



AGENDA ITEM 6C

THOMASVILLE ROAD MULTI-USE PATH FEASIBILITY STUDY

STATEMENT OF ISSUE

Capital Region Transportation Planning Agency (CRTPA) staff and Kimley-Horn and Associates (the Project Team) will be making a presentation regarding the Thomasville Road Multi-Use Path.

CRTPA COMMITTEE ACTIONS

The CRTPA Technical Advisory Committee and the Citizen's Multimodal Advisory Committee met on September 7, 2021 with the questions below relating to the Thomasville Road Multi-Use Path. This also includes the comments made by citizens at the meetings.

Technical Advisory Committee (TAC)

- Coordination with Live Oak Plantation residents regarding the path location.
- Coordination with the Florida Department of Transportation relating to the use of the right of way along Interstate 10.
- Coordination with Leon County Schools and the City of Tallahassee on the use of the utility easement crossing Gilchrist Elementary School.
- Suggested reaching out to the businesses on the north side of Timberlane Road as it relates to the sidewalk and crosswalk in front of Gilchrist Elementary School.

Citizens Multimodal Advisory Committee (CMAC)

- Treating Trescott Drive with signage and sharrows instead of a path.
- Suggest the Alleyway/Post Road behind businesses on Thomasville Road east as an option.
- Concerns about the capacity that McCord Park's paved path can withstand.
- The pursuit of a sidewalk on the west side of Thomasville Road.
- Speed and safety concerns on the Thomasville Road corridor and the construction of a physical barrier between the path and traffic.
- Burying power lines on Thomasville Road.
- Driveway and intersection safety for trail users.
- In favor of removing bike lanes since Thomasville Road is a main connection with few options that are safe and provide connectivity.
- Any issues with the placement of a path on top of the covered ditch (Trescott Ditch option).

- Concerns regarding the number of driveways and its impact on choosing the east side or west side.
- Contact with Live Oak Plantation Road residents.
- Maintenance costs.

Citizen Comments from CMAC Meeting

Tom O'Steen, resident of Trescott Drive – Foresees user type conflict along McCord Park existing path and Trescott Ditch and believes path through McCord Park is not feasible at its current width for accommodating higher traffic/use. Has concerns about crossing Thomasville road at Woodgate Way. Crossing the road at Woodgate Way eliminates opportunities for connecting to the Goose Pond Trail. Voiced support for analysis of the Alleyway/Post Road option associated with Segment 1.

Jonette Sawyer, resident of Winthrop Way – Emphasized that there would be significant safety issues in McCord Park related to conflict between different user types. Visibility is limited due to the winding nature of the path and vegetation. Supports the effort for park connectivity, however, McCord Park is the only park within the Midtown area that will be traversed by the route, and this will impact the essence of McCord Park. Voiced support for analysis of the Alleyway/Post Road option associated with Segment 1.

Kim Shafer, resident of Leewood Drive – Concerned about the addition of a multi-use path on Thomasville Road will encourage cyclists to mow down pedestrians. Voiced support for emphasizing park and trail connectivity. Pointed out lack of emphasis on where exactly the path is connecting to in Midtown and Market District. Supports more bike friendly areas but wants to make sure that pedestrians are protected as well.

INTRODUCTION

In 2019, the CRTPA was engaged in the development of the [Connections 2045 Regional Mobility Plan \(RMP\)](#) and the [Tallahassee-Leon County Bike and Pedestrian Master Plan \(BPMP\)](#). In both of these projects the Thomasville Road Multi-Use Path (Thomasville Road MUP) was incorporated due to its regional and local connections, as well as the corridor being highly ranked project by the Blueprint Intergovernmental Agency through the [Greenways Master Plan](#).

From a regional perspective, the Thomasville Road MUP is critical to linking several regional trail networks together. Such connections include projects evaluating shared-use paths along Maclay Road to Meridian Road and along Meridian Road to the Town of Havana via the Orchard Pond Greenway in Leon County and Iron Bridge Road in Gadsden County. To the south, the Cascades Park Trail leads to smaller Neighborhood Network (identified in the BPMP) projects and links to Midtown including a proposed multi-use trail on Thomasville Road south of Betton Road as identified in the Midtown Area Transportation Plan.

From a local perspective, the Thomasville Road MUP provides a linkage from the Market District to Midtown as Thomasville Road serves as a commuter and recreational route for many pedestrians and bicyclists. These linkages also lead into subdivisions, schools, parks, businesses, and other trails such as the Goose Pond Trail.

The intent of the Feasibility Study is to evaluate the multimodal connectivity of the Thomasville Road corridor from the Market District to Midtown and to what extent, considering costs and impacts, can a multi-use path be accommodated along the corridor from Betton Road to Maclay Road.

This agenda item is being presented to provide an update to the Board, including the alternatives, prior to the second round of Public Engagement which is scheduled to begin in mid-September and ending in mid-November.

Project Goals

The following seven (7) goals were developed for the Thomasville Road MUP:

- Safety – provide safe connections between destinations along Thomasville Road, and beyond.
- Accessibility – create a facility that is accessible to a variety of user types and is appropriate for at least three of the four bicycle comfort levels.
- Network Connectivity -grow network connectivity by providing opportunities to access destinations along and beyond Thomasville Road.
- Positive Network Experience – ensure positive network experience by incorporating natural features, creative design, and ADA compliance.
- Equitable – make the facility available to people with disabilities, low-income areas, aging populations and areas of low vehicle ownership.
- Multimodal – accommodate a variety of modes on the facility.
- Health and Recreation provide opportunities for extended trips to recreate and exercise.

Feasibility Plan

The Feasibility Plan contains the following three (3) elements described below:

- **Existing Conditions** - To determine the feasibility of this multi-use path, existing right-of-way was documented (using the Leon County Property Appraiser maps) along with environmental or physical opportunities and barriers. The Feasibility Study included field visits for data collection to develop an inventory of corridor constraints which formed the basis for developing solutions for consideration by the project team.
- **Public Engagement** - In addition to data collection, a Public Engagement phase was incorporated after the collection of existing data was underway. Efforts in this phase included meetings with neighborhood associations and homeowner associations (coordinated with City of Tallahassee Neighborhood Services), businesses, and citizens in a variety of formats to both gather and disseminate information. This phase also included meetings with local government departments and agencies such as City of Tallahassee Underground Utilities, Real Estate, Parks

and Recreation, Leon County School Board, Leon County Public Works, Tallahassee-Leon County Planning Department, Florida Department of Transportation (Central Office and District 3), and the Blueprint Intergovernmental Agency.

- **Alternative Alignments** - The third component of the project focuses on alternative alignments of the multi-use path within the corridor. This is accomplished using the existing conditions, opportunities and barriers that were noted during the collection of the existing data and the input provided by citizens, businesses, and neighborhood associations/homeowner associations. These alternative alignments will be presented to the CRTPA Board on September 13, 2021.

After the CRTPA Board meeting on September 13, 2021, the Project Team will initiate the second round of Public Engagement that will end in mid-November. With this input, the alignment will be refined and presented to the CRTPA Board for final approval at their January 2022 meeting.

Alternatives Summary

To assist in providing guidance to the alternatives for the Thomasville Road MUP please refer to bullets below to find the specific page for each alternative.

Betton Road to Armistead Road (2 options) – page 10

1. Thomasville Road (west side) – page 11
2. Thomasville Road (east side) – page 13
3. Trescott Ditch McCord Park – page 15
4. Trescott Drive – Page 17

Armistead Road to Metropolitan Boulevard – page 19

- Removing bike lanes (both sides) – page 19
- Armistead Road to Woodgate Way – east side of the road – page 21
- Crossover east side to west side at Woodgate Way – page 22
- Woodgate Way to Metropolitan Boulevard – west side of the road – page 23

Market District Connection

South of Interstate 10 (3 options) – page 24

1. Live Oak Plantation Road – page 25
2. Metropolitan Corporate Center – page 26
3. FDOT right of way – page 27

North of Interstate 10 – page 29

- Timberlane School Road to Timberlane Road – page 29
- Timberlane Road (Timberlane School Road to Maclay Road) – page 31

COVID-19

The Thomasville Road MUP Feasibility Study began in January 2020 and was impacted by the COVID-19 virus. This was noticeable in the Public Engagement component as public safety protocols did not allow for in-person meetings. However, the Project Team took a pro-active approach by employing various methods of engaging the public that relied on technology to conduct meetings, project rooms and Q&A sessions in a virtual environment. The project team is hopeful that the second round of Public Engagement can be held in-person. Our experience from the use of various virtual opportunities during the past year has shown that we can engage the public through both methods and have greater participation.

PROJECT PHASES

The remainder of this agenda provides further details regarding Existing Conditions, Public Engagement and Alternatives development.

Existing Conditions

The first task of the Thomasville Road MUP was to collect data including locations and information regarding the existing conditions of the corridor. This is done to identify unique corridor opportunities and barriers and to ensure that project development can be accomplished. This step also identifies information to feed into the Public Engagement phase as citizens become involved in the process. This data collection effort began in December of 2019 and continues throughout the existing conditions phase as various opportunities and barriers are investigated.

