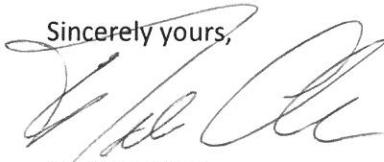
--traffic often moves faster than posted speed limit of 55 mph.

*Preliminary REMEDY: warning yellow flashing lights triggered by trail users need to slow traffic one-half mile ahead of crossing, with full-stop red light as pedestrians and bicyclists begin the crossing.

*Full REMEDY: once US 98 trail is completed and both trails are connected, an effort to fund an elevated bridge across US 98 needs to begin.

Thank you for your attention to these safety concerns. Please keep me and the Florida Greenways & Trails Foundation informed of your work to improve these intersection dangers.

Sincerely yours,



W. Daie Allen
Executive Director

Cc. Joe Beckham, President
Mark Llewellyn, Sr.
Bob Romig
Rob Lacey