The [Existing Conditions Report](#) details various data sets including the following:

- Roadway - pages 7 – 11
- Crash Data - pages 12 and 13
- Right of Way - pages 14 – 17
- Driveways - page 18 – 21
- Trees – pages 22 – 28
- Easements – pages 29 - 31
- Environmental Characteristics - pages 32 - 35
- Historic and Cultural Resources, Grade & Elevation and Network Connectivity – pages 36 and 37
- Existing Projects - pages 38 and 39.

Public Engagement

The contract for this project was executed prior to COVID-19 and included in-person meetings and larger events to gather input from citizens and businesses along the Thomasville Road corridor and beyond, as necessary. Protocols that were put in place eliminated the in-person format from occurring for the first round of the Public Engagement phase. Based on this limitation the Project Team used a multi-faceted approach that used social media, virtual meetings with the citizens, businesses and other city and county organizations. The following pages outline this approach.

- CRTPA Website and Facebook

Prior to the initiation of the Public Engagement phase the Project Team established a presence on Facebook ([Thomasville Road Multi-Use Path | Facebook](#)) and a webpage on the CRTPA.org website ([Thomasville Road Multi-Use Path | CRTPA](#)) to provide information regarding meetings, updates, etc.. The links to these two platforms have been incorporated into the materials distributed for reaching out the public.

- Neighborhood Association/Homeowner Association Meetings

The Project Team met with staff from the City of Tallahassee Neighborhood Services to provide information about the Neighborhood Associations (NA's)/Homeowner Associations (HOA's) along the corridor for contact purposes. This is list of [HOAs and NAs](#) that were contacted along with others that were contacted after the original request for meetings was made in November and December 2020. The initial request for HOA/NA meetings was distributed on November 17, 2020 (including an [informational flyer](#)) with the first HOA/NA meeting was held on January 7, 2021 (Waverly Hills) and continuing into the summer of 2021 with the last meeting on August 12, 2021 (Charleston Place).

- Stakeholder Meetings

In addition to residential meetings the Project Team met with businesses, schools, government agencies/departments relating to either the Thomasville Road MUP or the connections to Betton Hills and/or the Market District. The [Stakeholder list](#) provides the date (s) that the meetings occurred. These contacts helped shapes many areas of the Thomasville Road MUP particularly North of Live Oak Plantation and south of Winthrop Way.

- Virtual Project Page

An extensive Virtual Project page was developed for the project since there could be no public meetings during the initial phase of Public Engagement. The list of HOAs and NAs were used to send out links to the Virtual room along with any individual contacts that had submitted emails for project contact. The [Virtual Room materials](#) included:

- The significance of the corridor as a pedestrian and bike facility
- The "Types of Users" from the Tallahassee-Leon County Bike and Pedestrian Master Plan
- Project Limits
- Connecting to Midtown and the Market District (Project Coordination)
- Project Goals
- Additional Design Considerations
- Frequently Asked Questions
- Existing Conditions Assessment
- Completed Activities
- The 9 C's of Bicycling
- Stakeholder Feedback and Information
- Project Timeline

Visitors could visit the virtual “room” materials in any order that they wanted or were interested in pursuing additional information for. Overall, there were 211 unique individuals that visited the site while it was open from April 27, 2020 to May 25, 2020. The “unique” visitor could have revisited the room several times but that would only count as a single unique visitor the first time. Originally, the room was intended to be open for a two-week period, but that was extended to May 25, 2021 for additional input.

- Question and Answer Sessions

While the Virtual Room was open, the Project Team held three Question and Answer sessions that allowed for live feedback on comments or questions that were asked regarding the project. These sessions were held on Thursday, April 29, 2021, Monday, May 3, 2021, and Monday, May 24, 2021, with 5, 9 and 28 participants, respectively. The extension of the Virtual Room time period (to May 24, 2021) also included an additional Question and Answer Session on May 24, 2021. These sessions were recorded and posted to the CRTPA.org website along with the transcripts for review and can be found using the following links:

- [Q&A Session #1 Transcripts](#)
- [Q&A Session #1 Video](#)
- [Q&A Session #2 Transcripts](#)
- [Q&A Session #2 Video](#)
- [Q&A Session #3 Transcript](#)
- [Q&A Session #3 Video](#)

- Emails Announcing Virtual Project Room

In advance of the opening of the Virtual Project Room the Project Team sent out an email announcing the times and dates of the Virtual Project Room. The email included a link to the first [Thomasville Road Multi-Use Newsletter](#) to provide some basic information regarding the project.

- Leon County Link

The Leon County Link provide the citizens of Leon County a preview of upcoming events from month to month. The [April 2021](#) edition included an announcement for the Thomasville Road Multi-Use Path as well as the US 90 trail project.

- USPS Mailouts

In addition to the emails that were sent out to known HOAs and NAs, regarding the Virtual Project Room, there were other neighborhoods and property owners requiring contact about the how to access the information. Therefore, those properties related to the extension to the Market District (Live Oak Plantation Road, Timberlane School Road and Timberlane Road) were sent notices through USPS.

The extension of the time period for the Virtual Room and an additional Question and Answer Session also included a [mailout](#) announcing the inclusion of the session. These mailouts (236 in total) were sent out along Thomasville Road from Betton Road to Metropolitan Boulevard to all properties within a 300 foot buffer.

- Comments from the Public

From the very beginning of the project the Project Team created a spreadsheet to note the comments that were provide via email directly through staff, through the CRTPA website “Contact Us” tab, or by Facebook. The [Comment Log](#) is updated as comments are made so the linked provided reflects those comments received as of August 16, 2021.

In general, the **OPPOSED** comments revolved around both traffic on Thomasville Road and the path, proper. The Thomasville Road comments were related to the drivers’ speed, traffic noise and air pollution. The comments associated to the path referred to conflicts with bike and pedestrians using the same space and at different speeds, and safety for those such as the elderly, children and pets. Others spoke to difficulty accessing and exiting driveways with traffic on Thomasville Road being heavy and fast combined with a higher number of bikes and pedestrians on the path. Lastly, any tree removal was a concern.

A sampling of comments **OPPOSED** to the project include:

- Because of very high traffic volume on Thomasville Rd., many intersections without traffic lights and an ignorance of/failure to comply with right of way rules by drivers, user safety is a serious concern (Comment Log, comment 31).
- Noise and fumes produced by said traffic make user experience and health concerns poor (Comment Log, comment 31 and comment 42).
- Having foot and bike traffic sharing the same path is a safety concern (Comment Log, comment 31).
- Major tree removal (Comment Log, comment 47 and 64).
- Accessing and exiting properties along the corridor, both residential and commercial, will become more difficult than it already is (comments from virtual meeting with several HOAs).

The **SUPPORTING** comments bike and pedestrian safety, connectivity and multimodal options. In terms of connections, remarks involved connections to improving connections to neighborhoods and activity centers. From a safety perspective, others saw the traffic issues on Thomasville Road as being a barrier to the use of the current facility (and current condition of sidewalk) and a path being a better multimodal option for commuting and recreation.

A sampling of comments **IN SUPPORT** of the project include:

- Would love to be involved in making a Thomasville corridor happen as it would be nice to ride and buy groceries... rather than car (Comment Log, comment 3).
- Provide better connections to neighborhoods along the corridor (Comment Log, comment 4).

- The Thomasville Road multi-use path will be an essential multi-modal connector for two Blueprint place making projects that have multi-modal transportation featured, Midtown and Market Square. The current infrastructure along Thomasville Road for cyclists and walkers is unsafe, (Comment Log, comment 13).
- Want a trail for bikes and pedestrians joining the north area of town to midtown. Preferably not on the road (Comment Log, comment 16).
- I am a frequent cyclist, but I never cycle on this stretch of road because it is far too dangerous. However, my family would be able to commute by bike to work, school and activities if this project happens (Comment Log, comment 17).

Collectively, the Project Team received substantial feedback regarding the Thomasville Road MUP both for and against the project. More importantly, the integration of these comments with the Existing Conditions Report assists in providing guidance to the CRTPA on potential improvements that can be made in the corridor and others that will require phases beyond the Feasibility Study to address should the project move forward.

Thomasville Road MUP Alternatives

The alternatives for the Thomasville Road MUP are contained in the following three (3) distinct segments:

1. Betton Road to Armistead Road
2. Armistead Road to Live Oak Plantation Road
3. Live Oak Plantation Road to Maclay Commerce Boulevard

Segment 1 - Betton Road to Armistead Road

In this section of the project there are four (4) feasible options for the path, shown as **Figure 1**. Two of the options include the use of the path in McCord Park and the other two options are located on Thomasville Road.

Figure 1 – Thomasville Road Multi-Use Path (Armistead Road to Betton Road)



Thomasville Road West Side

The Thomasville Road West side section, shown as **Figure 2**, from Betton Road to Armistead Road is not feasible as a feasible option given the limited right of way. In some instances, the available right of way is less than 8', as shown in **Figure 3**.

Figure 2 – Thomasville Road Multi-Use Path (Thomasville Road West Side)



Disadvantages to this option:

- Right of way is very limited with the back to the existing sidewalk being the edge of the right of way to approximately North Ride.
- To accommodate a 10' path, construction would take the path the "back of the curb" and considering the target users (identified in the Tallahassee-Leon County Bike and Pedestrian Master Plan) being more of beginning to intermediate bike riders and walkers being young children to the elderly this would not be an ideal situation.

- A future multi-use path from Betton Road to 7th Avenue is intended to be constructed on the east side of Thomasville Road which would force this segment of the trail to cross Thomasville Road either at Betton Road or at some point south towards 7th Avenue.

Figure 3 – Thomasville Road Multi-Use Path Limited Right of Way



Thomasville Road East Side

The Thomasville Road East side, shown as **Figure 4**, section from Betton Road to Armistead Road would be located in the FDOT right of way.

Figure 4 – Thomasville Road Multi-Use Path (Thomasville Road East Side)



Advantages to this option:

- The path would utilize FDOT right of way.
- A direct link to any future trail connection south of Betton Road along Thomasville Road.
- The segment from Betton Road to Post Road has sufficient right of way to accommodate a 10 to 12 foot path with a buffer between the back of curb and the path.

Disadvantages to this option:

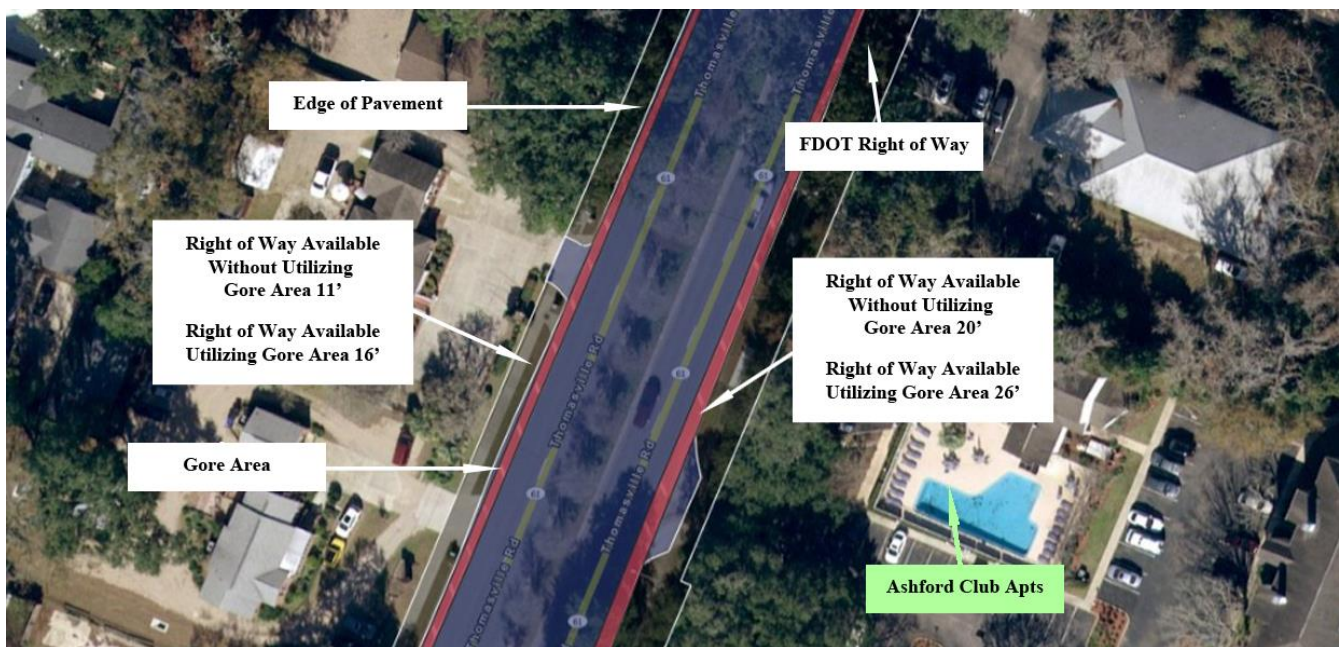
- Right of way is limited from Post Road to the southwest corner of McCord Park which require either a smaller path or potential removal of trees.

- The Post Road to southwest McCord Park is not an ideal situation for safety considering the target users (identified in the Tallahassee-Leon County Bike and Pedestrian Master Plan) being more of beginning to intermediate bike riders and walkers being young children to the elderly.

Gore Areas

There are several gore areas that channel traffic along the outside lanes in the section from Betton Road to Armistead Road that could be used for adding width to the path as shown in **Figure 5**. Gore Areas are locations that have asphalt painted to channel drivers onto, for example, on and off ramps, or areas to paint lanes for consistent width. Removing these areas would create 12' travel lanes and add space for the multi-use path.

Figure 5 – Thomasville Road Gore Areas (Betton Road to Armistead Road)



Trescott Ditch

Similar to Trescott Drive (shown as **Figure 6 and Figure 7**), the first access off of Thomasville Road is adjacent to Armistead Road with access to McCord Park the same as Option 1. Over the years, path has developed along the drainage easements (Existing Conditions Report, page 29 - 31), south of McCord Park to the Betton Nature Center Trail. The current path is currently located on private property. The utilization of the path in McCord Park for approximately 900' to the west side of the bridge. From the bridge, the path would travel along the drainage ditch (not on top of) approximately 1,400' cross the ditch and then travel 1,500' on top of the future covered Trescott ditch to be constructed by the City of Tallahassee.

Figure 6 – Thomasville Road Multi-Use Path (McCord Park/Trescott Ditch)



Advantages to this option:

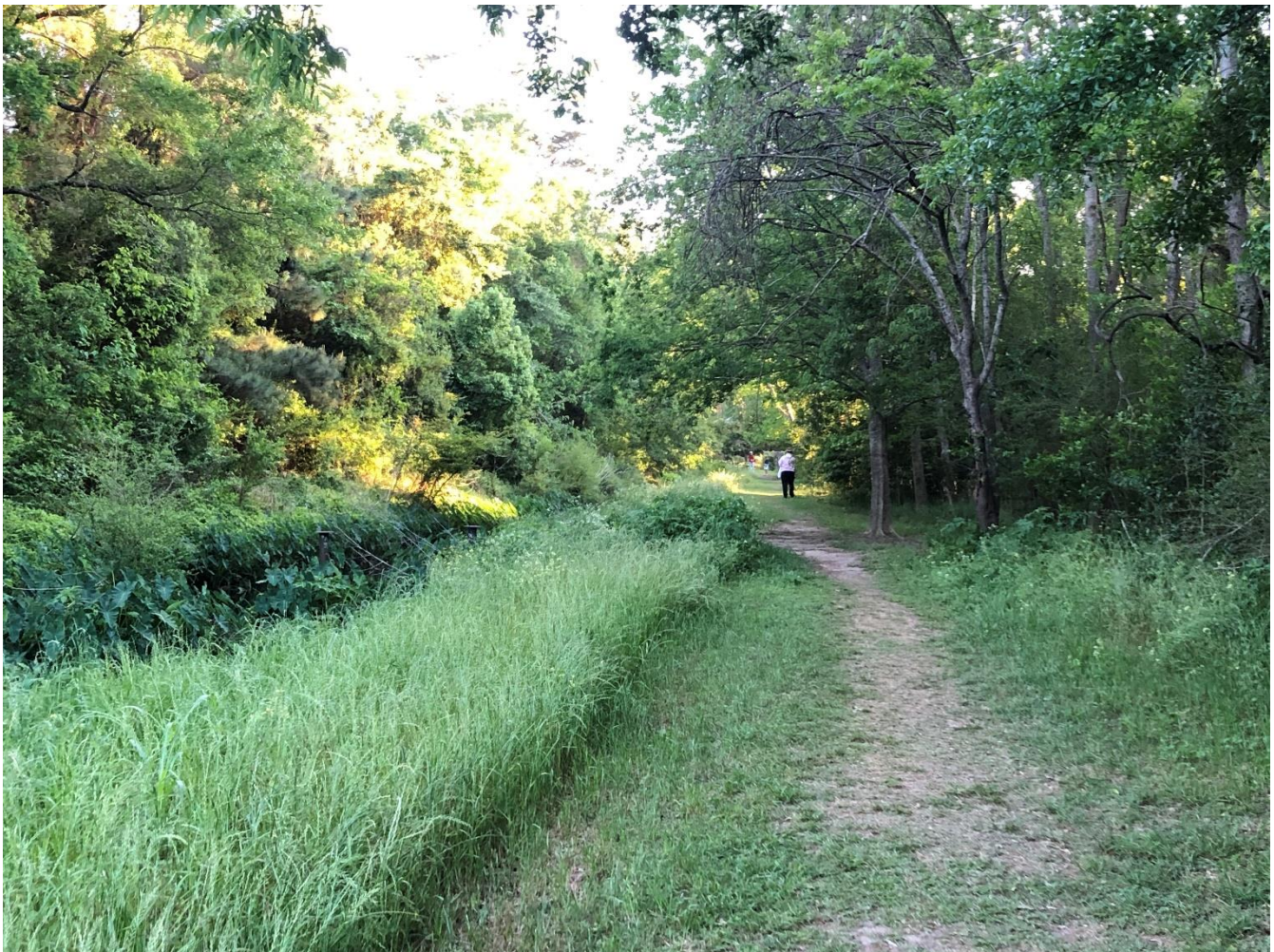
- The path in McCord Park varies in width from 8' to 10' and can accommodate a wide range of users and a path along Trescott Ditch to Betton Road would have similar characteristics.

- This route is much safer than placing the path along Thomasville Road when considering the target users (identified in the Tallahassee-Leon County Bike and Pedestrian Master Plan) being more of beginning to intermediate bike riders and walkers being young children to the elderly.
- Provides a traffic free and tree covered experience for a short distance.
- There would be minimum to no tree impacts.
- The sidewalk adjacent to Armistead Drive would be reconstructed to become ADA compliant.

Disadvantages to this option:

- Residents in Betton Hills do not want a path due to concerns regarding safety and crime (access to the back of the property).
- Residents feel that there will be impacts to McCord Park mostly associated with speeding bicyclists mixed with elderly residents, children and pets utilizing the path that may not be able to react fast enough to avoid conflicts.
- The sidewalk adjacent to Armistead Drive would be require property from McCord Park.

Figure 7 – Thomasville Road Multi-Use Path (Trescott Ditch Looking South)



Trescott Drive

This option, shown as **Figure 8**, utilizes the sidewalk on the southside of Armistead Road to the entrance of McCord Park directly across from Armstrong Road. From the entrance, the path inside of McCord Park would be utilized to Trescott Drive. Trescott Drive has sufficient right of way to construct a path on the east side of the road (the west side has an existing sidewalk) from the trail connection to Betton Road at which point the actuated signal would provide the opportunity to cross Betton Road.

Figure 8 – Thomasville Road Multi-Use Path (McCord Park/Trescott Drive)



Advantages to this option:

- The existing path in McCord Park varies in width from 8' to 10' and can accommodate a wide range of users and so can a path along Trescott Drive (the right of way varies from 10' to 25').
- The direct linkage to the actuated signal at Betton Road provides a safe passage across Betton Road and then down to Winthrop Park, Mitchell Avenue or Thomasville Road.

- This route is much safer than placing the path along Thomasville Road when considering the target users being more of beginning to intermediate bike riders and walkers being young children to the elderly.
- The sidewalk adjacent to Armistead Drive would be reconstructed to become ADA compliant.

Disadvantages to this option:

- Residents in Betton Hills, in particular, along Trescott Drive, do not want a path due to concerns regarding safety, difficulties entering and leaving their property, crime, and an increase in bike and pedestrian traffic in their neighborhood.
- Residents feel that there will be impacts to McCord Park mostly associated with speeding bicyclists mixed with elderly residents, children and pets utilizing the path that may not be able to react fast enough to avoid conflicts.
- Would require removal of some small trees to accommodate the path.
- There are 23 properties that will require driveway cuts along the path.
- The sidewalk adjacent to Armistead Drive would require property from McCord Park.

While this option is feasible, the number of driveways cuts will make the installation of the path difficult and has the potential to create safety issues on Trescott Drive. Therefore, the Project Team has removed this option from consideration.

Betton Hills Neighborhood Association

The Betton Hills Neighborhood Association provided the Project Team with a [position statement](#) regarding the Thomasville Road Multi-Use Path and McCord Park. This relates to both the Trescott Drive Path and the Trescott Ditch options.

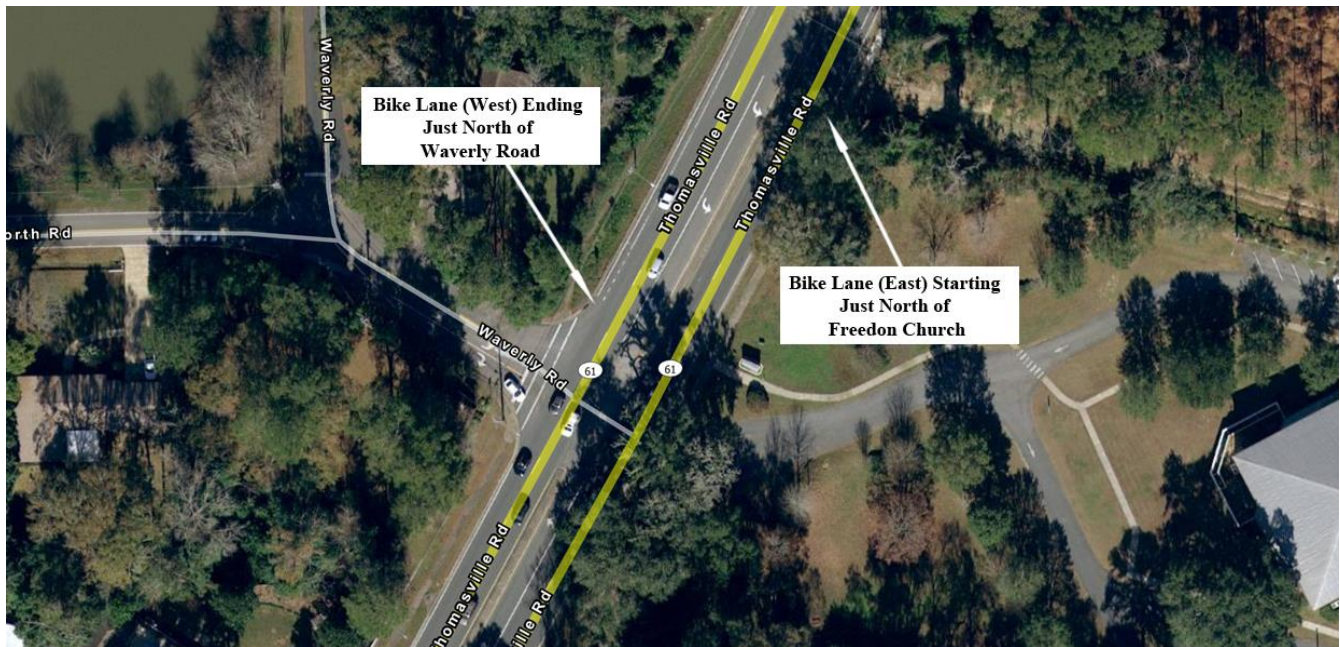
Armistead Road to Metropolitan Boulevard

This segment of the path would be in the FDOT right of way. Beginning at Armistead Road the path would be located on the east side of the road to Woodgate Way. At Woodgate Way the path would cross at the signalized intersection from the east side to the west side of Thomasville Road at the signalized crossing. From Woodgate Way the path would continue north, on the west side of the road, to Live Oak Plantation Road. Further discussion of this alignment is provided below.

Thomasville Road Bike Lanes

The bike lanes on Thomasville Road (**Figure 9**) end just north of Waverly Road (west side of Thomasville Road) and begin north of Freedom Church (on the east side of Thomasville Road) and continue beyond Interstate 10. During the Public Engagement phase several citizens (experienced bicyclists) commented on how they won't travel in the bike lane on this section of Thomasville Road due to the speed and volume of traffic. Additionally, there were consistent questions from citizens asking if the study would look at reducing the speed on Thomasville Road. Based on these questions and the need to provide safety along the corridor, on the path and with bicyclists, the Project Team is recommending the removal of the bike lanes (both sides of the road) on Thomasville Road from just north of Waverly Road and the Freedom Church to Metropolitan Boulevard.

Figure 9 – Bike Lanes at Waverly Road (West Side) and Freedom Church (East Side)



The removal of these lanes would:

- Reduce the outside lane of Thomasville Road to 12' on both the east and west side of the road,
- Increase the right of way for the multi-use trail by 4'.
- Potentially reduce the speed of vehicles on Thomasville Road.
- Eliminate any need for additional right of way in this portion of the path.
- Provides an additional space to subdivisions and businesses that have limited sight distance.

- Provide consistency for the multi-use trail from Metropolitan Boulevard to Betton Road.
- Increase the safety of pedestrian and bicyclists by having a wider buffer between Thomasville Road and the multi-use path.

Examples of these changes are shown **Figure 10** and **Figure 11**.

Figure 10 – Bike Lane Removal around Asbury Hills and Thomasville Road

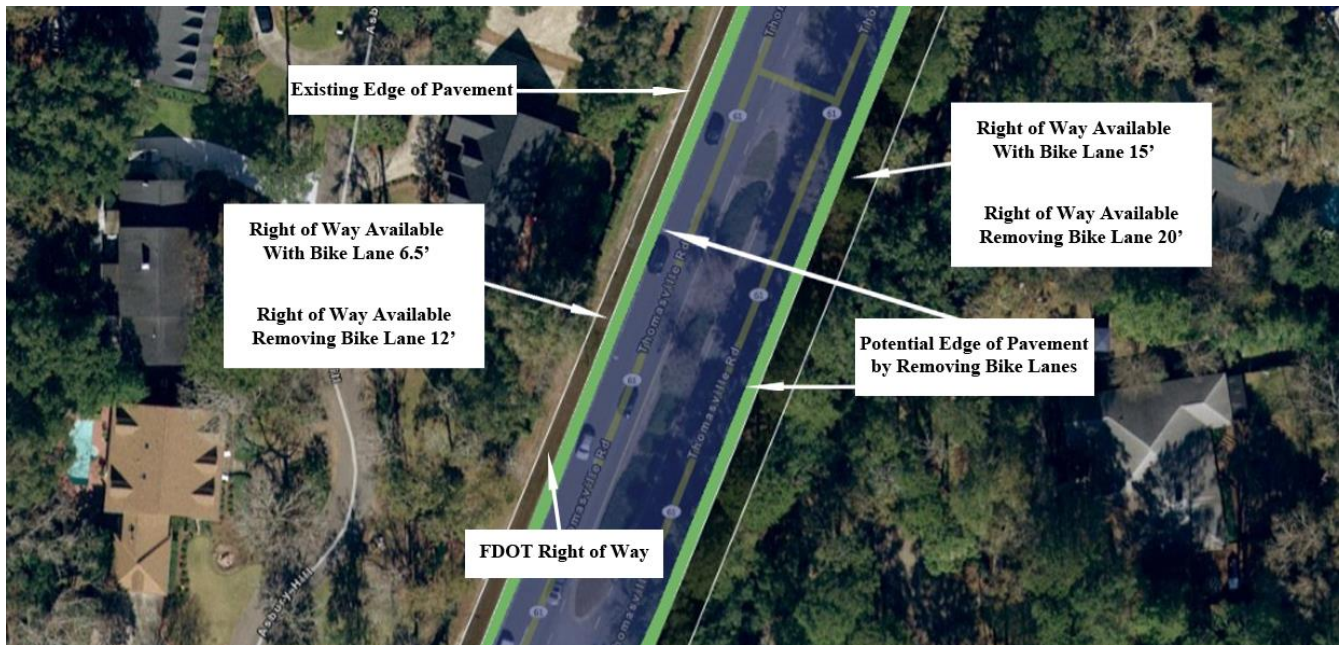


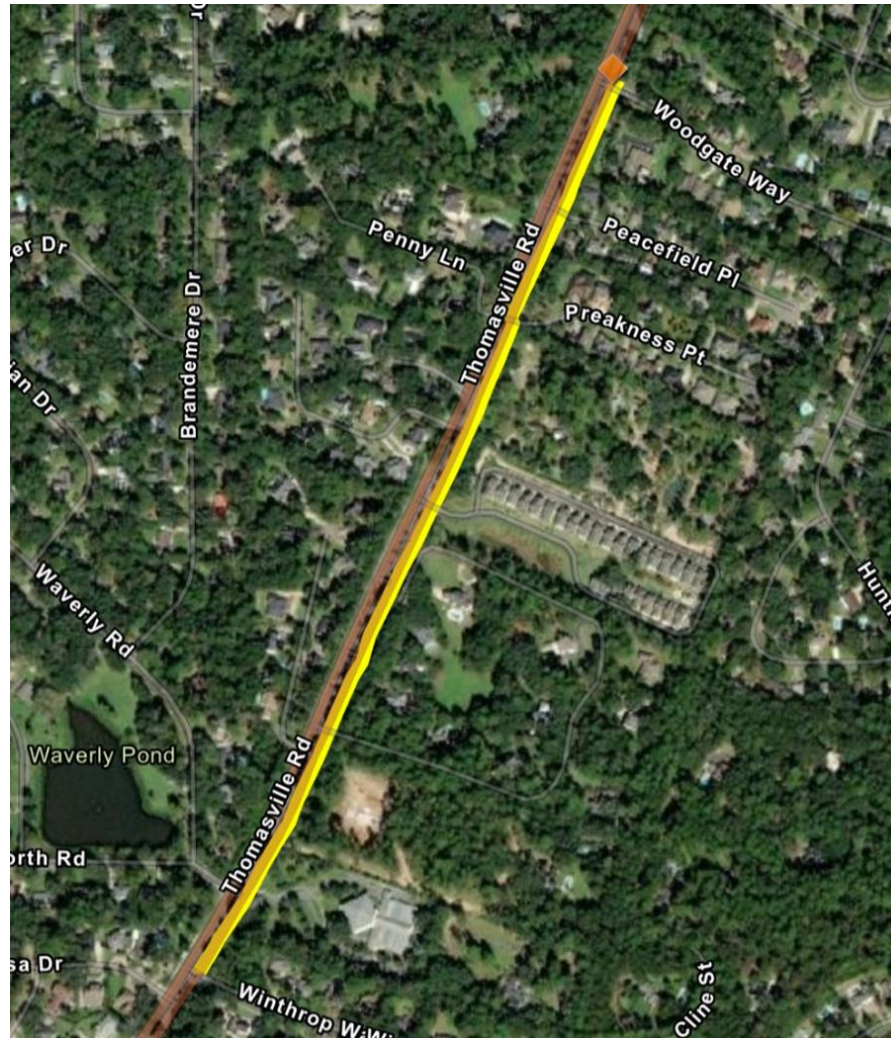
Figure 11 – Bike Lane Removal around Braemore Way and Thomasville Road



Armistead Road to Woodgate Way (East Side)

The Project Team reviewed the opportunities along the east side and west side of Thomasville Road for the multi-use path between Armistead Road to Woodgate Way, shown as **Figure 12**.

Figure 12 – Thomasville Road Multi-Use Path (Armistead Road to Woodgate Way)



The Project Team opted for the east side as opposed to the west side for the following reasons:

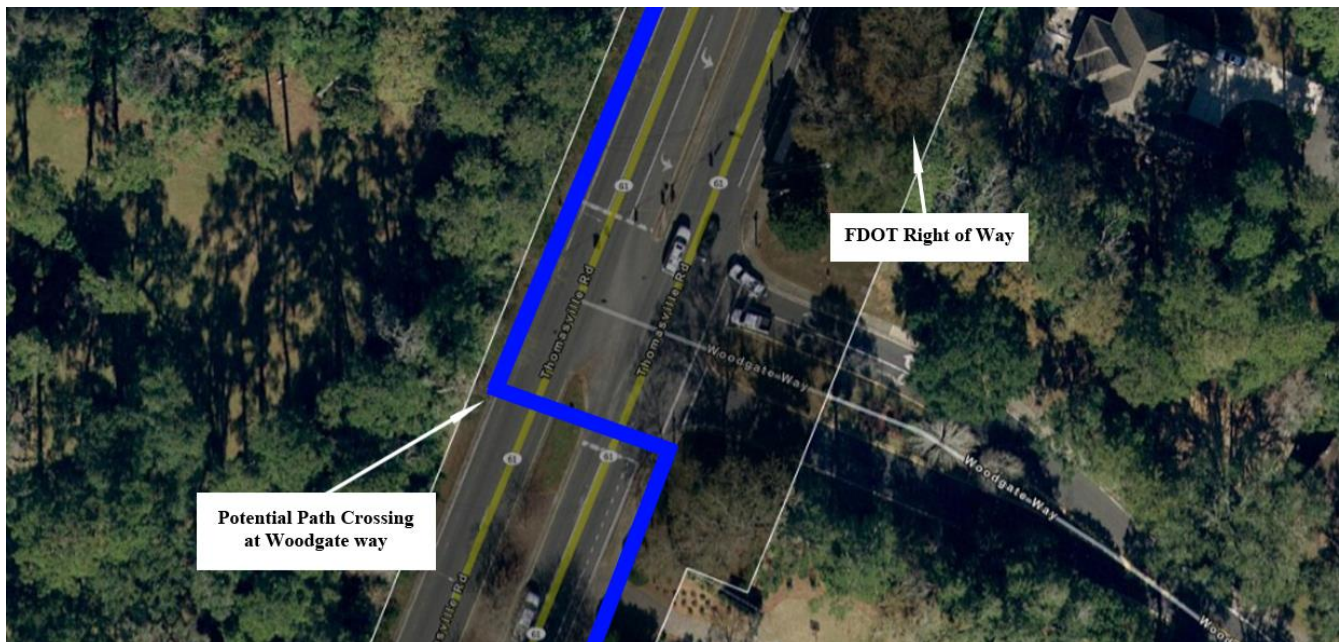
- There is more right of way on the east side and coupled with an additional 4' from the bike lane, the path would have more separation from the traffic on Thomasville Road providing a safer environment for pedestrians and bikes.
- This would maximize the width of the path allowing space for users traveling in different directions.
- The additional 4' from the bike lane would provide additional space to improve sight distances for adjacent subdivisions and businesses while exiting or accessing their respective driveways or roads.

- The east side is ADA compliant which wouldn't require as much earthwork and rebuilding as the west side of Thomasville Road.
- The east side has better connectivity for the segment south of Armistead Road and south of Betton Road.
- There are significantly less tree impacts on the east side in this section versus the west side.

Woodgate Way Crossing

There were several crossings that were reviewed for making the east to west movement. The purpose for moving to the west is to provide a better linkage to the Market District as well as avoid situations with limited right of way on the east side such as around Dorothy B. Owen Park. The Woodgate Way at Thomasville Road intersection, shown as **Figure 13**, has less conflicts than the Hermitage Boulevard at Thomasville Road intersection, does not have free flow right-hand turn lanes, and has three legs instead of four which makes the crossing of Thomasville Road safer. Additionally, by installing the crossing on the south side of the intersection, there are no conflicts with right hand turns heading north on Thomasville Road from Woodgate Way.

Figure 13 – Thomasville Road at Woodgate Way Intersection

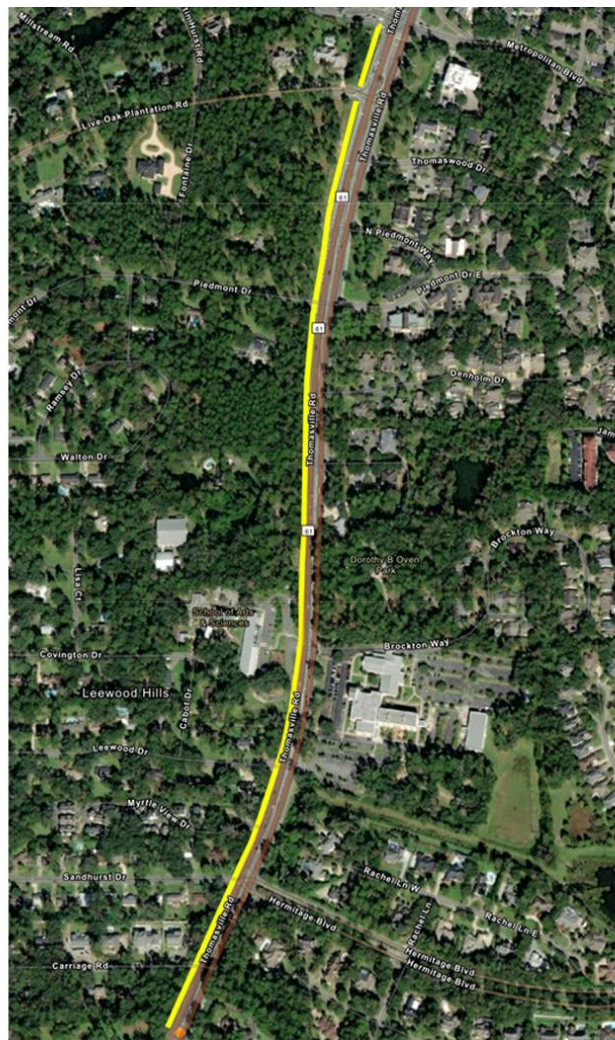


Woodgate Way to Metropolitan Boulevard (West Side)

The path is better suited for the west side of Thomasville Road in this section, shown as **Figure 14**, as opposed to the east side for several reasons:

- Avoids the crossing of the path at the Hermitage Boulevard at Thomasville Road intersection which has multiple conflict points.
- The additional 4' from the bike lane provides sufficient right of way for separation from the traffic on Thomasville Road allowing for a safer environment for pedestrians and bikes.
- Due to minimal right of way, this option avoids impact to several large trees in Dorothy B. Owen Park that are located on the back of the existing sidewalk.
- The west side provide a more direct connections to the Market District options.

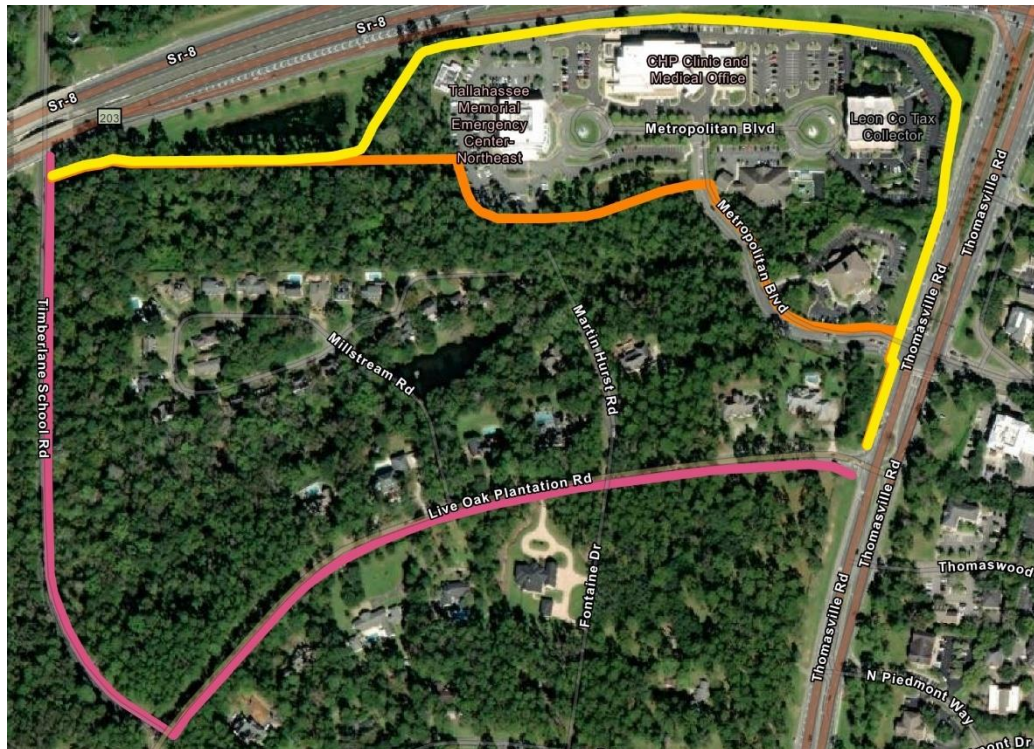
Figure 14 – Thomasville Road Multi-Use Path (Woodgate Way to Metropolitan Boulevard)



Market District Connection (South of Interstate 10)

There are three (3) options relating to the Thomasville Road MUP (South of Interstate 10) from Live Oak Plantation Road to south of Interstate 10 that are shown in **Figure 15** and detailed below. The Market District Connection (north and south) would be beyond the CRTPA's jurisdiction since these are local roads, and would require coordination with the City of Tallahassee, Leon County and Blueprint as part of the Market District Placemaking project.

Figure 15 – Market District Connections (South of Interstate 10)



Live Oak Plantation Road (Thomasville Road to Timberlane School Road to Interstate 10)

The first option investigated by the Project Team begins at the southwest corner of the Thomasville Road at Live Oak Plantation Road intersection, shown as **Figure 16**. From Thomasville Road the path would move west to the intersection of Live Oak Plantation Road at Timberlane School Road and then north under Interstate 10.

**Figure 16 – Market District Connections (South of Interstate 10)
Live Oak Plantation Road/Timberlane School Road**



Advantages to using Live Oak Plantation Road and Timberlane School Road include:

- Avoids the intersection of Live Oak Plantation Road at Thomasville Road since the path would begin south of the intersection (meeting the needs of the users for safety purposes).
- Available right of way along Live Oak Plantation Road and Timberlane School Road.
- The most direct route staying on the existing road system.
- Tree shade and less traffic.
- Avoids any impact to the conservation area associated with the Metropolitan Corporate Center Conservation Easements and Gas Transmission Easement.

- Recently installed speed humps and raised intersections have slowed traffic down along Live Oak Plantation Road.

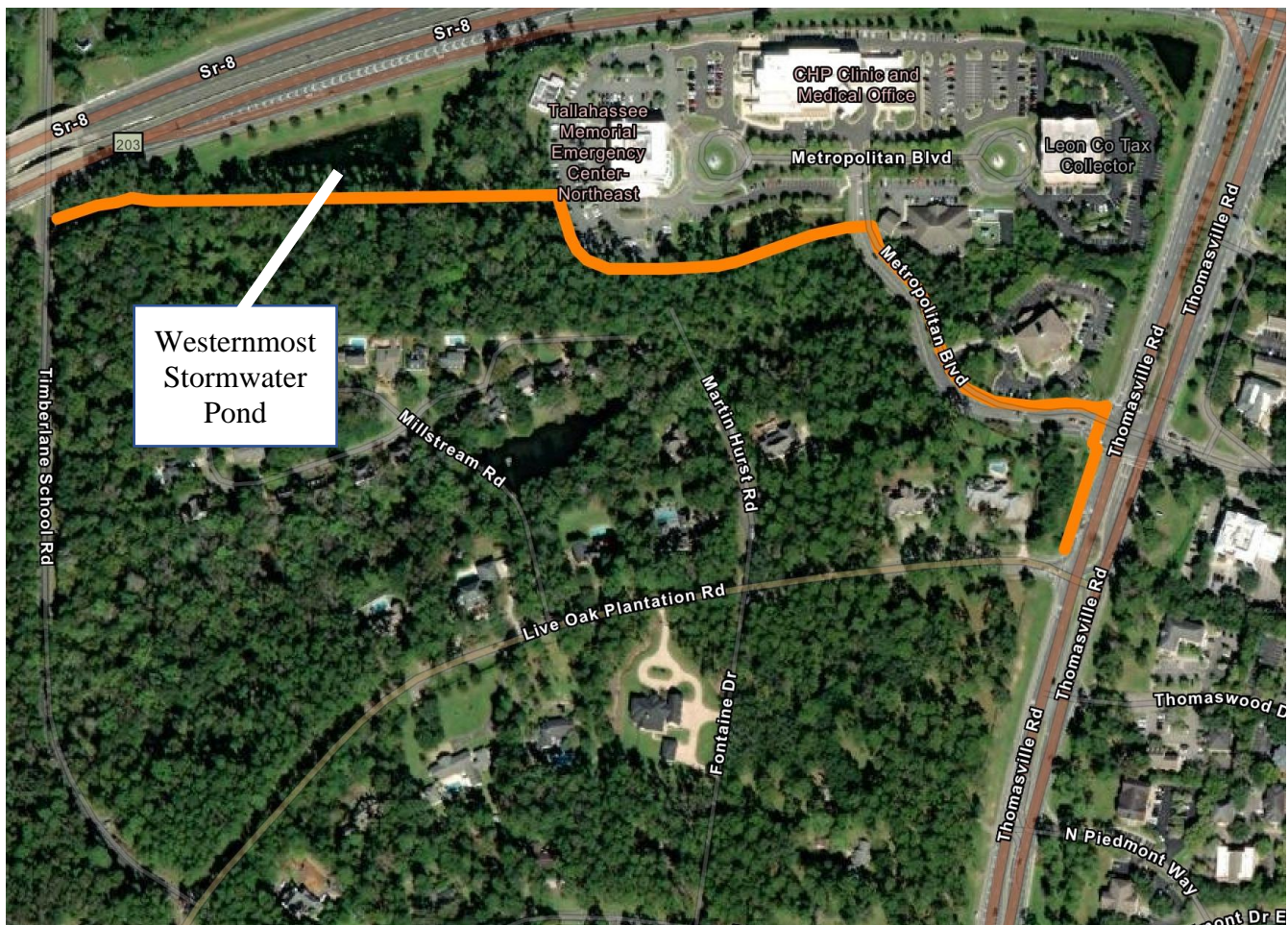
Disadvantages to using Live Oak Plantation Road include:

- Residents have historically been opposed to any bike and pedestrian improvement along the road (whether a smaller portion the corridor being used for the path would be viewed differently has yet to be determined).

Metropolitan Corporate Center (Thomasville Road to Timberlane School Road)

The last option begins at Thomasville Road and utilizes Metropolitan Boulevard (west) into the Metropolitan Corporate Center, then heads west behind a stormwater facility and parking lot tying into the FDOT right of way and down to Timberlane School Road. This route is shown as **Figure 17**.

Figure 17 – Metropolitan Corporate Center (South of Interstate 10)



Advantages to using Metropolitan Corporate Center include:

- Avoids the Interstate 10 interchange (meeting the needs of the users for safety purposes).

- Tree shaded with very little traffic.
- Avoids any impact to the Metropolitan Corporate Center Conservation Easements.

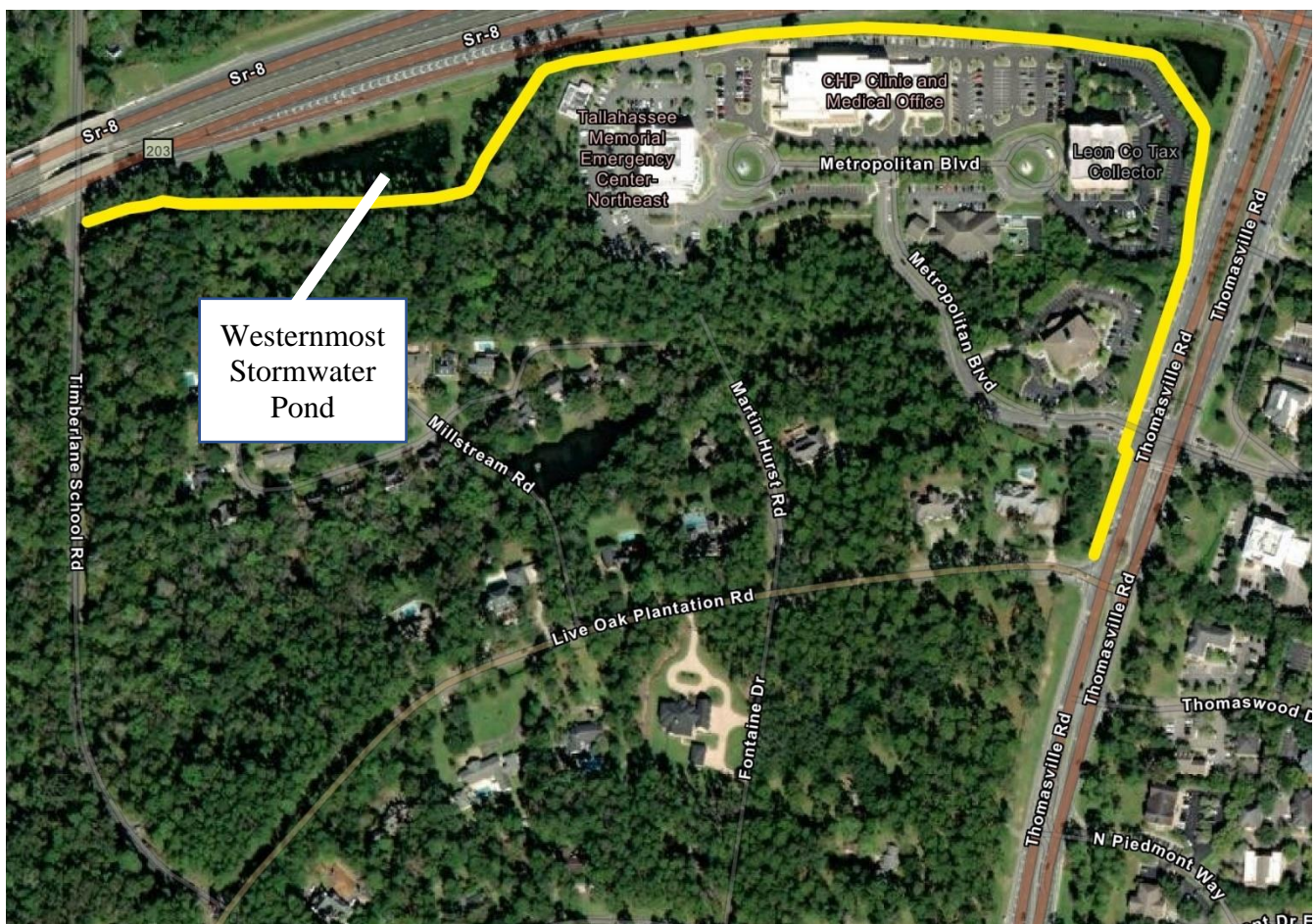
Disadvantages to using the Metropolitan Corporate Center include:

- There are crash issues that have been identified by FDOT at the intersection of Live Oak Plantation Road and Thomasville Road. These issues are related to the left-hand turn movement from Live Oak Plantation to northbound Thomasville Road that makes crossing this intersection particularly dangerous.
- Further discussions must occur with TMH, CHP, FDOT and Florida Gas Transmission.
- Elevation challenges as the path moves from the westernmost stormwater pond to Timberlane School Road.

FDOT Right of Way (Thomasville Road to Timberlane School Road)

The second option investigated by the Project Team begins at Metropolitan Boulevard and follows Thomasville north to the stormwater facility and the southwest corner of the intersection. From the stormwater facility the path heads west around the Metropolitan Corporate Center and then down to Timberlane School Road. This route is shown as **Figure 18**.

Figure 18 – FDOT Right of Way (South of Interstate 10)



Advantages to using FDOT ROW include:

- Avoids the Interstate 10 interchange (meeting the needs of the users for safety purposes).
- Available right of way along Interstate 10.
- Avoids trees.
- Avoids any environmental issues associated with the Metropolitan Corporate Center Conservation Easements and Gas Transmission Easement.

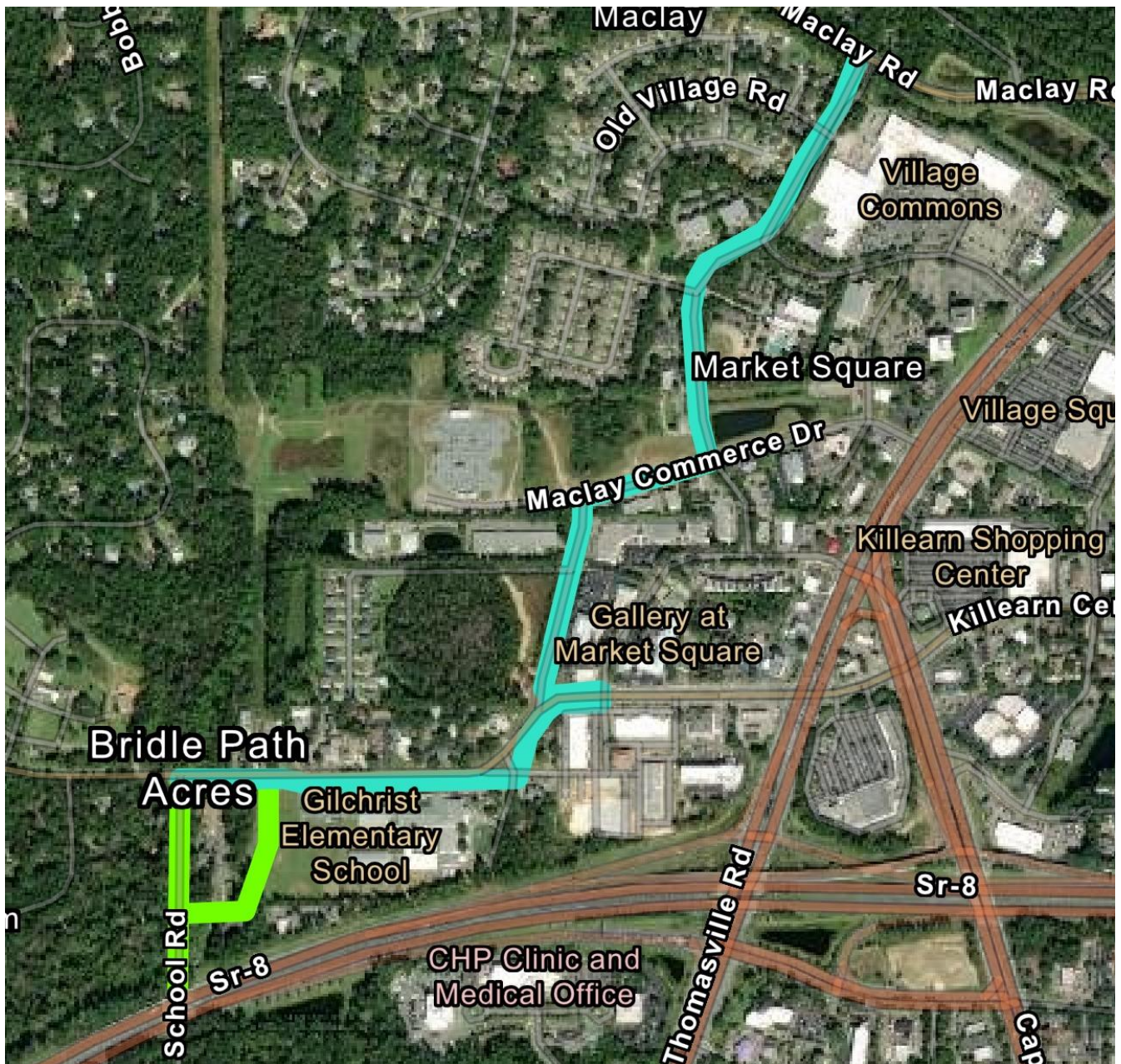
Disadvantages to using the FDOT right of way include:

- There are crash issues that have been identified by FDOT at the intersection of Live Oak Plantation Road and Thomasville Road. These issues are related to the left-hand turn movement from Live Oak Plantation to northbound Thomasville Road that makes crossing this intersection particularly dangerous.
- It is the most circuitous of the three options.
- There will be elevation challenges as the path moves from the westernmost stormwater pond to Timberlane School Road.

Market District Connection (North of Interstate 10)

There are three (2) options relating to the Thomasville Road MUP (North of Interstate 10) from Interstate 10 to Maclay Road that are shown in **Figure 19** and detailed below.

Figure 19 – Market District Connection (North of Interstate 10)



Timberlane School Road (Interstate 10 to Timberlane Road)

Moving to the north side of Interstate 10, the path along Timberlane School Road could take two routes: one toward Timberlane Road and the other to a utility Easement on the western side of Gilchrist Elementary School, shown as **Figure 20**. The path that heads towards Timberlane Road will

put users at the bottom of a very steep climb towards Gilchrist Elementary School that many will find extremely challenging. The use of the utility easement puts the path at the sidewalk along Timberlane Road with a slight climb up the hill. Given the two options, the Project Team would recommend the path that utilizes the utility easement.

Figure 20 – Timberlane School Road (Interstate 10 to Timberlane Road)



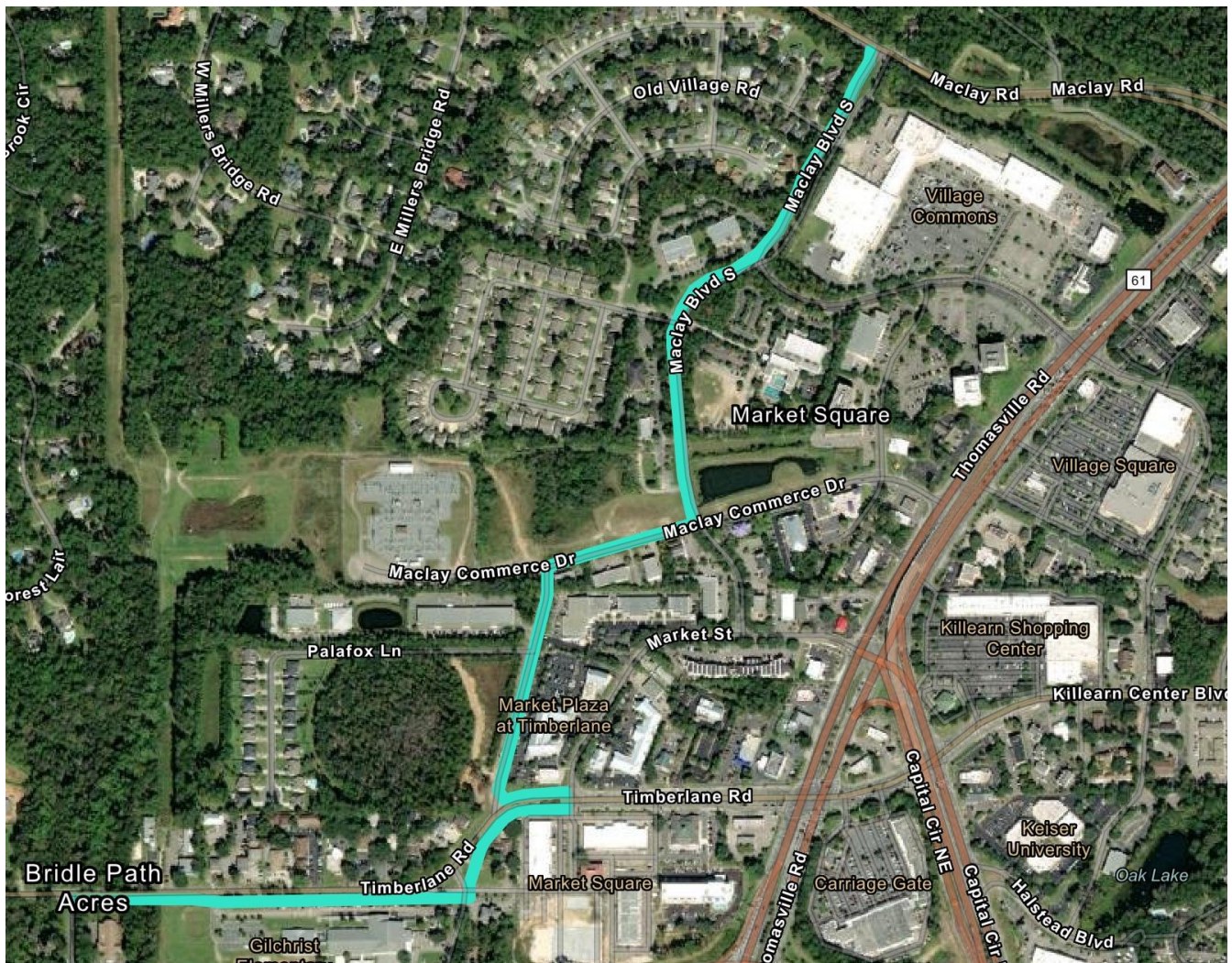
Advantages to using Timberlane School Road and utility easement include:

- Avoids the Interstate 10 interchange (meeting the needs of the users for safety purposes).
- Tree shaded with very little traffic.
- Easements with utilities can be attained (as discussed with City of Tallahassee Real Estate).
- Eliminates the ascent up Timberlane Road.

Timberlane Road (Timberlane School Road to Maclay Road)

This section, shown as **Figure 21**, relies on existing infrastructure that would potentially be rebuilt to accommodate the path including the sidewalk in front of Gilchrist Elementary School (south side of Timberlane Road), as well as the sidewalk that parallels Timberlane Road to the intersection of Market Street.

Figure 21 – Timberlane Road (Timberlane School Road to Maclay Road)



Advantages to using Timberlane Road and utility easement include:

- Avoids the Interstate 10 interchange (meeting the needs of the users for safety purposes).
- Builds upon existing system that is already established.
- Provides connection to Blueprint's Market District Park.
- Provides connection to Maclay Road which in turn will connect to the Meridian Road trail.

Disadvantages to using Timberlane Road include:

- Potential limitations of width of the facility on Martin Hurst Road and Timberlane Road in front of Gilchrist Elementary school.

Alternatives Summary

In summary, there are several alternatives for the various segments of the Thomasville MUP. Below summarizes the alternatives that will be presented to citizens in the second round of Public Engagement. The two alternatives that won't be presented include the following:

1. Betton Road to Armistead Road - Thomasville Road (west side) and Trescott Drive Path.
2. Betton Road to Armistead Road – Trescott Drive Path.

Other segments still being evaluated include the following.

Betton Road to Armistead Road (2 options)

1. Thomasville Road (east side)
2. Trescott Ditch McCord Park

Armistead Road to Metropolitan Boulevard

- Removing bike lanes (both sides)
- Crossover east side to west side at Woodgate Way
- Armistead Road to Woodgate Way – east side of the road
- Woodgate Way to Metropolitan Boulevard – west side of the road

Market District Connection

South of Interstate 10 (3 options)

1. Live Oak Plantation Road
2. Metropolitan Corporate Center
3. FDOT right of way

North of Interstate 10

- Timberlane School Road to Timberlane Road
- Timberlane Road (Timberlane School Road to Maclay Road)

NEXT STEPS

After the CRTPA Board meeting, the second round of Public Engagement will be initiated. This will include virtual meetings, virtual project materials (similar to the virtual project room for the first round of Public Engagement) and planned in-person meetings. From mid-September to the end of October meetings with NA's and HOA's, businesses, individuals will be held as well as three (3) virtual Question and Answer (Q & A) meetings that are tentatively scheduled for October 14, 21, and 25. In

November, in-person meetings will be held barring any issues related COVID-19 (locations still to be determined).

After the second round of Public Engagement is completed (approximately November 15), the Project Team will focus on identifying a preferred route for the Thomasville Road MUP. This final route is anticipated to be presented at the January 2022 CRTPA Board meeting.